Northern Pacific Railway Company. Engineering Department Records.

Version 3
August 20, 2018

N. P. 1757/6-24

OFFICE OF CHIEF ENGINEER

FILE NO. 8731 - 3

SUBJECT:

GRAND COULEE DAM LINE

CLOSED

FROM: 5-1-34

TO: 7-14-34

See tabulation bids for Railroad

construction by J. T. Derrig

May 21, 1934

- - - - - -

For bids for Dam see letter to

H. E. Stevens June 19, 1934

8731

3

CB 1313

8731

On Line at Seattle, Wash.,
July 14, 1934

Mr. W. C. Sloan:

Handing you herewith print of revised map showing proposed location of government railway at Odair so as to avoid the use of Northern Pacific tracks by the contractor.

The grade on the original location was such that proper layout could not be obtained. The layout as shown will put the tracks on light grade and provide good grades for switching at either end of the interchange tracks. Additional yard tracks can be added as needs of the job dictate. The additional wye track between our present leg of wye will give direct entrance for the Northern Pacific trains from the west and permit turning without going to the present junction at Odair. Is this layout satisfactory to you?

BB:wp

enc

6

Saint Paul, Minn.,
July 14, 1934.

MR. BERNARD BLUM:

Herewith copy of Mr. Dildine's letter of the thirteenth and my reply about location of power transmission lines from the Coulee Dam.

While you are in Denver, I wish you would take this matter up informally with Mr. Walter and see what you can develop.

COPY

St.Paul, Minn.,

July 13, 1934.

MR. H. E. STEVENS:

The new Coulee Dam now under construction, in a more or less preliminary stage, indicates that ultimately power transmission lines will radiate from that point.

The Western Union people think we should at this time make inquiries to determine the extent and routes of this system in order that proper steps can be taken to avoid objectionable parallels which might affect our communication system. It may be somewhat early to start this investigation, but if we wait until after right of way has been purchased it probably will be more difficult to get sufficient separation between our lines and the power lines.

I have no idea who can give us the information about the future development of power lines and I am wondering if you can tell me; also if you see any objection to my corresponding with the proper person to develop what information I can, about it?

(Signed) E. E. Dildine

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July 13, 1934.

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(Signed) E. E. Dildine

8731

7

ADDRESS ALL COMMUNICATIONS TO
THE CHIEF ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
CUSTOMHOUSE
DENVER, COLORADO

Mr Blum

OFFICE OF THE CHIEF ENGINEER

July 14, 1934

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

Dear Sir:

Receipt is acknowledged of your letter of July 5, and the attached print of your standard plan T-4-7, for tie plates.

The location of the government railway from the head of the Grand Coulee to the damsite, is not settled definitely as yet. The curves on this portion of the railway will be substantially as shown on the alignment drawings attached to our specifications Nos. 569 and 572. Copies of these specifications are enclosed. The lengths and degrees of curvature as shown on drawing No. 25091 of the specifications No. 569 are sufficiently accurate to determine the number of tie plates to be furnished by your company.

Yours very truly,

S. O. Harper

S. O. Harper,
Acting Chief Engineer.

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED 8 7 31 M.

St.Paul, Minn., July 14, 1934

Bernard Blum,
Care Car 12, Seattle, Wash.

Sending in mail pouch today letter Mr. Stevens and papers about your negotiating on this trip with representatives contractors Coulee Dam for sale engines, cars, etc. M-218.

R. E. Gemmell

N. P. 1012/6-24

8731

YD 14136

CLASS NO. _____ MATERIAL REQUISITION NO. ED 318 G. S. K. NO. _____

STOREKEEPER AT D.M.Driscoll, Supt. 7/14/34 DATE

SHIP TO Bernard Blum, Chf. Engr.

AT Odair, Wash.

USE OF SHIPPING STORE ONLY SHIPMENTS 4	3	2	QUANTITY REQUIRED	DESCRIPTION	PURPOSE	ON HAND AND DUE
				NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK		
			About			
			23,000	Lin. Ft. 3rd Class 90# "A" Rail	For construction of Coulee Dam Project	
			56,500	" " " " 90# "B" "		
				Ship all you have from 1934 Relay		
				Rail is to be selected from 1934 Relays and loaded on wood sill flats and held at the nearest available yard for future inatructions sending it to the Coulee Dam project.		
				BB-PJP-CAN-GHK-RGB-WHR-ERW-FCT		

APPROVED O. K. SIGNED

ASST. GENERAL STOREKEEPER. GENERAL STOREKEEPER DISTRICT STOREKEEPER. DIVISION

USE OF SHIPPING STORE ONLY

SHIPMENT NO. 1 (√)	SHIPMENT NO. 2	SHIPMENT NO. 3	SHIPMENT NO. 4
DATE	DATE	DATE	DATE
W. B.	W. B.	W. B.	W. B.
CAR INITIAL NUMBER	CAR INITIAL NUMBER	CAR INITIAL NUMBER	CAR INITIAL NUMBER
INVOICE NUMBER DATE	INVOICE NUMBER DATE	INVOICE NUMBER DATE	INVOICE NUMBER DATE

N. P. 1012
6-24

ID 14137

CLASS NO. _____ MATERIAL REQUISITION NO. ED 318 G. S. K. NO. _____

STOREKEEPER AT R.T.Taylor, Supt. 7/14/34 DATE

SHIP TO Bernard Blum, Chf. Engr.

AT Odair, Wash.

USE OF SHIPPING STORE ONLY SHIPMENTS 4	3	2	QUANTITY REQUIRED	DESCRIPTION	PURPOSE	ON HAND AND DUE
				NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK		
			ABOUT			
			27,000	Lin.Ft. 3rd Class 90# x"A"Rail	For construction of Coulee Dam Project	
			15,000	" " " " 90# "B" "		
				Ship all you have from 1934 relay		
				Rail is to be selected from 1934 Relays and loaded on wood sill flats and held at the nearest available yard for future instructions, sending it to the Coulee Dam Project.		
			180	Lin. Ft. 3/85# ASCE Rail		
				BB-PJP-CAN-WHR-FCT-ERW		

APPROVED O. K. SIGNED

ASST. GENERAL STOREKEEPER. GENERAL STOREKEEPER DISTRICT STOREKEEPER. DIVISION

USE OF SHIPPING STORE ONLY

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INVOICE NUMBER DATE	INVOICE NUMBER DATE	INVOICE NUMBER DATE	INVOICE NUMBER DATE

N. P. 1012 / 6-24

TD 14135

CLASS NO. _____ MATERIAL REQUISITION NO. ED 318 G. S. K. NO. _____

STOREKEEPER A.F. Newton, Supt. DATE 7/14/34

SHIP TO Bernard Blum, Chf. Engr.

AT Odair, Wash.

USE OF SHIPPING STORE ONLY SHIPMENTS 4	3	2	QUANTITY REQUIRED	DESCRIPTION	PURPOSE	ON HAND AND DUE
				NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK		
				20,000 Lin. Ft. 3rd Class 90 lb. "B" Rail	For construction of Coulee Dam Project	
				Rail is to be selected from 1934 relays and loaded on wood sill flats and held at the nearest available yard for future instructions, sending it to the Coulee Dam project.		
				Letter L. Yager, 7/10/34		
				BB-PJP-CAN-WHR-LSM-MHR-FCT-ERW		

APPROVED O. K. SIGNED

ASST. GENERAL STOREKEEPER. GENERAL STOREKEEPER DISTRICT STOREKEEPER. DIVISION

USE OF SHIPPING STORE ONLY

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INVOICE NUMBER DATE	INVOICE NUMBER DATE	INVOICE NUMBER DATE	INVOICE NUMBER DATE

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

129[illegible] W

St Paul July 14-34

Bernard Blum Car 12
Seattle

Sending in mail pouch today letter Mr Stevens and papers about your negotiating this trip with representatives contractors Coulee Dam for sale engines, cars, etc. M-218

R E Gemmell

1214PM

6

Saint Paul, Minn.,

July 14, 1934.

MR. BERNARD BLUM:

Referring to my letter to you of July third about sale to contractors for the Coulee Dam of engines, flat cars and cabooses.

Mr. Grimm has been checking this matterup and I am attaching my file, starting with Mr. Sloan's letter of July eighth.

I assume you will see some of the contractor's representatives on this trip and I would like to have you trade this matter out with the contractors and the Reclamation Service in connection with the operation of the railroad and the handling of business other than business required for the construction of the dam.

As stated by Mr. Grimm, we will start with the price outlined in the first column of his memorandum, but if necessary to do so we could afford to make some reduction in the price to the minimum figures given in Column 2.

Please return file with your reply.

8731

On Line at Seattle, Wash
July 13, 1934

Mr. Frank A. Banks,
Construction Engineer,
Bureau of Reclamation,
Almira, Washington

Dear Sir:

You will recall that when we discussed the Odair delivery yard last month it was decided by you and Mr. Walter and the Silas Mason Company that delivery tracks should be independent of the operating tracks of the Railway Company so as not to obligate the contractor under the Federal Safety Appliance Act.

We have relocated the connection of the Government Railway at Odair so as to provide for interchange tracks that can be operated under the proper conditions. I am handing you herewith original tracing of map dated July 11th, 1934 showing the revised location at Odair. This has been approved for the Railway Company. It is my understanding that this location meets the wishes of the Silas Mason Company.

But one delivery track is shown on the plat but additional tracks to the number necessary can be built.

You will note that the so-called leg of wye between the present Northern Pacific tracks is included. This seems to us necessary in order to make direct entrance to the delivery yard for trains coming from the west.

Mr. Gibson is completing an estimate of the difference of cost of this proposition from the one originally submitted to you.

Yours truly,

BB wp
enc
cc Mr Derrig

87 31

M E M O R A N D U M

Mr. Lowry Smith:

Attached is vandyke tracing showing revision of proposed Grand Coulee line MP 0 plus 3400 -

Please arrange to have vandyke filed in the Drafting Room. I am also sending one vandyke to Mr. Tremaine at Spokane for his records.

J T DERRIG

On Line at Seattle
July 13th, 1934

cc Mr. H.M.Tremaine

8731

MEMORANDUM

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J T DERRIG

On Line at Seattle
July 13th, 1934

cc Mr. H.M.Tremaine

Remove file trac
Remove print
negative filed #745-32
7/17

8731

M E M O R A N D U M

Mr. Bernard Blum:

In reference to proposed line change at Odair:

Mr. Darland had a profile showing two alternate grades, one a temporary grade over top of bravel bench and the other was practically a 00 grade with about a 25' cut. Using the lower grade line he showed additional cost of grading approximately $5,000 and asked Mr. Slokum if he would wish to use this proposition. Mr. Slokum stated that he was in accordance with the revision shown on our map and gave Mr. Darland a letter to that effect.

In Mr. Darland's comparison I do not believe that the grading or extra work items for changes on the east end of the Odair yard were shown. I therefore arranged to have Mr. Gibson check this comparison jointly with the government today, and Mr. Gibson is to furnish Mr. Darland a copy of his estimate when completed.

I will advise you further just what this variation in cost is in accordance with our computations, but I am satisfied there will be no additional cost to the government for the revised line inasmuch as they are not furnishing any of the steel.

J T DERRIG

On Line at Seattle,
July 13th, 1934

8731

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July 13, 1934

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Bureau of Reclamation,
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But one delivery track is shown on the plat but additional tracks to the number necessary can be built.

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Yours truly,

BB wp
enc

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

99 WRUS ALMIRA JULY 13-34 J T DERRIG

CARE CAR NO 12 SEATTLE

HAVE BEEN FIGURING REVISED LOCATION AT ODAIR ON BASIS OF 2 YARD TRACK SEE PARAGRAPH 51 OF GRAND COULEE DAM SPECIFICATIONS UNMBER 570 THINK TOTAL WILL STILL BE LESS THAN ORIGINAL LOCATION IF SO WILL NOT SEPERATE

PAUL R GIBSON 436 PM

PLS UNDERLINE THAT (BASIS OF 2 YARD TRACK)

6

Spokane, Wash., July 12, 1934.

Mr. J. T. Derrig:-

Referring to the proposed revision of the located Grand Coulee Line at Odair, to provide delivery yard outside of Northern Pacific operated track zone, so as to eliminate ICC regulations for hauling contractors.

This revision was run out in the field, using Mr. Banks' forces. I am attaching a blue print which shows both the revised location and a profile. You will note that the length of line has been increased 2947.9 feet. The equation was placed on the original located line, station 37+16.5. This line is similar to your suggested revision, Plan #1, revised to fit the ground conditions and due to the fact that the government had already contracted for the right of way in the S. E. quarter of Section 26, an attempt was made to utilize as much of the original location thru this quarter as possible. You will note on the profile the gravel cut, station 60 of the revised location, to station 55 of the original location. The material removed from this cut is to be used as ballast. It was necessary to change the grade beyond the equation or to station 81. While there seems to be a question as to necessity of a wye at the delivery yard, nevertheless I have shown a possible wye location.

While I was in Mr. Banks' office, I was informed of a few other changes in the located line. Attached are prints, etc.

#1. Station 100+76.1 to 160+61.8
You will recall that this is the point where Mr. Pooley asked for revision in line, account our location crossed what he considered was his best land. You will note that this introduces two curves instead of one. This change now approved by government.

Needs checking JKG

#2. The profile grade was lowered at the crossing, at station 357+00. This made it necessary to change the grade back of this crossing, increasing it from 1% to 1.0552%.

#3. The profile grade was lowered at the crossing located at station 650+66.

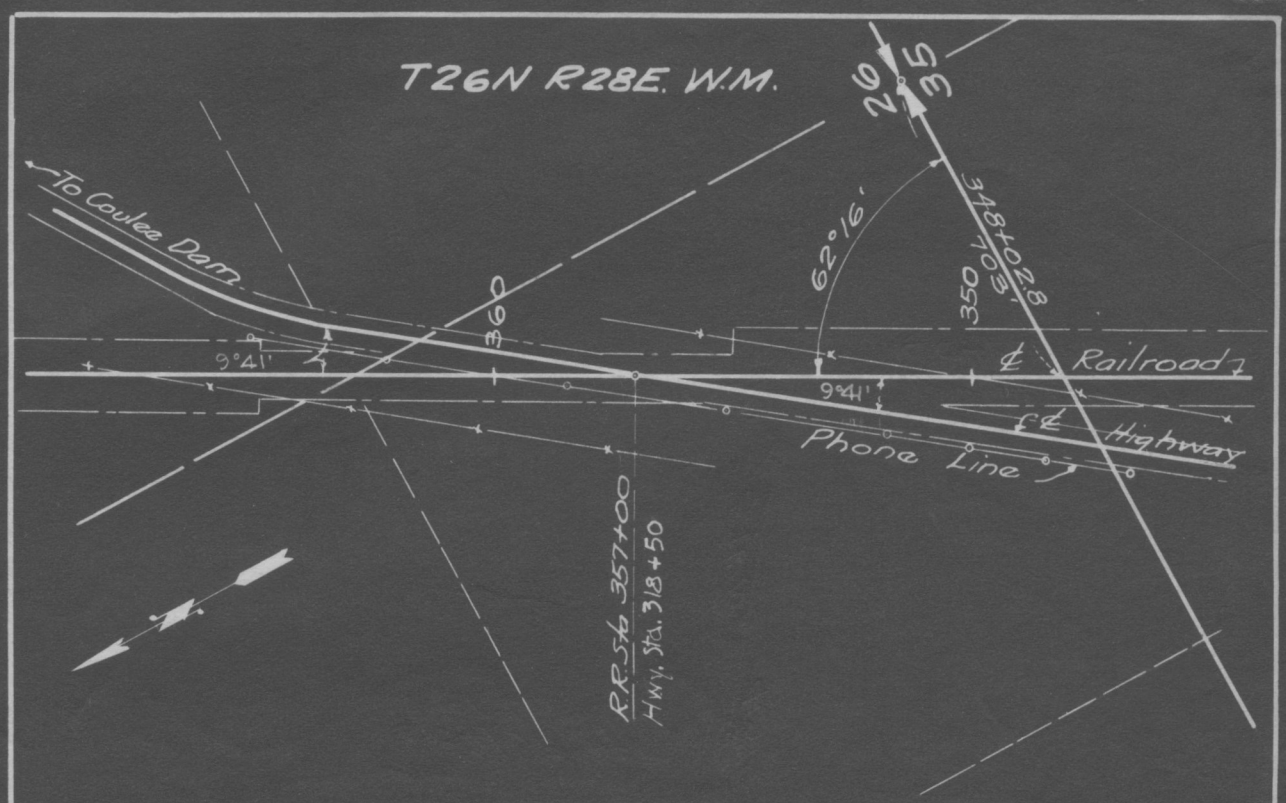
JTD #2

#4. Due to the fact that there is a question as to the necessity of a wye at Grand Coulee, and because the swamp at station 1408 was sounded and found soft to a depth of 20 feet, Mr. Banks has run out a proposed line change from station 1295+73.7 to 1462+22.7. This change holds the line to the right of the swampy ground where we cross it twice for our wye. Should the line be changed as proposed, the wye cannot be constructed, should it ever become necessary, at a desirable location. In talking to Mr. Banks, I brought out several reasons why a wye would be desirable - such as turning cars with broken bumpers, turning cars of heavy machinery, the question of the possible future use of steam power, etc. This change has not as yet been approved by the government, and it would seem to me that the fact that the cost of either location is about the same and that this swamp will probably not cause as much trouble as they anticipate, that the original location should be held so as to provide a wye location should they need it.

These changes have not been shown on the original location tracings given to Mr. Banks, and he seems to feel that he would rather not make the changes to the original tracings, over your and Mr. Blum's signatures. I told him that I thought we would be glad to make the corrections on the original tracings, if he would send them to St. Paul.

Enclosures.

Paul R Gibson
A.E.

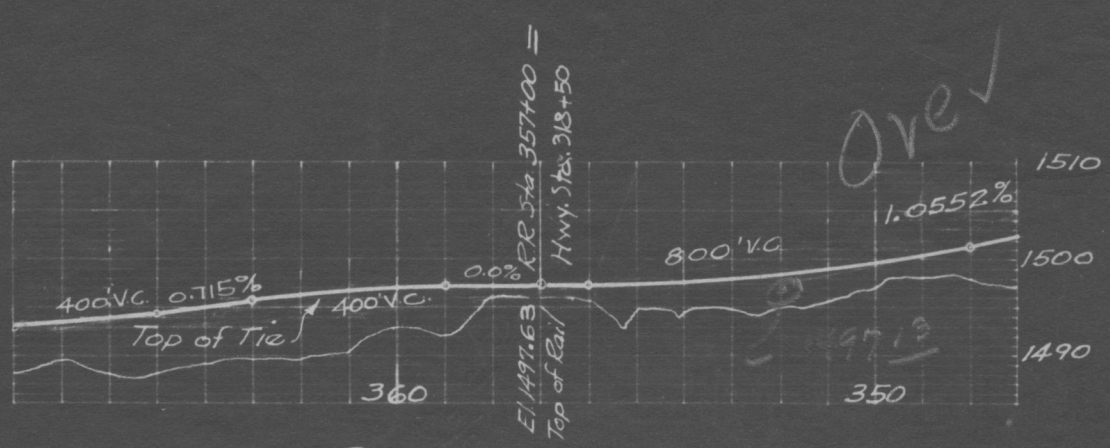


PLAN

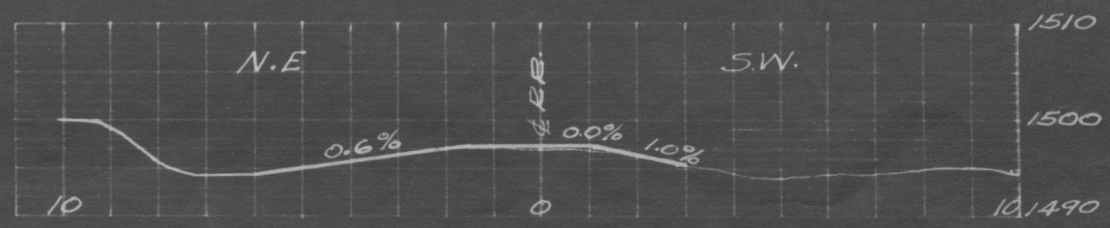
NOTE:
Grades incorr

JFA
7/23

Over



PROFILE OF RAILROAD



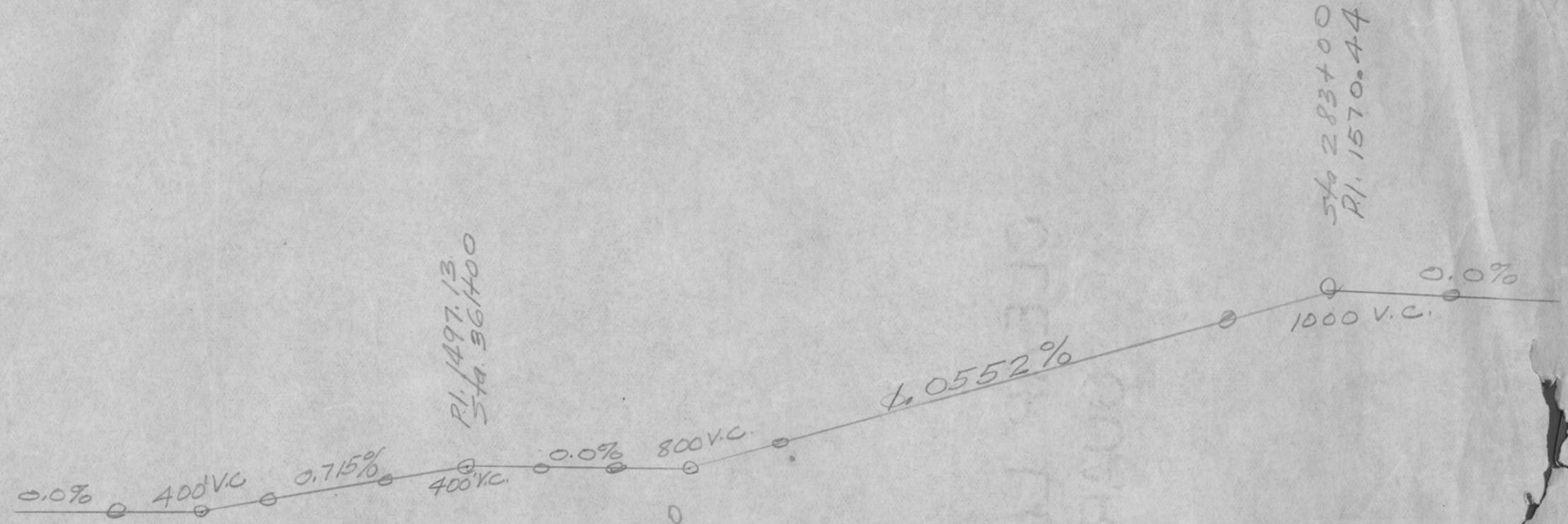
PROFILE OF HIGHWAY

To accompany application to the State of Washington, Dept. of Public Works, for permission to construct grade crossing

DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
COLUMBIA BASIN PROJECT, WASHINGTON
U.S. CONSTRUCTION RAILROAD HIGHWAY GRADE CROSSING Nº 2

DRAWN R.W.S. RECOMMENDED _____
CHECKED E.L.G. APPROVED _____

L-174-2 ALMIRA, WN 6-9-34



Sta 373+00
P.I. El. 1492.84

Sta 352+00
P.I. 1497.13

373+00
361+00
12
@.715 = 8.58
1492.84 El.@
1501.42

92.84
.715
71.31
94.270

.715
1.03
92.52
91.27

97.13
1.03
96.10

361+00 El. = 1497.13
373+00 El. = 1492.84
4.29
2.14
2.15

.3575

.3575
.7150
92.84
.715
92.265

1.0625
4.25
13

352+00
283+00
69.00

1.0552
69
94968
63312
72.8088

1570.44
72.81
1497.63 T.T. El @ 283+00

1570.44
1497.13
73.31
69
431
414
170
138
320
348

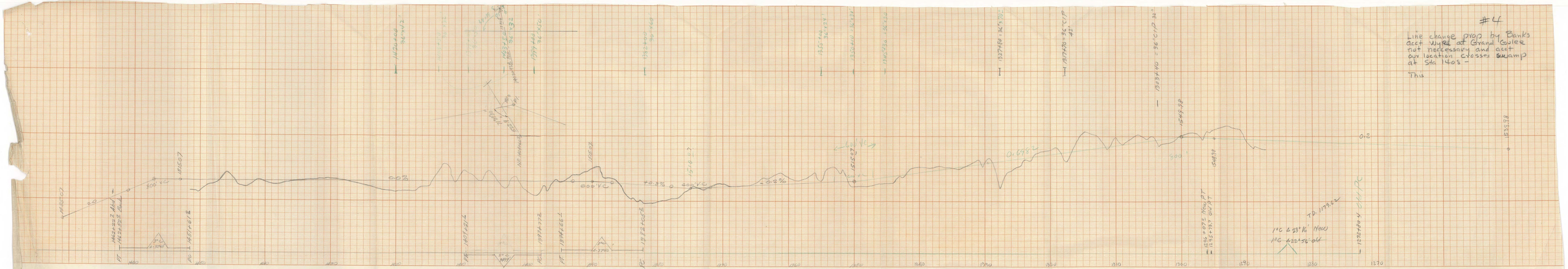
1.0625

1.0625
21250
9713
99.2625

#4

Line change prop by Banks acct Wye at Grand Coulee not neccessary and acct our location crosses swamp at Sta 1408 -

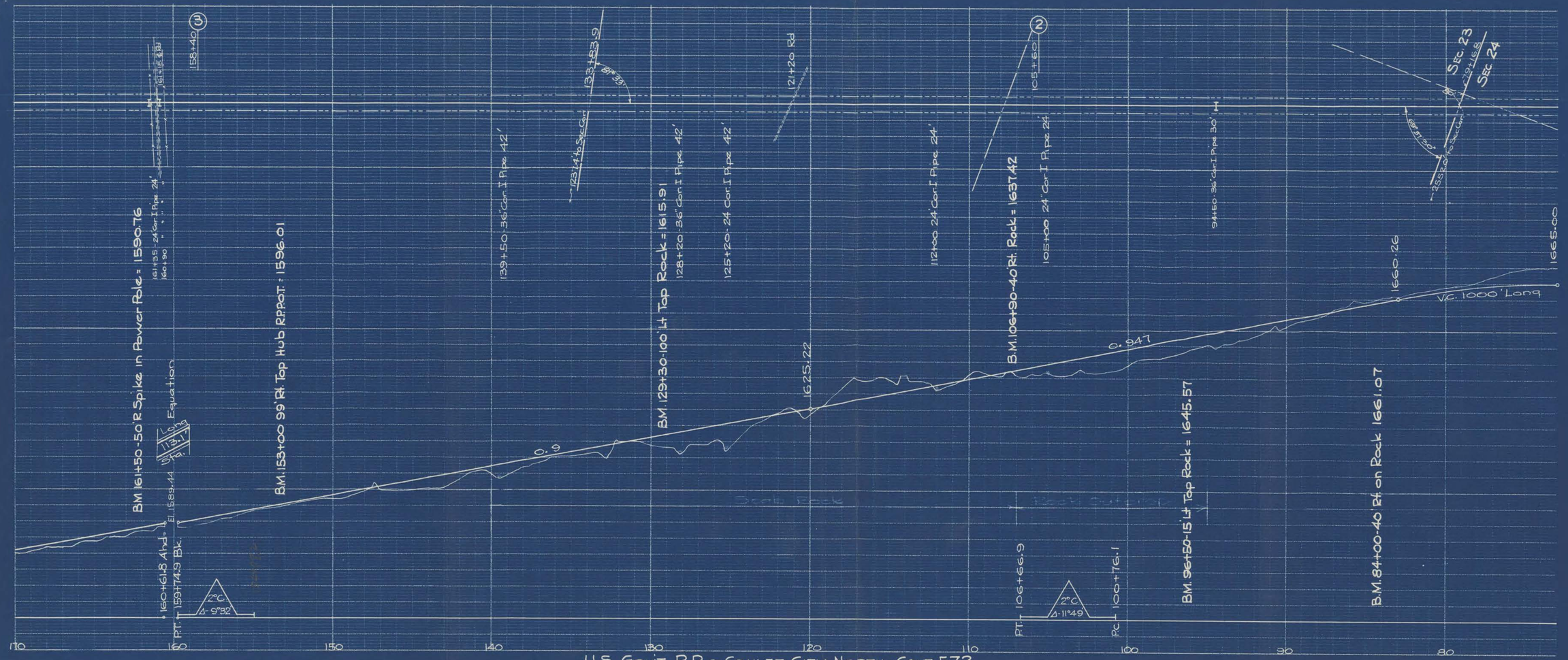
This



550.0

654.5

1179.62



U.S. GOV'T. R.R. ~ COULEE CITY NORTH - CONT. 572

PROFILE OF REVISED ALIGNMENT

Located by R.C. Smith June 13, 1934 Drawn by R.W. Smith

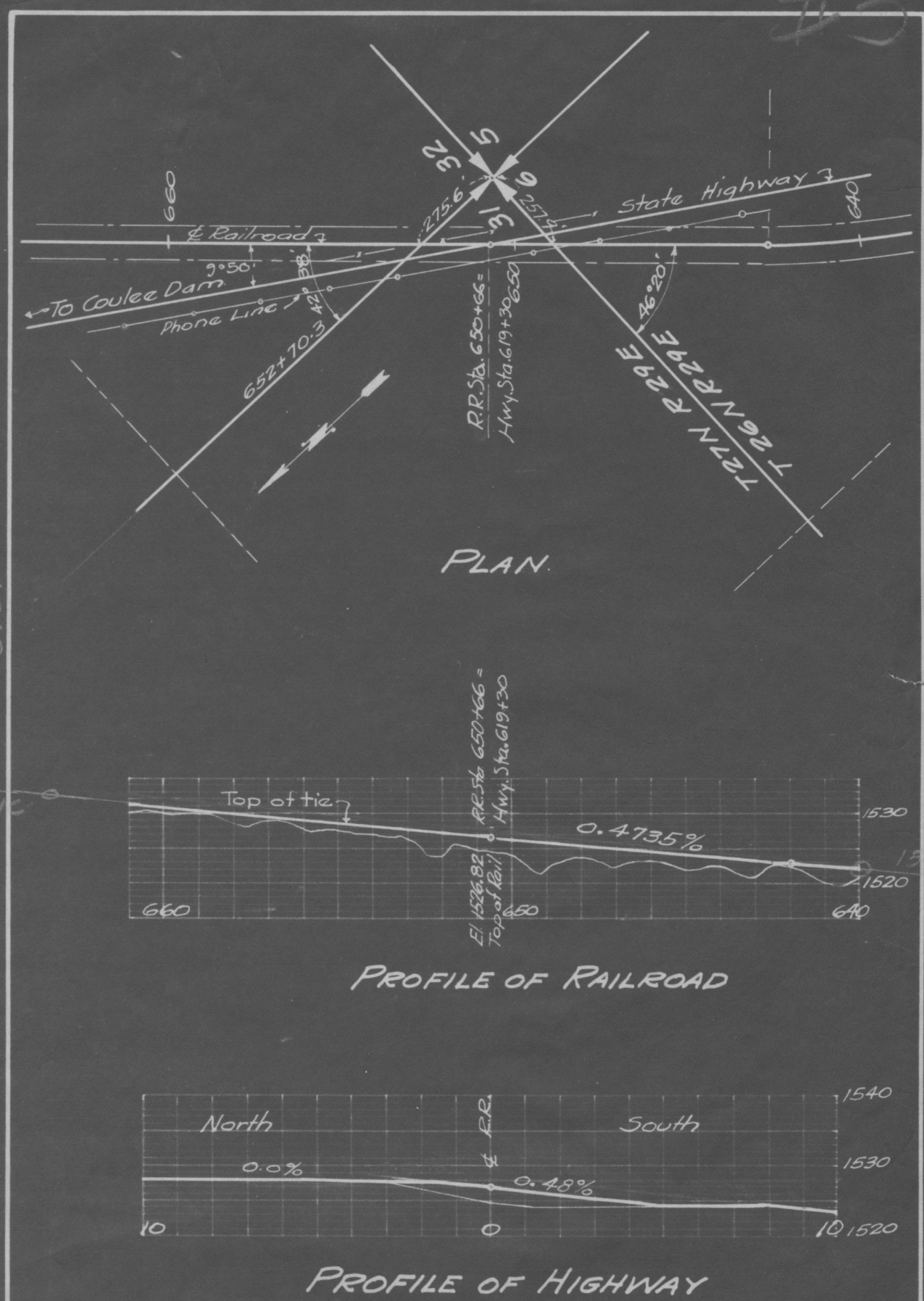
STA 100+76.1 TO STA 159+74.9

DWG. Nº R-177

#1

Revision of located line
Sta 100 +76.1 to 160+61.8

Acct Mr Pooley

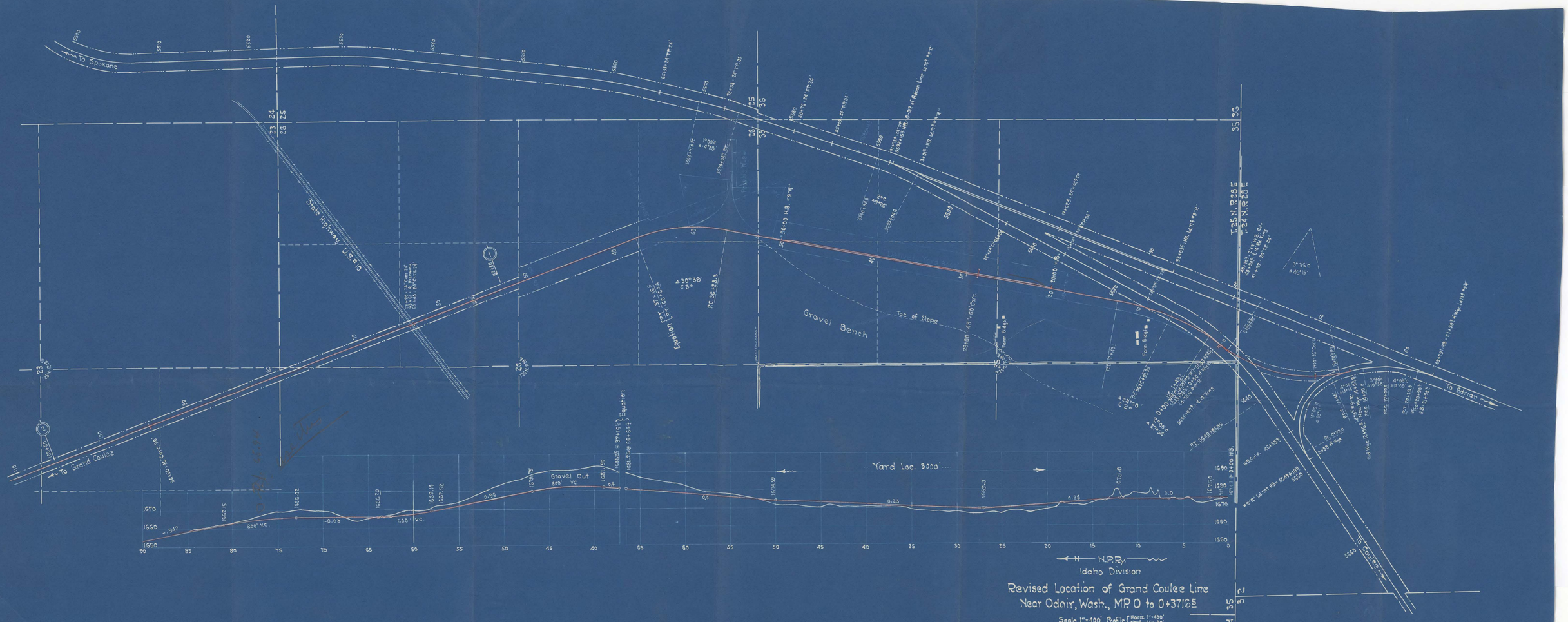


To accompany application to the State of Washington, Dept. of Public Works, for permission to construct grade crossing

DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
COLUMBIA BASIN PROJECT, WASHINGTON
U.S. CONSTRUCTION RAILROAD HIGHWAY GRADE CROSSING No. 3

DRAWN R.W.S. RECOMMENDED _____
CHECKED E.L.G. APPROVED _____

L-174-3 | ALMIRA Wn 6-9-34


To Spokane
State Highway U.S. #10
To Grand Coulee
Gravel Bench
Toe of Slope
Equation (Ex 37+16.5)
Gravel Cut
Yard Loc. 3000'
To Adrian
T.25 N. R.30 E
T.24 N. R.30 E
N.P.Ry
Idaho Division
Revised Location of Grand Coulee Line
Near Odair, Wash., M.P. 0 to 0+37165
Scale 1"=400' Profile { Horiz. 1"=400' Vert. 1"=20'
Paul R. Gibson - Locating Engr.
Coulee, Wash., July 11, 1934
Note: This Revision Supersedes Location of Main Spur MP 0 to 0+37165 and Interchange Tracks etc. shown on Original Location Map M.P. 0 to 10 dated May 16, 1934
Correct
Asst. to the Chief Engineer
Approved
Chief Engineer

File Copy

Spokane, July 12, 1934.

Mr. R. T. Taylor:-

For your information, I am attaching hereto, two prints of map showing the revision of proposed Grand Coulee Line, from MP 0 to 0+3700.

This revision was made in order to permit the contractor to handle material from the delivery yard, without interfering in any way with our operated tracks.

This revision will permit the contractors to build any number of yard tracks they may require, with the very minimum amount of grading and also permit them to construct an independent wye, providing they consider the same necessary.

The revision will increase the length of line about 2950 feet, reducing the pay quantities about 7000 cubic yards.

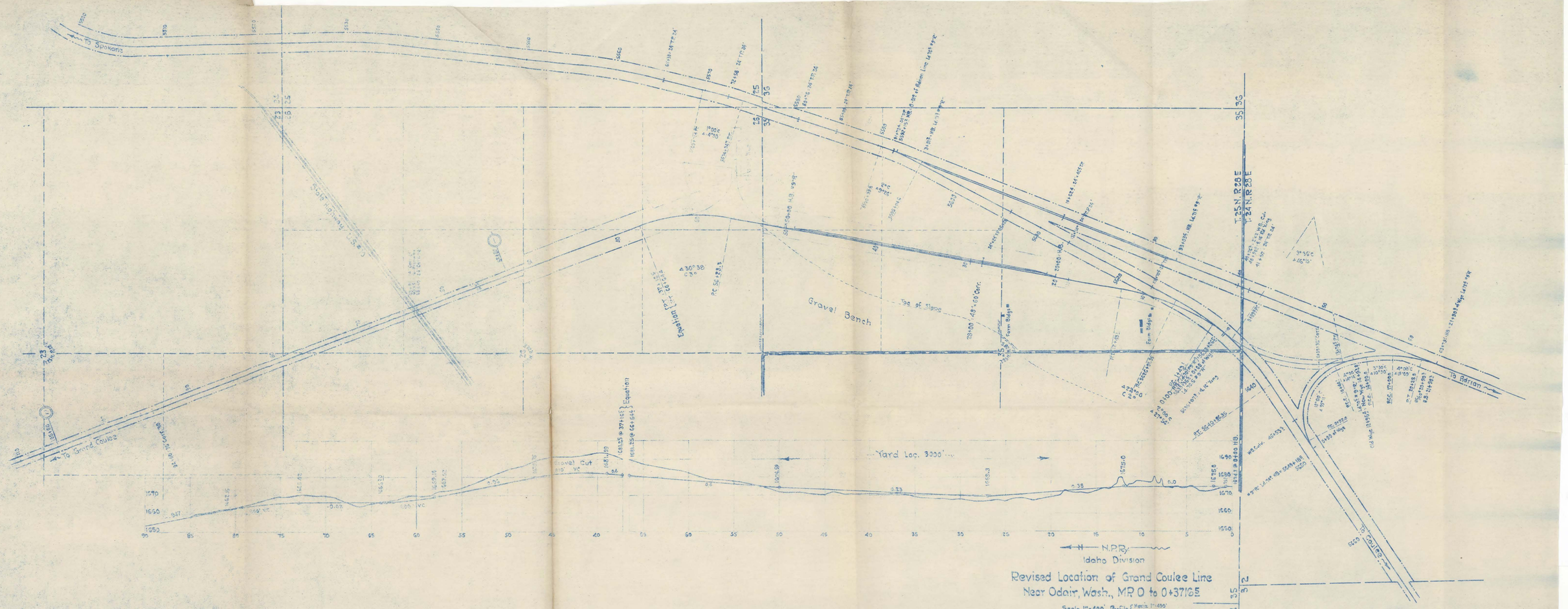
The government has not yet approved the map, but I am forwarding you these advance sketches for information only at this time.

JTD-T

Assistant to Chief Engineer

Cpy-HHT
TAM

Encl.


To Spokane
To Grand Coulee
State Highway (S.R.)
Equation
Gravel Bench
Toe of Slope
Yard Loc. 3000'
Gravel Cut
To Davton
T.25 N. R.28 E
T.24 N. R.28 E
N.P.Ry.
Idaho Division
Revised Location of Grand Coulee Line
Near Odair, Wash., M.P. 0 to 0+3710.5
Scale 1" = 400' Profile { Horiz. 1" = 400' Vert. 1" = 20'
Paul R. Gibson - Leading Engr
Coulee Wash. July 11, 1934
Correct
Asst. to the Chief Engineer
Approved
Chief Engineer
Note: This Revision Supersedes Location of Main Spur M.P. 0 to 0+3710.5 and Interchange Tracks etc. shown on Original Location Map No. 0 to 10 Dated May 16, 1934


To Spokane
To Grand Coulee
To Adrian
State Highway U.S. #10
Gravel Bench
Toe of Slope
Farm Bldg.
Equation (Sta. 37+16.5 = 1681.25 = Sta. 64+64.)
Gravel Cut
800' V.C.
Yard Loc. 3000'
T.25 N. R.28 E
T.24 N. R.28 E
N.P.Ry
Idaho Division
Revised Location of Grand Coulee Line
Near Odair, Wash., MP 0 to 0+37.16 E
Scale 1" = 400' Profile { Horiz. 1" = 400' Vert. 1" = 20'
Paul R. Gibson - Leading Engr.
Coulee, Wash., July 11, 1934
Correct
Asst. to the Chief Engineer
Approved
Chief Engineer
Note: This Revision Supersedes Location of Main Spur MP 0 to 0+37.16 E and Interchange Tracks etc. shown on Original Location Map M.P. 0 to 10 dated May 16, 1934

M E M O R A N D U M

Mr. Bernard Blum:

In reference to proposed line change at Odair:

Mr. Darland had a profile showing two alternate grades, one a temporary grade over top of gravel bench and the other was practically a 00 grade with about a 25' cut. Using the lower grade line he showed additional cost of grading approximately $5,000 and asked Mr. Slokum if he would wish to use this proposition. Mr. Slokum stated that he was in accordance with the revision shown on our map and gave Mr. Darland a letter to that effect.

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I will advise you further just what this variation in cost is in accordance with our computations, but I am satisfied there will be no additional cost to the government for the revised line inasmuch as they are not furnishing any of the steel.

J T DERRIG

On Line at Seattle,
July 13th, 1934

B.

COPY

Seattle, Wash.,

July 12, 1934e

MR. H. E. STEVENS:

Your letter of July 10 about additional trackage required by the Coulee dam contractor.

While I was with Mr. Blum in Spokane and present when the question of the yard lay-out at Odair was discussed with the contractor's representatives, I did not know that Mr. Blum had any understanding about trackage to be built except in connection with the new line between Odair and the dam-site.

It is my understanding the contract for construction of the railway between Odair and the dam-site has not been awarded. If the contract to Silas Mason, the low bidder, is awarded before the railroad is built, it probably would be to our advantage to furnish whatever unloading facilities are needed at either Almira or Coulee City.

(S) W. C. Sloan

Copy Mr. Blum

Spokane, Washington,
July 12, 1934.

Bureau of Reclamation,
Almira,
Washington.

Attention Mr. Darland

Dear Sir:

The proposed railroad change at Odair as set forth on Northern Pacific map showing revision proposed Grand Coulee line M.P. 0 to 0 plus 3716.5 dated July 11, 1934, will be entirely satisfactory to us. Any slight modifications to make it acceptable to you or the N.P., will not be necessary to take up with us further. It is our understanding that the cost of this change will be less than the original, but in case there should be an additional cost as shown by the estimates, kindly take this matter up with us.

Yours truly,

SILAS MASON COMPANY, INC.
AND ASSOCIATES

By

M. H. Slocum

B.

Spokane, Wash., July 12, 1934.

Mr. J. T. Derrig:-

Referring to the proposed revision of the located Grand Coulee Line at Odair, to provide delivery yard outside of Northern Pacific operated track zone, so as to eliminate ICC regulations for hauling contractors.

This revision was run out in the field, using Mr. Banks' forces. I am attaching a blue print which shows both the revised location and a profile. You will note that the length of line has been increased 2947.9 feet. The equation was placed on the original located line, station 37+16.5. This line is similar to your suggested revision, Plan #1, revised to fit the ground conditions and due to the fact that the government had already contracted for the right of way in the S. E. quarter of Section 26, an attempt was made to utilize as much of the original location thru this quarter as possible. You will note on the profile the gravel cut, station 60 of the revised location, to station 55 of the original location. The material removed from this cut is to be used as ballast. It was necessary to change the grade beyond the equation or to station 81. While there seems to be a question as to necessity of a wye at the delivery yard, nevertheless I have shown a possible wye location.

While I was in Mr. Banks' office, I was informed of a few other changes in the located line. Attached are prints, etc.

#1. Station 100+76.1 to 160+61.8
You will recall that this is the point where Mr. Pooley asked for revision in line, account our location crossed what he considered was his best land. You will note that this introduces two curves instead of one. This change now approved by government.

#2. The profile grade was lowered at the crossing, at station 357+00. This made it necessary to change the grade back of this crossing, increasing it from 1% to 1.0552%.

#3. The profile grade was lowered at the crossing located at station 650+66.

#4. Due to the fact that there is a question as to the necessity of a wye at Grand Coulee, and because the swamp at station 1408 was sounded and found soft to a depth of 20 feet, Mr. Banks has run out a proposed line change from station 1295+73.7 to 1462+22.7. This change holds the line to the right of the swampy ground where we cross it twice for our wye. Should the line be changed as proposed, the wye cannot be constructed, should it ever become necessary, at a desirable location. In talking to Mr. Banks, I brought out several reasons why a wye would be desirable - such as turning cars with broken bumpers, turning cars of heavy machinery, the question of the possible future use of steam power, etc. This change has not as yet been approved by the government, and it would seem to me that the fact that the cost of either location is about the same and that this swamp will probably not cause as much trouble as they anticipate, that the original location should be held so as to provide a wye location should they need it.

These changes have not been shown on the original location tracings given to Mr. Banks, and he seems to feel that he would rather not make the changes to the original tracings, over your and Mr. Blum's signatures. I told him that I thought we would be glad to make the corrections on the original tracings, if he would send them to St. Paul.

Enclosures.

Paul R Gibson

8721

St.Paul,Minn.,July 11,1934

File 572

Mr.B.Blum,

Chief Engineer

Dear Sir:-

Referring to your letter June 30th in regard to Nos. 9 and 7 turnouts required ~~by the~~ Government in connection with Grand Coulee Dam Railroad.

I have made a survey of the line and am unable to find any second hand No.7 or No.9 frogs. We will, of course, be able to furnish 90# split switches and guard rails from the main line relay recovery, but will obtain only No.11 spring rail frogs which would not be suitable for the yard tracks.

Mr.Derrig suggested that for the No.7 turnouts it might be possible to use turntable frogs, anywhere between #5 and #7, 72 to 90-lb. weight, but I find that we do not have any frogs of this description available.

Yours truly,

S-n

General Storekeeper

Cy JTD - Your letter July 5th.

3

St.Paul,Minn.,July 11,1934

File 572

Mr.B.Blum,

Chief Engineer

Dear Sir:-

Referring to your letter June 30th in regard to Nos.9 and 7 turnouts required by the Government in connection with Grand Coulee Dam Railroad.

I have made a survey of the line and am unable to find any second hand No.7 or No.9 frogs. We will, of course, be able to furnish 90# split switches and guard rails from the main line relay recovery, but will obtain only No.11 spring rail frogs which would not be suitable for the yard tracks.

Mr.Derrig suggested that for the No.7 turnouts it might be possible to use turntable frogs, anywhere between #5 and #7, 72 to 90-lb. weight, but I find that we do not have any frogs of this description available.

Yours truly,

AMBruch

General Storekeeper

S-n

B

Cy JTD

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

182 NP J

St Paul 7-11-34 BBlum car 12

Seattle

B 106 Nothing but Copies of Letters from Lowry and Taylor which have been sent you S-115

HEStevens

620Pm

B.

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Idaho Divn Train #3, July 10th, 1934

H E Stevens

St. Paul, Minn

S-102 Taylor out of town and Tremaine was in Montana stop
Wired Tremaine who advised substantially as follows

Trip with contractors was for purpose of reviewing our
facilities at Wilbur Almira and Coulee to determine if

adequate to handle contractors initial shipments prior
to construction of new railroad stop There was no conver-

sation of which he was aware about additional trackage
stop Found the tracks at Almira and Coulee well adapted

to handle contractors outfit stop No request made for
additional trackage of any kind and nothing said about

N. P. 1386/12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Mr. Stevens #2

expense in connection therewith stop Saw T A Murphy at Spokane He claimed not to have remembered conversation

I had with contractors but at which meeting he was present wherein contractors agreed to rent track material on basis

I reported to you stop I believe he must have said something to contractors about furnishing trackage altho he

insists no commitment was made stop I suggested he leave that for us to handle stop Have you any definite advice

from contractors about any promises made stop I will probably stop off Spokane on return B-106

BERNARD BLUM

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

SF SM

Spokane July 10- 1934

Bernard Blum
Car 12 No.3
Sandpoint

B103. Trip In question with Contractors over wash Cent Branch Was for the purpose of reviewing our yard facilities at Wilbur Almira and Coulee to Determine if they were adequate to handle contractors initial shipments of equipment prior to construction of coulee Dam railroad. At Same time we looked ove r proposed interchange tracks at Odair. There was no conversation of which I am aware with contractors about additional trackage. Found the yard tracks at Almira and Coulee very well adapted to handling the unloading of contractors outfit No request was made for Additional trackage of any kind and nothing was said about any expense in Connection there with

A 15. H M Tremain

357 PM.

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

No 5 SF W Spokane July 10-1934

B B Lum On No 3 Paradise

D 102 Mr Taylor on vacation trainmaster Moran

will meet you on arrival B - 199

R T Taylor 123opm

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Rky Mtn Divn, Train #3 July 10, 1934

R T Taylor

Spokane, Wash

Can you meet me arrival Train #3 stop Am going through but want to talk with you trackage Grand Coulee Dam Railway B-102

BERNARD BLUM

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Rky Mtn Divn Train #3, July 10th

R T Taylor

Spokane, Wash

B-199 Can you also have T A Murphy meet me tonight B-105

BERNARD BLUM

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

SF Sm.

Spokane July 10

Bernard Blum
No3
Sandp oint

B105 Mr Murphy will also meet you. B-201.

R.T.T.

308 PM.

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Rky Mtn Divn Train #3, July 10, 1934

H M Tremaine

Missoula, Mont

Have wire from Mr Stevens that he has been advised that following trip you Taylor and Murphy made with contractors over Washington Central about plans for trackage they were given to understand railroad would assume expense stop This is contrary to what I told contractors stop What was said to them B-103

BERNARD BLUM

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

4 nnpho

St Paul July 10-34 B Blum Car 12 No 3

Msla

Referring to our conversation about trackage required for handling contractors equipment coulee Dam stop am advised messrs Taylor Tremain Murphy, Slocum and others made a trip over the Washington Central with a view of working out plans for trackage apparently contractor was given to understand the railroad would assume expense wish you would confer with Messrs Taylor and Tremaine at Spokane tonight S-102

H E Stevens

1118a

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St.Paul 7-10-34

Bernard Blum Car 12 Train 3

Rocky Mountain Divn

Referring to our conversation about trackage required for handling contractors equipment Coulee Dam. Stop. Am advised Messrs. Taylor, Tremaine, Murphy, Slocum, and others made a trip over the Washington Central with a view of working out plans for trackage. Apparently contractor was given to understand the railroad would assume expense. Wish you would confer with Messrs. Taylor and Tremaine at Spokane tonight. S-102

H E Stevens

2

Saint Paul, Minn.,

July 10, 1934.

MR. BERNARD BLUM:

Supplementing my letter to you of yesterday about trackage for handling contractors equipment at Odair or adjacent stations.

I have just wired you as per attached confirmation and am enclosing herewith for your information copy of Mr. Taylor's letter of June 28th and Mr. Lowry's letter of July fourth.

Copy Mr. W. C. Sloan

Saint Paul, Minn.,

July 10, 1934.

MR. W. C. SLOAN:

Regarding attached. Mr. Blum told me last week that he had a complete understanding with Mr. Slocum to the effect that if additional trackage was required the contractor would assume the cost and lease the rail from us on our usual basis.

Apparently the Traffic and Operating officers did not know about this arrangement, and I judge from Mr. Taylor's letter that we are now pretty well committed to build the facilities ourselves.

Copy Mr. Bernard Blum

8731

41182

Yellowstone Divn. Train #3,
July 9th, 1934

Mr. F. D. McCarthy:

Your letter to me of the 6th and our discussion about the draft of contract between the United States and the Northern Pacific covering the construction and operation of the Grand Coulee Dam Railroad -

Subsequently I went over the draft with Mr. Stevens who suggested certain changes and in line therewith I redrafted the form and am handing you herewith copy of same. With return I would be glad if you will advise if the form as now drafted meets with your approval, having in mind the objections which you made in your letter about the form in which certain paragraphs were drafted by the United States. These particularly are the introductory paragraphs.

July 6th

BB:wp
enc

cc Mr. H.E.Stevens

COPY

Seattle, Wash.,

July 4, 1934.

MR. W. C. SLOAN:

You will be interested in the attached letter from Mr. Taylor about a recent trip he and Messrs. Tremaine, Murphy, Irving, Coil and Thomson made over the Washington Central Branch in connection with possible improvements necessary in handling business going to the Coulee Dam. He was also accompanied by a Mr. Slocum a representative of the Silas Mason Company, who were the successful bidders. We will probably hear something further later on as to what is required.

Mr. Taylor spoke to me about making the trip and I told him to be careful and not tie himself up with any expense except what is absolutely necessary to properly handle the business.

(Signed) T. F. Lowry

COPY

4181

At Washington, D. C., July 1, 1934.

Mr. H. E. Stevens,
Vice President

I have a letter from Mr. Burnham that Mr. Slocum, General Manager of the Silas Mason Company, the successful bidder on the Grand Coulee dam work, has made inquiry of our people about providing two or three temporary spurs for the handling of their material until the railroad is constructed, and that Superintendent Taylor is going over the situation.

I do not know whether report has yet reached you but the question is naturally going to arise as to who should pay for the cost of these spurs. I do not know what is necessary but cannot imagine that they would be very expensive, and I believe it will probably be necessary for us to assume the cost.

The Great Northern are very active now in trying to get the contractor to ship in his material over their line which, of course, makes for a longer trucking distance. I have no doubt but what the Great Northern would promise to put these spurs in if they could get the contractor to use their line.

There is going to be a lot of contractor's equipment, trucks, etc., which will move ahead of the railroad.

(Signed) R. W. Clark

COPY

Spokane, Wash., June 28, 1934.

Mr. T. F. Lowry:

It is expected by the successful bidders on the Coulee dam project that they will move a large number of cars of equipment and material for use at the dam site before the railroad is completed, contract for which has not as yet been let. Mr. Harvey Slocum is in general charge here for the group of contractors that put in the low bid, he being a Silas Mason Company man. To look over our facilities at stations adjacent to the dam, we made an auto trip up there yesterday; Messrs. Tremaine, Murphy, Irving, Coil, Thomson, and myself being present, in addition to Mr. Slocum. He had been talking with Mr. Murphy about unloading arrangements, including a track on which to operate their locomotive crane while transferring lading from a string of cars to trucks. It appeared that it might be necessary to lay down some temporary track to accomplish this.

We found at Almira sufficient trackage to take care of the requirements and nothing is required to make ready inasmuch as decision was made by Mr. Slocum, on our suggestion, to use tractor crane to work along side the cars. When this material starts coming in, the east end of the industry track will be used exclusively for their cars, and if the volume becomes too large to handle there we will use the house track, and in doing that we perhaps would have to raise some telegraph, telephone, and electric light wires. We can take care of those items as the need develops.

We have no end or side unloading platforms at Almira, but he thinks the ones we have at Coulee will take care of unloading of heavy shovels and similar equipment. It would really seem that they would need such facilities as this at Almira in order to concentrate all the unloading work at that point. If that is found necessary, they may rig up their own unloading arrangements, but if they decide they should have such facilities at Almira I think the amount of business will warrant our putting in promptly.

We looked over the proposed interchange tracks and yard at Odair and a new arrangement suggested by Mr. Slocum is being worked on by the Engineering Department here. You will be advised further regarding this shortly.

(Signed) R. T. Taylor

1. This contract, made this _____ day of _____ 1934, in pursuance of the act of Congress of June 16, 1933 (48 Stat. 196), known as the National Industrial Recovery Act (Herein styled the NIRA), between THE UNITED STATES OF AMERICA (herein styled the United States), acting in this behalf by _____ Federal Emergency Administrator of Public Works and Secretary of the Interior (Herein styled the Administrator and/or the Secretary), and the NORTHERN PACIFIC RAILWAY COMPANY, a corporation of the State of Wisconsin (herein styled the Company), having its principal place of business at St. Paul, Minnesota. WITNESSETH:

2. WHEREAS, the United States is engaged under the NIRA in constructing the Grand Coulee dam and power plant of the Columbia Basin project, in the State of Washington, and, as a part of such work, propose to construct a standard gauge construction railroad from Odair, Washington, a siding on the Northern Pacific Railroad, about two miles northeast of Coulee City, Washington, to the Grand Coulee Dam site, on the Columbia River, about thirty miles northeast of Coulee City, Washington, consisting of yard tracks at Odair for the purpose of interchanging and storing cars, a single track railroad from Odair to the head of Grand Coulee, a siding at the head of Grand Coulee, a single track railroad from the head of Grand Coulee to the Grand Coulee Dam site, and a siding near the dam site; and,

3. WHEREAS, it is contemplated that the contractor for construction of the Grand Coulee dam and power plant, will operate and maintain the construction railroad after its completion; and

4. WHEREAS, the Company has heretofore made surveys for such a railroad, and is willing to turn over to the United States all data covering such surveys and suggestions for the construction of such railroad without charge; and

5. WHEREAS, the Company is willing to furnish to the United States, free of charge, f.o.b. cars at Odair, Washington, sufficient rail and fastenings to complete the construction of such railroad, including yard, tracks and sidings, from a connection with the Washington Central

Branch of the Company at Odair, Washington, to the Grand Coulee Dam site; and,

6. WHEREAS, the Company is willing to establish maximum net cash freight rates on certain materials, supplies and equipment moving on Government bills of lading and used in the construction of the Grand Coulee dam and power plant.

7. NOW, THEREFORE, in consideration of the premises and of the covenants and conditions herein contained, it is agreed between the parties as follows:

8. The United States will construct a standard gauge railroad to extend from Odair, Washington, on the Washington Central Branch of the Company, about two miles northeast of Coulee City, Washington, to the Grand Coulee Dam site, on the Columbia River, about thirty miles northeast of Coulee City, Washington, as shown on the location map marked Exhibit A, made a part hereof, such railroad to consist of yard tracks for the purpose of interchanging and storing cars at Odair, a wye track at Odair, a single track railroad from Odair to the head of Grand Coulee, a siding and a wye at the head of Grand Coulee, a single track railroad from the head of Grand Coulee to the Grand Coulee Dam site, and a siding near the dam site.

9. The United States will furnish the right of way for the railroad and will perform the necessary work of construction, and will furnish, at its own expense, all supplies and materials going into the railroad, except rail, angle bars, switch material and tie plates for use on sharp curves.

10. The Company will turn over to the United States, without charge, complete data covering the preliminary surveys for the railroad as heretofore made by the Company, and will stake out on the ground the definite center line location of the railroad, and will also make available to the United States the Company's plans, specifications, and estimates for construction of the railroad.

11. The Company will also furnish to the United States, without charge, f.o.b. cars at Odair, Washington, sufficient suitable 90# rail,

angle bars, frogs, switches and tie plates for sharp curves, to complete the construction of the railroad from Odair to the Grand Coulee Dam site, including yard tracks at Odair for the purpose of interchanging and storing cars, sidings, wye tracks and turnouts as specified in Section 8. It is understood that the demurrage rules of the Company will apply to the cars of track material after accepted by the United States or its Contractor.

12. The following maximum net cash freight rates, in cents per hundredweight, are hereby established by the Company on cement moving over existing rail routes in cars loaded to maximum capacity from certain points, as herein listed, in the State of Washington to Odair, Washington, on Government bills of lading, for use in construction of the Grand Coulee dam and power plant:

Irvin	13¢
Metaline Falls	17¢
Bellingham	17¢
Concrete	17¢
Seattle	17¢
Grotto	17¢

On the balance of the items of materials, supplies and equipment to be used in the construction of the Grand Coulee dam and power plant and moving on Government bills of lading, the established commercial freight rates over existing routes, less land grant deduction, shall apply, with the following exceptions:

(1) From Seattle and Tacoma, Washington, the net cash rate applicable from Portland, Oregon, on iron and steel articles and machinery shall apply;

(2) The following maximum rates shall apply on lumber and cribbing:

From Sand Point, Idaho	18¢
From Coeur d'Alene, Idaho	14¢
From Spokane, Washington	12½¢

The rates hereinabove shall not be increased during the term of this contract unless in the opinion of the United States such rates become inequitable because of changed conditions or if the necessity arises for the fixing of rates on additional items or from additional points, adjustments will be made in the established rates or such new rates will be made as may be agreed

to by the authorized representatives of the Company and the United States.

13. Operation and maintenance of the railroad will be under the direct supervision and control of the United States. If contracted, the contractor will be required to provide reasonable service thereover for handling the business of the United States and others during the contract period.

14. The United States agrees to interchange loaded and empty cars with the Company at Odair and to handle same in the manner usual between Common Carrier railroads. The Company will deliver cars upon such tracks in said yard as may be mutually agreed upon between the United States and the superintendent of the Company. The United States will deliver cars to the Company upon tracks designated for that purpose in said yard. The United States agrees not to operate engines or cars nearer to the tracks of the Company than a point to be marked on the ground by the Company designating where engines or cars of the contractor shall stop.

15. The United States agrees that it or its contractor, for the construction of the Grand Coulee Dam and power plant, will pay the Company for all damage which cars delivered to the said contractor may sustain from any cause whatever while in the possession of said contractor and will indemnify and protect the Company against any and all claims on account of alleged defects in such equipment, and return promptly all cars received from the Company and be governed by tariff provisions relating to demurrage, and the parties hereto agree to enter into an average demurrage agreement. For the purpose of fixing liability for loss and damage to cars and lading, cars and loads placed by the Company on the designated tracks in said yard shall be deemed to be in the possession of the contractor and to continue in the possession of the contractor from the time so placed upon said designated tracks by the Company until the Company shall move said cars from said yard onto its own tracks.

16. The salaries of employees and all other costs of establishing, maintaining and operating interchange facilities, other than maintenance of trackage, at Odair, found necessary by the Company in the joint operation,

will be divided equally between the Company and the United States.

17. The United States shall return to the Company, without cost, f.o.b. cars at Odair, Washington, all rail and fastenings furnished to the United States by the Company in as good condition as when furnished by the Company, ordinary wear and tear excepted, promptly on completion of the Grand Coulee dam and power plant; provided that if, on completion of the dam and power plant, it appears probable that the United States will, within a few years thereafter, proceed with the work of increasing the height of said dam, the Company will not require return of the rail and fastenings until the said high dam has been completed; and provided further that if no decision as to the construction of the proposed high dam is reached within a period of ten years from the date of this agreement, the United States will, on demand of the Company, pick up and return the rail and fastenings to the Company, free of charge, f.o.b. cars at Odair, Washington; and provided further, that at the option of the United States the Company will pick up the rail and fastenings and the United States shall pay to the Company the actual cost of doing such work.

18. No member of or delegate to Congress or resident commissioner shall be admitted to any share or part of this contract or to any benefit that may arise therefrom, but this provision shall not be construed to extend to this contract if made with a corporation for its general benefit.

In Witness Whereof, the parties hereto have signed their names the day and year first above written.

THE UNITED STATES OF AMERICA,

By_____
Federal Emergency Administrator
of Public Works and Secretary of
the Interior.

(SEAL) Attest:

NORTHERN PACIFIC RAILWAY COMPANY,

By_____

_____
Secretary.

8731

Grand Coulee Dam Survey.

Engineering				
Salaries	Office work (Val Engr Ofs)		$1174.41	
	Field Work			
	Regular roll	1817.61		
	Special roll	3719.71	5537.32	$6711.73
Personal Expenses				1604.40
Supplies - stakes, nails, axes and misc				113.98
Passenger Transportation				560.40
Auto Expense and Hire				1346.86
Camp				
Salaries, special roll		296.13		
Equipment and fix up cars		286.75		
Groceries		1229.86		1812.74
Total				$12150.11

July 9, 1934..

Seattle, Washington,
July 9, 1934.

0-279-1

Mr. J. T. Derrig:

Branch Line Railroad to
Grand Coulee Dam

Referring to your letter to Mr. Tremaine of June 28th regarding maps and profile of branch line to Grand Coulee Dam.

I will appreciate your furnishing me a print of the three maps and also print of the profile of this proposed line.

ANB/w

C. T. Slotin

RL
1 - Freinbach
7/23
Herewith prints
7/24

Saint Paul, Minn.,

July 9, 1934.

MR. BERNARD BLUM:

You have copy of my letter to Mr. Clark of July sixth about spur tracks which the Silas Mason Company may require for unloading construction equipment at Odair.

For your information I am attaching copy of Mr. Clark's letters of July first and seventh about this matter.

It is my understanding you have heard nothing further from the contractors since your conference with them at Spokane, but that they will take the matter up with you again when and if they desire the construction of these tracks.

The matter will be left to you to handle, and I suggest you explain the situation to Mr. Murphy when you see him on your way West.

Copy Mr. R. W. Clark

COPY

St.Paul, Minn.,

July 7, 1934.

Mr. H. E. Stevens
Vice President

Your letter of July sixth.

I am satisfied to leave in your hands the question of negotiating for any spur tracks that are necessary to handle the contractor's material from Odair.

I do not understand that any action taken by the traffic department up to date has done any "damage".

(Signed) R. W. Clark

N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED
8730 M.

P. R. Gibson St Paul I
Coulee
would like to see Field Copy
profile for line change when
at Spokane Wednesday and
before you send data to
St Paul

J. T. Verrill

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

H. M. Tremaine St Paul 7/8-3x

Spokane

advise Gifson I will be at Spokane wednesday & would like to see him before he leaves for St Paul J. T. Denny

N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED
M.

H. M. Fremont
Spokane

St Paul 7/8-34

will arrive Spokane #3 Tuesday and would like to see Contractors representative Blewitt, also about Murphy 2 will see him Wednesday

J. T. Derrig

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

P. R. Gibson Coulee St Paul 7/8 - 3x

Will arrive Spokane No 3 Tuesday would like to see you at Spokane or at Coulee before you return to St Paul.

J T Venn 12

N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

100 SF X

COULEE JULY 7 1934

D 79

JTDERRIG

STPAUL

D 71 MR BANKS WILL SEND ORIGINAL TRACINGS FOR CORRECTION NOT NECESSARY TO START NEW TRACING AS THEY PREFER TO HAVE THIS AND A FEW OTHER CHANGES SHOWN ON ORIGINAL TRACINGS IT WILL BE SEVERAL DAYS BEFORE THEY DECIDE WHAT IS TO BE DONE AT ODAIR . I AM BRINGING INFORMATION ON ALL CHANGES CONTEMPLATED TRACINGS WILL BE FORWARDED SOON AND CHANGES CAN BE SHOWN WHEN OKED BY WIRE

P R GIBSON

344P

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Pink

St Paul, July 7, 1934

P R Gibson

Coulee Wash

Your wire about revision of projected location. Is it Mr. Banks desire that we arrange to prepare separate map showing this revision If so I will arrange to have Allen start outline here. Advise D-71

J T Derrig

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

SF X

COULEE JULY 6 1934

JRDERRIG

STPAUL

HAVE COMPLETED DATA ON REVISION AT ODAIR WILL GO OVER IT WITH THOSE INTERESTED TOMORROW AND MONDAY BANKS WILL SEND TRACINGS TO STPAUL FOR CORRECTION WHEN DECISION ON CHANGE HAS BEEN MADE THEY ARE FIGURING ON A CHANGE AT STA 1400 ACCOUNT WYE NOT NECESSARY DUE TO USE OF GAS ELEC POWER

P R GIBSON

1145A 7

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

41 SF X

COULEE JULY 5 1934 JTDERRIG

STPAUL

STAKED PROPOSITION NO 1 WITH SOME CHANGE HB AND 33 PLUS 26.5 PC 1 PLUS 43.1 2 DEGREE CURVE 60 1/2 PLUS 43.1 PC 56 PLUS 23.3 30C PT 66 PLUS 64.4 EQUALS 37 PLUS 16.5 OF OLD LINE YARD PROBABLY BETWEEN 20 AND 50 R OF W IN SE QUARTER SEC 26 NOW CONTRACTED FOR

PRGIBSON

1113A 6

Saint Paul, July 7, 1934.

MR. H. M. SMITH:

Referring to your letter of July 2nd about rail for the construction of Coulee Dam Line, it is our intention to ship all of the 3rd "A" and 3rd "B" rail released from the 1934 relays and to supply the balance from storage stock in our rail yards.

I am attaching two statements, "A" and "B"; statement "A" showing the release from 1934 relays which is to be shipped to the Coulee Line, and statement "B" showing the 90# rail now stored in rail yards which is also to be shipped for that line.

You already know from my letter of June 19th that the released rail from the relays is to be loaded on wood sill flats and held until required, and no rail in the yards is to be loaded until this stock has been exhausted.

Requisition ED 318 bears notation that delivery is to be made as requested by Engineering Dept. and it is not necessary to ship any material at this time.

The order for item 15, 180 lin.ft. 3/85# rail, should be placed with the Idaho Division.

L. YAGER
Ass't.Chief Engineer.

CC-BB - PJP

GLS-vml

"A"

N.P.Ry.Co.

3rd Cl. 90# rail released from out of face 1934 relays to be shipped to the Coulee Line Construction.

	Est. Lineal Feet		
Relay	3/A	3/B	Total
Sedalia-Almont	20,000	25,000	45,000
Richardton-Boyle	3,000	9,500	12,500
Dickinson	-	22,000	22,000
Noxon-Heron	27,000	15,000	42,000
Centralia		20,000	20,000
TOTAL	50,000	91,500	141,500
Track Miles	4.8	8.8	13.6

Office Chief Engr.,
St.Paul, July 6, 1934.

"B"

N.P. Ry. Co.

90# Rail Available for Coulee Line
June 1, 1934.

YARD	2/C Shorts	3/A	S/B Con.HT	3/B Damaged
Carlton	-	2900	12300	-
Northtown	1100	-	10800	-
Staples	1100	15600	9800	46800
Dilworth	-	-	7300	-
Jamestown	-	-	5400	-
Glendive	7000	7900	9800	-
Laurel	4500	-	4300	-
Missoula	3800	-	-	-
Parkwater	6200	14100	5400	-
Pasco	-	-	12600	-
Auburn	12200	-	3800	-
TOTAL	35900	40500	87500	46800
Trk. Miles	3.4	3.8	8.3	4.3

Total 2/C Shorts, Cond. Heat, 3/A & Damaged 19.8
Release from 1934 M.L. Relays 3/A & 3/B 13.6
Total 33.4
Required to fill ED 31B 33.1

Off. Chief Engr.,
St. Paul, July 6, 1934.

COPY

44116 / 80731

July 5, 1934.

Mr. S. O. Harper,
Acting Chief Engineer,
Bureau of Reclaimation,
Customhouse,
Denver, Colorado.

Dear Sir:

Your letter of the third about track material for the proposed Grand Coulee dam railway:

The Northern Pacific has for sometime used high carbon steel track spikes, but in my opinion ordinary soft steel track spikes will be entirely satisfactory for the temporary government railroad.

In regard to tie plates which you mention in your letter: I agreed with Mr. Banks, and also mentioned it to Mr. Walter while at Spokane several weeks ago, that the Northern Pacific would furnish a limited number of tie plates for sharp curves on that portion of the government line between the head of the Grand Coulee and the dam site. The curves on the railroad between Odair and the Head of the Grand Coulee, which was located by the Northern Pacific, are all very light, 3° I believe being the maximum. In my opinion tie plates are unnecessary on such curves and I do not understand that Mr. Stevens promised to furnish same.

I have not yet seen a definite location of the government's railway from the Head of the Grand Coulee to the dam site. If you will let me have same, showing the definite alignment including degree of curvature, I will be glad to advise you the numver of plates we will furnish.

We will furnish 90# 6x8½" plates as shown on the attached print of our Standard Plan T-4-7.

Yours very truly,

RB h

8731

Saint Paul, July 5, 1934.

Mr. H. N. Smith:

Referring to Mr. Blum's letter of June 30 in regard to furnishing track material in connection with proposed Grand Coulee Line, and likewise furnishing material to the Government contractor, S ilas Mason:

The Government will probably require four or five #7 rigid frog turnouts. These turnouts will be on temporarily constructed track at the lower end of the Dam, and in view of the fact that the principal movement will be handled by Shay engines the speed will not exceed ten miles per hour. There is no reason why second hand turntable frogs would not be satisfactory for the Government trackage at this location. I believe such frog, anywhere between #5 and #7, 72 to 90-lb. weight will be satisfactory for their purpose. I do not know if you have any such frogs on hand but it is possible there are such frogs available from unused track on the West End.

I am sending copy of this letter to Mr. Stotler asking him to investigate and if such frogs are available or not in use on the West End.

JTD-w

Asst. to Chief Engineer.

cc - Mr. Blum
Mr. A.F. Stotler :- Will you please investigate and advise.

C O P Y

July 5, 1934.

Mr. S. O. Harper,
Acting Chief Engineer,
Bureau of Reclaimation,
Customhouse,
Denver, Colorado.

Dear Sir:

Your letter of the third about track material for the proposed Grand Coulee dam railway:

The Northern Pacific has for sometime used high carbon steel track spikes, but in my opinion ordinary soft steel track spikes will be entirely satisfactory for the temporary government railroad.

In regard to tie plates which you mention in your letter: I agreed with Mr. Banks, and also mentioned it to Mr. Walter while at Spokane several weeks ago, that the Northern Pacific would furnish a limited number of tie plates for sharp curves on that portion of the government line between the head of the Grand Coulee and the dam site. The curves on the railroad between Odair and the Head of the Grand Coulee, which was located by the Northern Pacific, are all very light, 3° I believe being the maximum. In my opinion tie plates are unnecessary on such curves and I do not understand that Mr. Stevens promised to furnish same.

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Yours very truly,

BB h

8731

Saint Paul, July 5, 1934.

Mr. H. N. Smith:

Referring to Mr. Blum's letter of June 30 in regard to furnishing track material in connection with proposed Grand Coulee Line, and likewise furnishing material to the Government contractor, S ilas Mason:

The Government will probably require four or five #7 rigid frog turnouts. These turnouts will be on temporarily constructed track at the lower end of the Dam, and in view of the fact that the principal movement will be handled by Shay engines the speed will not exceed ten miles per hour. There is no reason why second hand turntable frogs would not be satisfactory for the Government trackage at this location. I believe such frog, anywhere between #5 and #7, 72 to 90-lb. weight will be satisfactory for their purpose. I do not know if you have any such frogs on hand but it is possible there are such frogs available from unused track on the West End.

I am sending copy of this letter to Mr. Stotler asking him to investigate and if such frogs are available or not in use on the West End.

J. T. DERRIC

JTD-w

Asst. to Chief Engineer.

cc - Mr. Blum
Mr. A.F. Stotler

B

Saint Paul, July 3, 1934.

Mr. H. W. Smith:

Referring to Mr. Blair's letter of June 30 in regard to furnishing track material in connection with proposed Grand Coulee Line, and likewise furnishing material to the Government contractor, I also beg:

The Government will probably require four or five 37 rigid free turnouts. These turnouts will be an temporarily constructed track at the lower end of the Dam, and in view of the fact that the principal movement will be handled by duty engines the speed will not exceed ten miles per hour. There is no reason why second hand turntable frogs would not be satisfactory for the Government tracking at this location. We believe such frog, anywhere between 45 and 60 lb. to 90-lb. weight will be satisfactory for their purpose. I do not know if we have any such frogs on hand but it is possible there are some frogs available from unused track on the West End.

I am sending copy of this letter to Mr. Schofer asking him to investigate and if such frogs are available or not in use on the West End.

J. T. DEPPE

JTD-

Asst. to Chief Engineer.

cc - Mr. Blair

Mr. Schofer

8731

July 5, 1934

Mr. S. O. Harper,
Acting Chief Engineer,
Bureau of Reclamation,
Customhouse,
Denver, Colorado

Dear Sir:

Your letter of the third about track material for the proposed Grand Coulee dam railway:

The Northern Pacific has for some time used high carbon steel track spikes, but in my opinion ordinary soft steel track spikes will be entirely satisfactory for the temporary government railroad.

In regard to tie plates which you mention in your letter: I agreed with Mr. Banks, and also mentioned it to Mr. Walter while at Spokane several weeks ago, that the Northern Pacific would furnish a limited number of tie plates for sharp curves on that portion of the government line between the Head of the Grand Coulee and the dam site. The curves on the railroad between Odair and the Head of the Grand Coulee, which was located by the Northern Pacific, are all very light, 3° I believe being the maximum. In my opinion tie plates are unnecessary on such curves and I do not understand that Mr. Stevens promised to furnish same.

I have not yet seen a definite location of the government's railway from the Head of the Grand Coulee to the dam site. If you will let me have same, showing the definite alignment including degree of curvature, I will be glad to advise you the number of plates we will furnish.

We will furnish 90# 6x8½" plates as shown on the attached print of our Standard Plan T-4-7.

Yours very truly,

RB h

July 5, 1934

Mr. S. O. Harper,
Acting Chief Engineer,
Bureau of Reclamation,
Customhouse,
Denver, Colorado

Dear Sir:

Your letter of the third about track material for the proposed Grand Coulee dam railway:

The Northern Pacific has for some time used high carbon steel track spikes, but in my opinion ordinary soft steel track spikes will be entirely satisfactory for the temporary government railroad.

In regard to tie plates which you mention in your letter: I agreed with Mr. Banks, and also mentioned it to Mr. Walter while at Spokane several weeks ago, that the Northern Pacific would furnish a limited number of tie plates for sharp curves on that portion of the government line between the Head of the Grand Coulee and the dam site. The curves on the railroad between Odair and the Head of the Grand Coulee, which was located by the Northern Pacific, are all very light, 3° I believe being the maximum. In my opinion tie plates are unnecessary on such curves and I do not understand that Mr. Stevens promised to furnish same.

I have not yet seen a definite location of the government's railway from the Head of the Grand Coulee to the dam site. If you will let me have same, showing the definite alignment including degree of curvature, I will be glad to advise you the number of plates we will furnish.

We will furnish 90# 6x8½" plates as shown on the attached print of our Standard Plan T-4-7.

Yours very truly,

EB h

Saint Paul, Minn.,
July 3, 1934.

480

MR. BERNARD BLUM:

Regarding attached letter to Mr. Sloan referring to his message of the nineteenth requesting us to name rental or sale prices for engines, cabooses and flat cars for use by the contractor in operating the Coulee Dam railroad.

These items will give you a little trading amunition for working out a deal with the Government for arranging with their contractor to handle materials between Odair and the head of the coulee, as per our discussion.

As soon as you complete the draft of the contract, I will want to go over it with you, and I think it will be necessary for you to handle the matter personally with Mr. Walter at Denver in order to expedite and work out a plan for handling rail business Odair to the head of the coulee.

Saint Paul, Minn.,
July 3, 1934.

MR. W. C. SLOAN:

Your message of June nineteenth, advising that contractors for the Coulee Dam request rental rate and price on two Class W locomotives, two wooden sill cabooses, and up to ten 80,000 capacity flat cars.

We wired you on the 20th asking you to advise the locomotive number of the engines and number of cabooses you recommend for sale. Will you please check this up and definitely specify engines and cabooses so we may check up the depreciation account.

We have no 80,000 capacity wooden frame flat cars, and while I dislike to do so, we could probably spare ten steel underframe flats if desired.

On receipt of information from you we will work up a proposition to make the contractor. It is my present idea that this should be handled as a trading proposition with the contractor. Mr. Blum is now rewriting the contract covering the arrangement for constructing and operating the railroad and in that connection I will suggest the introduction of a clause whereby the contractor will undertake to handle business for the Government between Odair and the head of the canyon; the Government to name their own rates which we would combine with our regular railway tariffs to make a through rate to the head of the coulee.

I think it will be necessary for Mr. Blum to handle this matter personally with Mr. Walter at Denver and he will arrange to do so as soon as the draft of the contract is completed.

Copy Mr. Bernard Blum

H. E. STEVENS

N.P. File 8731-3

DEFENDANT'S EXHIBIT 4346

Saint Paul, Minn.,
July 6, 1934.

MR. R. W. CLARK:

Your letter of the first about temporary spurs which the Silas Mason Company may require for unloading their construction equipment at Odair prior to the completion of the proposed railroad between Odair and the dam-site.

Mr. Blum went over this matter in detail with Messrs. Sam Mason, Atkinson, and Kier while these people were at Spokane at the time the bids were opened and reached a tentative agreement with them that spurs would be constructed when and as needed at the sole expense of the contractor. They agreed to lease rail from us on our usual lease basis - 6% interest and 6% depreciation.

May I suggest that if the matter comes up again they be requested to handle the details through the Engineering Department as I think in that way you may avoid demands that the company assume part or all of the expense?

Copy Mr. Bernard Blum

Ar haul cement 250 mi.
Truck haul Mile 15¢
return 12¢
2 | 27
.13.5¢ ar
for 500 mi.
200 Cu ft | $ 67.500 per hand trip
.3375 ¢ per Cu ft for cement

N.P. File 8731-3

DEFENDANT'S EXHIBIT 4115

St. Paul, Minnesota, July 6, 1934.

Mr. Bernard Blum:

I return herewith papers left with me by you prepared by the Government in connection with the construction of the Grand Coulee Dam railroad. The agreement as drafted by the Government is verbose. My idea is that it should be put through the wringer and all reference to the N.R.A. and other unnecessary matter be eliminated. In view of the fact that the Government does not want to get any of its trains or cars or those of the contractor onto our main line, paragraphs 14 and 15 should be eliminated.

As to the interchange agreement I suggest the following:

Pg 19

15 "The parties agree to interchange loaded and empty cars on tracks as specified in the ~~delivery~~ yard tracks etc ~~yard~~ at Odair as hereinbefore mentioned. The Company will place cars consigned to the government or its contractor, upon such tracks in said de~~livery~~ yard as may be mutually agreed upon between said contractor and the superintendent of the Company. The United States or its contractor will place such cars as are consigned to the Company upon tracks designated for that purpose in said de~~livery~~ yard. The United States or its contractor agrees not to operate engines or cars nearer to the tracks of the Company than a point to be marked on the ground by the Company designating where engines or cars of the contractor shall stop.

16 "The United States agrees that it or its contractor, for the construction of the Grand Coulee Dam and power plant, will pay the Company for all damage which cars delivered to the said contractor may sustain from any cause whatever while in the possession of said contractor and will indemnify and protect the Company against any and all claims on account of alleged defects in such equipment, and return promptly all cars received from the Company and be governed by tariff provisions relating to demurrage, and the parties hereto agree to enter into an average demurrage agreement. For the purpose of fixing liability for loss and damage

to cars and lading, cars and loads placed by the Company on the designated tracks in said d[redacted]ry yard shall be deemed to be in the possession of the contractor and to continue in the possession of the contractor from the time so placed upon said designated tracks by the Company until the Company shall move said cars from said d[redacted]ry yard onto its own tracks."

yard tracks for the purpose of interchanging and storing cars

I think it might be well to add to paragraph 11 the language suggested by you in your letter to me of July 2. Paragraph 17 as revised by you in your letter of July 2 is all right so far as it goes. I do not find in the agreement anywhere a sufficient definition of or reference to "high dam" to make the provision intelligent. I suggest that you work this out more in detail. I think the criticism as to "delivery yard" is well founded and that the words "yard tracks for the purpose of interchanging and storing cars" is preferable. If the Government officials with whom you are dealing are particularly proud of the words "delivery yard" I would not insist on their being changed. Of course, if you do change them you will have in mind that they must be changed throughout the contract wherever they appear.

Frederick D. McCarthy
Assistant General Counsel.

McC-m
Enc.

ADDRESS ALL COMMUNICATIONS TO
THE CHIEF ENGINEER

WEB

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
CUSTOMHOUSE
DENVER, COLORADO

OFFICE OF THE CHIEF ENGINEER

July 3, 1934

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

Dear Sir:

Receipt is acknowledged of your letters of June 26, 27 and 28, together with prints of the Northern Pacific Railway Company's standard designs and specifications for rail and track accessories.

It is noted that the railway company's specifications call for "high carbon steel track spikes" which apparently are not included in the standard specifications of the 1929 edition of the Manual of the American Railway Engineering Association. It was thought that the ordinary soft steel cut track spikes would be satisfactory for the temporary government railroad. I would be pleased to have your comments on this matter with a statement on the advantages of a high carbon steel spike.

It is understood that the Northern Pacific Railway Company is to furnish, in addition to rails and angle bars, tie plates for all the curves on the government line. Please include in your reply the approximate length of line for which tie plates were contemplated, together with a print of the company's standard tie plate. Dimensions of the tie plate will be required for the specifications of rail braces to be purchased by the government. It is believed that tie plates will not be necessary on the tangents of the line between Odair and the head of the "Grand Coulee."

Thanking you for your past favors, I remain

Very truly yours,

S. O. Harper

S. O. Harper
Acting Chief Engineer.

8731

Saint Paul, July 2, 1934

Mr. F. D. McCarthy:

Referring to our conversation last week about proposed contract with the United States for construction of the Grand Coulee Dam railroad:

I understand Mr. Ledding has furnished you with suggested paragraphs covering interchange which incidentally covers the demurrage feature. Would it not be well to incorporate in that section that the Northern Pacific and the United States will enter into the usual average demurrage agreement.

In regard to paragraph 11 which provides for the railway company turning over to the United States certain track material. Possibly we should add to this paragraph the following sentence:

> "It is understood that the demurrage rules of the Company will apply to the cars of track material after accepted by the United States or its Contractor."

In view of the desire at this time of both the United States and its Contractor for construction of the dam and power plant, that their railroad operation be independent of the Company's tracks we should I believe eliminate paragraphs 14 and 15 in my draft.

Paragraph ~~16~~ 17 should be revised as follows:

> "The United States shall return to the Company, without cost, f.o.b. cars at Odair, Washington, all rail and fastenings furnished to the United States by the Company in as good condition as when furnished by the Company, ordinary wear and tear excepted, promptly on completion of the Grand Coulee dam and power plant; provided, that if, on completion of the dam and power plant, it appears probable that the United States will, within a few years thereafter, proceed with the construction of the High Dam, the Company will not require return of the rail and fastenings until the High Dam has been completed; and provided further, that if no decision as to the construction of the High Dam is reached within a period of ten years from the date of this agreement, the United States will, on demand of the Company, pick up and return the rail and fastenings to the Company, free of charge, f.o.b. cars at Odair, Washington; and provided further, that at the option of the United States the Company will pick up the rail and fastenings and the United States shall pay to the Company the actual cost of doing such work."

proposed — revise

proposed

Mr. McCarthy #2

Mr. Ledding has criticized the term "delivery yard". He suggests that it be referred to as "yard tracks for the purpose of interchanging and storing cars". I have no objections to that but delivery yard is the term first employed by the United States.

BB:h

cc Mr. E. L. Ledding

14

4178

The United States agrees to interchange freight ~~and passenger~~ business with the Company at Odair and to handle same in the manner usual between Common Carrier railroads.

4174

The United States agrees to accept from the Company at Odair cars of commercial freight consigned to the head of the Grand Coulee or to intermediate points and deliver same to their respective destinations, and will collect and turn over to the Company its proportion of the freight charges thereon. The Company shall accept at Odair cars containing commercial shipments originating at Grand Coulee damsite or at intermediate points destined to points on its system or on connecting lines.

Mr Blum

Am leaving attached the sheets which were rewritten as you may want to have them read back. Have retained one copy of the contract in the office.

GMH

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

St Paul July 2, 1934

H M Tremaine

Spokane Wash.

Gibson was delayed at Fargo Saturday on legal case and is on number one arriving Spokane tonight. D-68

J T Derrig

4175

Saint Paul, July 2, 1934

Mr. F. D. McCarthy:

Referring to our conversation last week about proposed contract with the United States for construction of the Grand Coulee Dam railroad:

I understand Mr. Ledding has furnished you with suggested paragraphs covering interchange which incidentally covers the demurrage feature. Would it not be well to incorporate in that section that the Northern Pacific and the United States will enter into the usual average demurrage agreement.

In regard to paragraph 11 which provides for the railway company turning over to the United States certain track material. Possibly we should add to this paragraph the following sentence:

"It is understood that the demurrage rules of the Company will apply to the cars of track material after accepted by the United States or its Contractor."

In view of the desire at this time of both the United States and its Contractor for construction of the dam and power plant, that their railroad operation be independent of the Company's tracks we should I believe eliminate paragraphs 14 and 15 in my draft.

Paragraph 17 should be revised as follows:

"The United States shall return to the Company, without cost, f.o.b. cars at Odair, Washington, all rail and fastenings furnished to the United States by the Company in as good condition as when furnished by the Company, ordinary wear and tear excepted, promptly on completion of the Grand Coulee dam and power plant; provided, that if, on completion of the dam and power plant, it appears probable that the United States will, within a few years thereafter, proceed with the construction of the High Dam, the Company will not require return of the rail and fastenings until the High Dam has been completed; and provided further, that if no decision as to the construction of the High Dam is reached within a period of ten years from the date of this agreement, the United States will, on demand of the Company, pick up and return the rail and fastenings to the Company, free of charge, f.o.b. cars at Odair, Washington; and provided further, that at the option of the United States the Company will pick up the rail and fastenings and the United States shall pay to the Company the actual cost of doing such work."

Mr. McCarthy #2

Mr. Ledding has criticized the term "delivery yard". He suggests that it be referred to as "yard tracks for the purpose of interchanging and storing cars". I have no objections to that but delivery yard is the term first employed by the United States.

BB:h

cc Mr. E. L. Ledding

N. P. File 8731-3

DEFENDANT'S EXHIBIT 4114

Draft of contract between the United States and the Northern Pacific Railway Company, providing for furnishing by company of rail and fastenings for construction railroad, establishment of freight rates on materials, supplies and equipment moving on government bills of lading, and interchange of cars for use in construction of Grand Coulee dam and power plant.

- - - -

1. This contract, made this____day of_____, 1934, in pursuance of the act of Congress of June 16, 1933 (48 Stat. 196), known as the National Industrial Recovery Act (herein styled the NIRA), between THE UNITED STATES OF AMERICA (herein styled the United States), acting in this behalf by_____Federal Emergency Administrator of Public Works and Secretary of the Interior (herein styled the Administrator and/or the Secretary), and the NORTHERN PACIFIC RAILWAY COMPANY, a corporation of the State of Wisconsin (herein styled the Company), having its principal place of business at St. Paul, Minnesota. WITNESSETH:

2. WHEREAS, the United States is engaged under the NIRA in constructing the Grand Coulee dam and power plant of the Columbia Basin project, in the State of Washington, and, as a part of such work, proposes to construct a standard-gauge construction railroad from Odair, Washington, a siding on the Northern Pacific Railroad, about two miles northeast of Coulee City, Washington, to the Grand Coulee Dam site, on the Columbia River, about thirty miles northeast of Coulee City, Washington, consisting of a ~~delivery yard~~ at Odair, a single-track railroad from Odair to the head of Grand Coulee, a siding at the head of Grand Coulee, a single-track railroad from the head of Grand Coulee to the Grand Coulee Dam site, and

a siding near the dam site; and,

3. WHEREAS, it is contemplated that the contractor, for construction of the Grand Coulee dam and power plant, will operate and maintain the construction railroad after its completion; and

4. WHEREAS, the Company has heretofore made surveys for such a railroad, and is willing to turn over to the United States all data covering such surveys and suggestions for the construction of such railroad without charge; and,

5. WHEREAS, the Company is willing to furnish to the United States, free of charge, f.o.b. cars at ~~Coulee City~~ Odair, Washington, sufficient rail and fastenings to complete the construction of such railroad, including yard, tracks and sidings, from a connection with the Washington Central Branch of the Company at Odair, Washington, to the Grand Coulee Dam site; and,

6. WHEREAS, the Company is willing to establish maximum net cost freight rates on certain materials, supplies and equipment moving on Government bills of lading and used in the construction of the Grand Coulee dam and power plant.

7. NOW, THEREFORE, in consideration of the premises and of the covenants and conditions herein contained, it is agreed between the parties as follows:

8. The United States will construct a standard gauge railroad, to extend from Odair, Washington, on the Washington Central Branch of the Company, about two miles northeast of Coulee City, Washington, to the

Grand Coulee Dam site, on the Columbia River, about thirty miles northeast of Coulee City, Washington, as shown on the location map marked Exhibit A, made a part hereof, such railroad to consist of a delivery yard at Odair, a wye track at Odair, a single track railroad from Odair to the head of Grand Coulee, a siding and a wye at the head of Grand Coulee, a single track railroad from the head of Grand Coulee to the Grand Coulee Dam site, and a siding near the dam site.

yard tracks for the purpose of inter-changing and storing cars

9. The United States will furnish the right of way for the railroad and will perform the necessary work of construction, and will furnish, at its own expense, all supplies and materials going into the railroad, except rail, angle bars, switch material and tie plates for use on sharp curves.

10. The Company will turn over to the United States, without charge, complete data covering the preliminary surveys for the railroad as heretofore made by the Company, and will stake out on the ground the definite center-line location of the railroad, and will also make available to the United States the Company's plans, specifications, and estimates for construction of the railroad.

11. The Company will also furnish to the United States, without charge, f.o.b. cars at Odair, Washington, sufficient suitable 90# rail, angle bars, frogs, switches and tie plates for sharp curves, to complete the construction of the railroad from Odair to the Grand Coulee dam site, including the delivery yard at Odair, sidings, wye tracks and turnouts as specified in Section 8. yard tracks for the purpose etc

It is understood that the demurrage rules of the Company will apply to the cars of track material after accepted by

the United States or its Contractor.

12. The following maximum net cash freight rates, in cents per hundredweight, are hereby established by the Company on cement moving over existing rail routes in cars loaded to maximum capacity from certain points, as herein listed, in the State of Washington to Odair, Washington, on Government bills of lading, for use in construction of the Grand Coulee dam and power plant:

Irvin	13¢
Metaline Falls	17¢
Bellingham	17¢
Concrete	17¢
Seattle	17¢
Grotto	17¢

On the balance of the items of materials, supplies and equipment to be used in the construction of the Grand Coulee dam and power plant and moving on Government bills of lading, the established commercial freight rates over existing routes, less land grant deduction, shall apply, with the following exceptions:

(1) From Seattle and Tacoma, Washington, the net cash rate applicable from Portland Oregon, on iron and steel articles and machinery shall apply;

(2) The following maximum rates shall apply on lumber and cribbing:

From Sand Point, Idaho	18¢
From Coeur d'Alene, Idaho	14¢
From Spokane, Washington	12½¢

The rates hereinabove shall not be increased during the term of this contract unless in the opinion of the United States, such rates become inequitable because of changed conditions or if the necessity arises for the fixing of rates on additional items or from additional points, adjustments

will be made in the established rates or such new rates will be made as may be agreed to by the authorized representatives of the Company and the United States.

13. Operation and maintenance of the railroad by the contractor for construction of the Grand Coulee dam and power plant will be subject to supervision and control by the United States, and the contractor will be required to provide reasonable service thereover for handling the business of the United States and others during the contract period.

out 14. The delivery yard at Odair and a portion of the main line of the Company at the delivery yard may be used by the United States and the contractor for construction of the Grand Coulee dam and power plant, in common with the Company, for delivering cars from one party to the other. If the United States and/or its contractor shall elect to use the tracks of the Company, the United States and the contractor shall observe the rules and regulations of the Company, and regulations of the State and Federal government.

out 15. ~~XXXX~~ Providing use is made of the Company's trackage, the United States agrees that it or the contractor for construction of the Grand Coulee dam and power plant will pay to the Company its proportion of the maintenance of jointly used tracks at Odair which are designated on Exhibit A attached, as follows:

A to H, including delivery yard
A to A-1
A to D
Wye track B to E
Wye track C to H
Tail track H to K

For the use and maintenance of this trackage the contractor shall pay to the Company $200 per month so long as the railway operations of the contractor continue. If in the opinion of the Company additional interchange tracks at Odair are required, they shall be provided and maintained by the Company at the equal joint expense of the United States and the Company.

17 ~~16~~ (16). ~~XXXX~~ The salaries of employees and the cost of establishing, maintaining and operating facilities other than trackage at Odair, found necessary by the Company in the joint operation, will be divided equally between the Company and the United States or its Contractor.

See revised Paragraph my letter July 2 ~~10.~~ ~~XXX~~ The United States shall return to the Company, without cost, f.o.b. cars at ~~Coulee City~~ Odair, Washington, all rail and fastenings furnished to the United States by the Company, ordinary wear and tear excepted, promptly on completion of the Grand Coulee dam and power plant; provided, that if, on completion of the Grand Coulee dam and power plant, it appears probable that the United States will, within a few years thereafter, proceed with the ~~construction~~ of the proposed High Dam, the Company will not require return of the rail and fastenings until the High Dam has been completed; and provided further, that if no decision as to the construction of the proposed High Dam is reached within a period of ten years from the date of this agreement, the United States will, on demand of the Company, pick up and return the rail and fastenings to the Company, free of charge, f.o.b. cars at Coulee City, Washington; and provided further, that at the option

of the United States the Company will pick up the rail and fastenings and the United States shall pay to the Company the actual cost of doing such work.

Draft of contract between the United States and the Northern Pacific Railway Company, providing for furnishing by company of rail and fastenings for construction railroad, establishment of freight rates on materials, supplies and equipment moving on government bills of lading, and interchange of cars for use in construction of Grand Coulee dam and power plant.

- - - -

1. This contract, made this___day of_____, 1934, in pursuance of the act of Congress of June 16, 1933 (48 Stat. 196), known as the National Industrial Recovery Act (herein styled the NIRA), between THE UNITED STATES OF AMERICA (herein styled the United States), acting in this behalf by_____Federal Emergency Administrator of Public Works and Secretary of the Interior (herein styled the Administrator and/or the Secretary), and the NORTHERN PACIFIC RAILWAY COMPANY, a corporation of the State of Wisconsin (herein styled the Company), having its principal place of business at St. Paul, Minnesota. WITNESSETH:

2. WHEREAS, the United States is engaged under the NIRA in constructing the Grand Coulee dam and power plant of the Columbia Basin project, in the State of Washington, and, as a part of such work, propose to construct a standard-gauge construction railroad from Odair, Washington, a siding on the Northern Pacific Railroad, about two miles northeast of Coulee City, Washington, to the Grand Coulee Dam site, on the Columbia River, about thirty miles northeast of Coulee City, Washington, consisting of a delivery yard at Odair, a single-track railroad from Odair to the head of Grand Coulee, a siding at the head of Grand Coulee, a single-track railroad from the head of Grand Coulee to the Grand Coulee Dam site, and

a siding near the dam site; and,

3. WHEREAS, it is contemplated that the contractor, for construction of the Grand Coulee dam and power plant, will operate and maintain the construction railroad after its completion; and

4. WHEREAS, the Company has heretofore made surveys for such a railroad, and is willing to turn over to the United States all data covering such surveys and suggestions for the construction of such railroad without charge; and,

5. WHEREAS, the Company is willing to furnish to the United States, free of charge, f.o.b. cars at Coulee City, Washington, sufficient rail and fastenings to complete the construction of such railroad, including yard, tracks and sidings, from a connection with the Washington Central Branch of the Company at Odair, Washington, to the Grand Coulee Dam site; and,

6. WHEREAS, the Company is willing to establish maximum net cash freight rates on certain materials, supplies and equipment moving on Government bills of lading and used in the construction of the Grand Coulee dam and power plant.

7. NOW, THEREFORE, in consideration of the premises and of the covenants and conditions herein contained, it is agreed between the parties as follows:

8. The United States will construct a standard gauge railroad, to extend from Odair, Washington, on the Washington Central Branch of the Company, about two miles northeast of Coulee City, Washington, to the

Grand Coulee Dam site, on the Columbia River, about thirty miles northeast of Coulee City, Washington, as shown on the location map marked Exhibit A, made a part hereof, such railroad to consist of a delivery yard at Odair, a wye track at Odair, a single track railroad from Odair to the head of Grand Coulee, a siding and a wye at the head of Grand Coulee, a single track railroad from the head of Grand Coulee to the Grand Coulee Dam site, and a siding near the dam site.

9. The United States will furnish the right of way for the railroad and will perform the necessary work of construction, and will furnish, at its own expense, all supplies and materials going into the railroad, except rail, angle bars, switch material and tie plates for use on sharp curves.

10. The Company will turn over to the United States, without charge, complete data covering the preliminary surveys for the railroad as heretofore made by the Company, and will stake out on the ground the definite center-line location of the railroad, and will also make available to the United States the Company's plans, specifications, and estimates for construction of the railroad.

11. The Company will also furnish to the United States, without charge, f.o.b. cars at Odair, Washington, sufficient suitable 90# rail, angle bars, frogs, switches and tie plates for sharp curves, to complete the construction of the railroad from Odair to the Grand Coulee dam site, including the delivery yard at Odair, sidings, wye tracks and turnouts as specified in Section 8.

12. The following maximum net cash freight rates, in cents per hundredweight, are hereby established by the Company on cement moving over existing rail routes in cars loaded to maximum capacity from certain points, as herein listed, in the State of Washington to Odair, Washington, on Government bills of lading, for use in construction of the Grand Coulee dam and power plant:

Irvin	15¢
Metaline Falls	17¢
Bellingham	17¢
Concrete	17¢
Seattle	17¢
Grotto	17¢

On the balance of the items of materials, supplies and equipment to be used in the construction of the Grand Coulee dam and power plant and moving on Government bills of lading, the established commercial freight rates over existing routes, less land grant deduction, shall apply, with the following exceptions:

(1) From Seattle and Tacoma, Washington, the net cash rate applicable from Portland Oregon, on iron and steel articles and machinery shall apply;

(2) The following maximum rates shall apply on lumber and cribbing:

From Sand Point, Idaho	18¢
From Coeur d' Alene, Idaho	14¢
From Spokane, Washington	12½¢

The rates hereinabove shall not be increased during the term of this contract unless in the opinion of the United States, such rates become inequitable because of changed conditions or if the necessity arises for the fixing of rates on additional items or from additional points, adjustments

will be made in the established rates or such new rates will be made as may be agreed to by the authorized representatives of the Company and the United States.

13. Operation and maintenance of the railroad by the contractor for construction of the Grand Coulee dam and power plant will be subject to supervision and control by the United States, and the contractor will be required to provide reasonable service thereover for handling the business of the United States and others during the contract period.

14. The delivery yard at Odair and a portion of the main line of the Company at the delivery yard may be used by the United States and the contractor for construction of the Grand Coulee dam and power plant, in common with the Company, for delivering cars from one party to the other. If the United States and/or its contractor shall elect to use the tracks of the Company, the United States and the contractor shall observe the rules and regulations of the Company, and regulations of the State and Federal government.

15. ~~XXXXX~~ Providing use is made of the Company's trackage, the United States agrees that it or the contractor for construction of the Grand Coulee dam and power plant will pay to the Company its proportion of the maintenance of jointly used tracks at Odair which are designated on Exhibit A attached, as follows:

A to H, including delivery yard
A to A-1
A to D
Wye track B to E
Wye track C to H
Tail track H to K

For the use and maintenance of this trackage the contractor shall pay to the Company $200 per month so long as the railway operations of the contractor continue. If in the opinion of the Company additional interchange tracks at Odair are required, they shall be provided and maintained by the Company at the equal joint expense of the United States and the Company.

16. ~~XXXX~~ The salaries of employees and the cost of establishing, maintaining and operating facilities other than trackage at Odair, found necessary by the Company in the joint operation, will be divided equally between the Co mpany and the United States or its Contractor.

17. ~~XXX~~ The United States shall return to the Company, without cost, f.o.b. cars at ~~Coulee City~~ Odair, Washington, all rail and fastenings furnished to the United States by the Company, in as good condition as when furnished by the Company, ~~ordinary wear and tear~~ excepted, promptly on completion of the Grand Coulee dam and power plant; provided, that if, on completion of the ~~Grand Coulee~~ dam and power plant, it appears probable that the United States will, within a few years thereafter, proceed with the construction of the High Dam, the Company will not require return of the rail and fastenings until the High Dam has been completed; and provided further, that if no decision as to the construction of the High Dam is reached within a period of ten years from the date of this agreement, the United States will, on demand of the Company, pick up and return the rail and fastenings to the Company, free of charge, f.o.b. cars at ~~Coulee City~~ Odair, Washington; and provided further, that at the option

of the United States the Company will pick up the rail and fastenings and the United States shall pay to the Company the actual cost of doing such work.

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

[illegible] SF X

SPOKANE JUNE 30 1934 JTDERRIG

STPAUL

D 66 HAVE ARRANGED FOR CONFERENCE MY OFFICE MONDAY MORNING TEN AM

AM ADVISING GIBSON A 88

HMTREMAINE

130P

N. P. 1386 / 12-24

3 GX A

TELEGRAM—BE BRIEF

TIME FILED

M.

Crookston June 30 34 J T Derrig

STPaul

Case Draging will get no 1 sunday instead. of saturday if necessary will you notify Mr Tremaine

Paul R Gibson

1216pm

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

vyw

Valleycity june 30 -34 JTDerrig

Stpaul

Your file D 67 to Paul R Gibson care condr No 1 date

Mr Gibson not on first one message undelivered

Condr 1St 1

526p

Message relayed
to No 1 leaving Sunday
RLY

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Saint Paul, June 30, 1934

Paul R. Gibson

c/o Conductor Train #1 - Fargo

Forwarding you in mail to Coulee print of map showing propositions two and three. We should keep away from proposition two account short switching lead on west end unless there is material saving and Mr. Banks wants such arrangement. D-67

J T Derrig

8731

Saint Paul, June 30, 1934.

Mr. Paul R. Gibson:

I handed you in the office the other day one white print showing alternate revisition Proposition #1.

I am enclosing herewith one white print on which there is shown alternate propositions 2 and 3.

I am inclined to believe that proposition 3 will work out the cheapest providing the right of way feature will not materially increase the cost. I am not so keen about proposition #2 as there would be no switching lead on the west end, and this feature should be called to the contractor's attention if it develops that there is any material saving in construction cost of proposition 2 over #1.

Asst. to Chief Engineer.

JTD-w

enc

8731

Saint Paul, June 30, 1934.

MR. A. F. STOTLER
MR. H. M. TREMAINE
MR. J. T. DERRIG

MR. C. W. COIL
MR. J. A. BRYAN

You have copies of requisitions WD 318 and WD 319 dated May 25th, 1934, material for construction of Coulee Dam Line.

Requisition 319 has been canceled and requisition 318 has been rewritten.

Copy of the revisied requisition 318 is attached for your information.

Chief Engineer.

H-C-vml

enc

Saint Paul, June 30, 1934.

MR. A. F. STOTLER
MR. H. M. TREMAINE
MR. J. T. DERRIG

MR. C. W. COIL
MR. J. A. BRYAN

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Requisition 319 has been canceled and requisition 318 has been rewritten.

Copies of the revisied requisition 318 is attached for your information.

Chief Engineer.

H-C-vml

cmc

Saint Paul, June 30, 1934

Mr. H. M. Smith:

I have spoken to you about our furnishing secondhand material to the government for the Grand Coulee dam railroad.

I have a letter from Mr. Banks, Construction Engineer, they will require for their wye three No. 9 turnouts and for switchbacks at the damsite three No. 9 turnouts, and additional tracks at the dam site five No. 7 turnouts.

It is not my intention to purchase new switch material to be loaned to the government but we desire to loan them such secondhand material as we have available. Will you at your earliest convenience canvass the situation and advise if you have available secondhand frogs as listed.

In this connection I suggest you instruct your storekeepers to save all recovered turnout material from main line relays now being made until we straight out the situation with respect to the Grand Coulee dam.

The general contractor is going to require considerable track for his own use and I have tentatively made agreement with him to furnish such rail and switches as he requires at a valuation of $25 per ton for rail, leasing it at the rate of 12% per annum.

BERNARD BLUM

cc Mr. Derrig

Saint Paul, June 30, 1934 8731

Mr. H. M. Smith:

I have spoken to you about our furnishing secondhand material to the government for the Grand Coulee dam railroad.

I have a letter from Mr. Banks, Construction Engineer, they will require for their wye three No. 9 turnouts and for switchbacks at the damsite three No. 9 turnouts, and additional tracks at the dam site five No. 7 turnouts.

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In this connection I suggest you instruct your storekeepers to save all recovered turnout material from main line relays now being made until we straight out the situation with respect to the Grand Coulee dam.

The general contractor is going to require considerable track for his own use and I have tentatively made agreement with him to furnish such rail and switches as he requires at a valuation of $25 per ton for rail, leasing it at the rate of 12% per annum.

BB:h

cc Mr. Derrig

June 30, 1934

Mr. F. A. Banks,
Construction Engineer,
Grand Coulee Dam,
Almira, Washington

Dear Mr. Banks:

Your letter 21st about frogs and turnout material required for the tracks on the government railroad:

I am canvassing the railroad to see what frogs we have available in No. 7 and No. 9. I do not think we will have any difficulty in obtaining the No. 11 turnouts. I will take up with you as soon as I determine what we have available so that if it is necessary to have new No. 7 frogs made, it can be attended to without delay to the job.

Mr. Derrig and I will probably be at the dam in the next few weeks and bring some of these matters to a definite conclusion.

For your information would say that Mr. Walter requested I send vandykes of our track material to his Denver office together with specifications as he informed me that probably proposals for material would be issued from Denver. I have arranged for our Office Engineer to forward you similar prints, etc. as recently requested in your letter to me.

Yours very truly,

BB h

8731

Seattle, Wash.,

June 29, 1934

Mr. J. T. Derrig:

Yours June 21 about track to serve the Columbia Basin Orchard Company three miles southeast of Coulee on the Grand Coulee dam line.

The traffic department agree that no further action is necessary at this time and we will hold the papers pending developments.

AFS

Saint Paul, June 29, 1934

Mr. H. E. Stevens:

Our discussion about track metal for the Grand Coulee dam railway:

On account of the probable change in the delivery or rather interchange track at Odair, I am cancelling requisition ED-319 which I previously sent you, and have revised ED-318 to include an additional 85# turnout where the branch line will come off of our main track.

I think it is well to get this requisition authorized and we will specify the delivery of material from time to time as the requirements of the construction dictate.

I have shown the material to be delivered in my care so as to segregate it from regular maintenance of way stock and which should assist in the accounting thereof.

BB h

B.P. Copy

ED 318
(Revised)

St. Paul, May 25, 1934.

BERNARD BLUM, CHIEF ENGINEER

Odair, Wash.

1	350,000	L. Ft. 3/C 90# RB rail	For Construction of Coulee Dam Line.
2	11,500	Pr. 90# RB angle bars Plan T-20-106	
3	8000	Pcs. 90# RB 6x8½ tie plates Plan ~~[illegible]~~ T-4-7 S.H. or Lundies	
4	3	#11 SR 90# RB frogs R. Hand Plan T-12-3 SH	
5	3	#11 SR 90# RB frogs L. Hand Plan T-22-3 SH	
6	6	16'6" 90# Split switches complete Plan T-11-3 SH	
7	6	Pr. 90# RB guard rails plan T-15-1 SH	
8	6	High banner switch stands plan T-17-1, 5 SH	
9	1	Economy switch stand plan T-17-8 and 9, SH	
10	6	Switch locks	
11	6	Switch lamps	
12	1	#9 R - 85# ASCE Frog Plan T-18-159 or T-13-3 SH	
13	1	15'-0" - 85# ASCE Split switch complete Plan T-11-2 SH	
14	1	Pr. 85# ASCE Guard Rails Plan T-15-3 SH	
15	180	Lin. Ft. 3/85# ASCE rail	
16	6	Pr. 85# ASCE ang. bars SH Plan T-20-110	
17	1	Pr. 85# ASCE to 90# RB Comp. Joints RH	
18	1	Pr. 85# ASCE to 90# RB Comp. Joints LH	

NOTE: Delivery of above material is to be ~~supplied from [illegible]~~ made as requested by Engineering Dept.

Wherever possible, material is to be supplied from released product of 1934 Main Line relays.

CC-A[illegible] [illegible] JTB CWC JAT

C Chief Engineer Ass't. Chief Engineer.

ED 318
(Revised)

St. Paul, May 25, 1934.

BERNARD BLUM CHIEF ENGINEER — Odair, Wash.

1	350,000	L.Ft. 3/8 90# RR rail	For Construction of Coulee Dam Line.
2	11,500	Pr. 90# RR angle bars Plan T-20-106	
3	6000	Pcs. 90# RR Gauge tie plates Plan ~~Textbx~~ T-4-7 O.H. or Bundles	
4	3	#11 SR 90# RR frogs R.Hand Plan T-13-3 SH	
5	3	#11 SR 90# RR frogs L.Hand Plan T-13-3 SH	
6	6	15'0" 90# Split switches complete Plan T-11-3 SH	
7	6	Pr. 90# RR guard rails plan T-15-1 SH	
8	6	High banner switch stands plan T-17-1, 5 SH	
9	1	Economy switch stand plan T-17-8 and 9. SH	
10	6	Switch locks	
11	6	Switch lamps	
12	1	#9 R - 85# ASCE Frog Plan T-13-100 or T-13-3 SH	
13	1	15'-0" - 85# ASCE Split switch complete Plan T-11-2 SH	
14	1	Pr. 85# ASCE Guard Rails Plan T-15-3 SH	
15	100	Lin.Ft. 3/85# ASCE rail	
16	6	Pr. 85# ASCE ang.bars ~~SH~~ Plan T-20-110	
17	1	Pr. 85# ASCE to 90# RR Comp. Joints RH	
18	1	Pr. 85# ASCE to 90# RR Comp. Joints LH	

NOTE: Delivery of above material is to be ~~completed [illegible] as~~ requested by Engr. Dept.

Wherever possible, material is to be supplied from returned product of 1934 Main Line rolling.

CC-ARB EEU JFD CUC JAT

C Chief Engineer Ass't. Chief Engineer.

N. P. 1019
6-24

NORTHERN PACIFIC RAILWAY CO.

GEN'L STOREKEEPER'S REQN. NO.
DIVISION " ED 318
SHEET " 1
A. F. E. COMPTROLLER'S "

ST PAUL MINN MAY 25 1934w

19

TO THE PURCHASING AGENT,

THE FOLLOWING ARTICLES ARE REQUIRED FOR RAILWAY COMPANY'S USE, AND SHOULD BE DELIVERED

TO R T Taylor Supt AT ODAIR WASH

SUPPLIES WILL BE FURNISHED ONLY UPON THE WRITTEN REQUISITION OF THE HEADS OF DEPARTMENTS, AND THE OFFICER MAKING THE REQUISITION MUST STATE FULLY AND MINUTELY WHERE AND FOR WHAT PURPOSE THE ARTICLES ORDERED ARE TO BE USED. IF THIS IS NOT DONE THE REQUISITION MUST BE RETURNED FOR THE INFORMATION

ITEM NO.	QUANTITY	DESCRIPTION OF ARTICLES	ESTIMATED COST	DELIVERY REQUIRED (DAYS)	FOR WHAT PURPOSE ORDERED	ON HAND AND DUE
		NOTE: THIS FORM MUST BE MADE OUT IN COPYING INK.				
1.	350,000 ~~xxxxxxx~~	lin. ft. 3d class 90# RB rail ~~of which 11,000 lin. ft. is to be furnished at once and balance as requested.~~			For construction of Coulee Dam Line.	
2.	11500 ~~xxxxx~~	pr. 90# RB angle bars plan T-20-106 ~~of which 700 pair are to be furnished at once and balance as requested.~~				
3.	6000 pcs.	90# RB 6 x 8½ tie plates Plan T-4-7 SH or Lundies				
4.	3 -	#11 SR, 90# RB frogs R. Hand. Plan T-12-3 SH				
5.	3 -	#11 SR 90# RB frogs L. hand Plan T-22- 3 SH				
6.	6 -	16'6" 90# split switches complete Plan T-11-3 SH				
7.	6 pr.	90# RB guard rails plan T-15-1 SH				
8.	6 -	high banner switch stands plan T-17-1, 5 SH				
9.	1	Economy switch stand plan T-17-8 and 9. SH				
~~10.~~	~~6 xxxxxxxxxxxx~~					
10.	6 -	switch locks				
11.	6 -	switch lamps				
		~~Note: part of items 1 and 2 and items 4, 5, 6 and 7 to be furnished from 1934 main line relay release.~~				
		cy AFS HMT JTD CWC JAB				
12	1	#9 R - 85# ASCE frog Plan T-18-159 or T-13-3-S.H.				
13	1	15'-0" - 85# ASCE split switch complete Plan T-11-2 S.H				
14	1	Pair - 85# ASCE Guard Rails Plan T-15-3 - S.H.				
15	180 lin ft	3d cl. 85# ASCE rail				
16	6 pr	85# ASCE angle bars ctt Plan T-20-110				
		Note: Delivery of above material to be made as required. Wherever possible, material is to be supplied from released product of 1934 M.L. relays.				
17	1	Pr 85# ASCE & 90 RB Comp Joints R.H.				
18	1	Pr 85# ASCE & 90 RB Comp Joints L.H.				

APPROVED Bernard Ahern
CHIEF ENGR

W. Sayer
ASSISTANT CHIEF ENGINEER (SIGN HERE)
(TITLE)

GENERAL STOREKEEPER

N. P. 1019
6-24

NORTHERN PACIFIC RAILWAY CO.

GEN'L STOREKEEPER'S REQN. NO.
DIVISION " " ED 318
SHEET " 1
A. F. E. COMPTROLLER'S "

STPAUL MINN MAY 25 1934w

19

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		NOTE: THIS FORM MUST BE MADE OUT IN COPYING INK.				
1.	350,000 ~~XXXXXXX~~	lin. ft. 3d class 90# RB rail of which 11,000 lin. ft. is to be furnished at once and balance as requested.			For construction of Coulee Dam Line.	
2.	11500 ~~XXXXX~~	pr. 90# RB angle bars plan T-20-106 of which 700 pair are to be furnished at once and balance as requested.				
3.		6000 pcs. 90# RB 6 x 8½ tie plates Plan T-4-7 SH or Lundies				
4.		3 - #11 SR, 90# RB frogs R. Hand. Plan T-12-3 SH				
5.		3 - #11 SR 90# RB frogs L. hand Plan T-22- 3 SH				
6.		6 - 16'6" 90# split switches complete Plan T-11-3 SH				
7.		6 pr. 90# RB guard rails plan T-15-1 SH				
8.		5 - high banner switch stands plan T-17-1, 5 SH				
9.		1 Scobomy switch stand plan T-17-8 and 9. SH				
~~10.~~	~~xxxxxxxxxxxx~~					
10.		5 - switch locks				
11.		5 - switch lamps				

Note: part of items 1 and 2 and items 4, 5, 6 and 7 to be furnished from 1934 main line relay release.

cy ABS HMT JTD CWC JAB

APPROVED CHIEF ENGR ASSISTANT CHIEF ENGINEER (SIGN HERE)

N. P. 1019
6-24

NORTHERN PACIFIC RAILWAY CO.

GEN'L STOREKEEPER'S REQN. NO.
DIVISION " " ED 319
SHEET " 1
A. F. E. COMPTROLLER'S "

ST PAUL, MINN. MAY 25 1934
TO THE PURCHASING AGENT,

THE FOLLOWING ARTICLES ARE REQUIRED FOR RAILWAY COMPANY'S USE, AND SHOULD BE DELIVERED

TO R. T. Taylor Supt AT ODAIR WASH

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ITEM NO.	QUANTITY	DESCRIPTION OF ARTICLES	ESTIMATED COST	DELIVERY REQUIRED (DAYS)	FOR WHAT PURPOSE ORDERED	ON HAND AND DUE
		NOTE: THIS FORM MUST BE MADE OUT IN COPYING INK.				
1.	2600	lin. ft. 3d class 90# RB rail		For track changes etc at Odair in connection with new line to Coulee Dam.		
2.	2600	lin. ft. 3d class 85# ASCE rail				
3.	7000	lin. ft. 3d class 66# N. P. rail				
4.	84 pr	SH 90# RB angle bars Plan T-20-106 S.hand				
5.	84 pr.	SH 85# ASCE angle bars plan T-20-110 S.hand				
6.	240 pr	SH 66# NP angle bars plan T-5-2 S.hand				
7.	3 pr.	90# RB to 85# ASCE comp. jts RH s. hand				
8.	3 pr	90# RB to 85# ASCE comp. jts LH, s. hand				
9.	1600 pcs	SH 6 x 8½ 90# RB tie plates Plan t-4-7 or Lowdes				
10.	3 pcs.	#9 R - 85# ASCE frogs Plan T-18-159 or Plan T-13-3 S.Hand				
11.	2 pcs.	#9 R 66# NP frogs plan T-18-159 SH				
12.	3 -	15'0" 85# ASCE split switches plan T-11-2 SH				
13.	2 -	15'0" 66# NP split switches Planxxx T-11-2 SH				
14.	3 pr.	85# ASCE guard rails Plan T-15-3 SH				
15.	2 prs.	66# NP guard rails Plan T-15-3 SH				
16.	3 -	high Banner switch stands Plan T-17-~~115~~xxSHx 1 to 5, SH				
17.	2 -	Economy switch stands plan T-17-8, 9 SH				
18.	3 -	switch locks				
19.	3 -	switch lamps				
20.	2	gallons crater compound.				

Immediate delivery

ED 319 Cancelled -
ED 318 Revised

cy AFS HMT JTD CWC JHB

APPROVED Bernard Ohm Chief Engr

W. Fayen ASSISTANT CHIEF ENGINEER (SIGN HERE)

N. P. 1019 / 6-24

NORTHERN PACIFIC RAILWAY CO.

GEN'L STOREKEEPER'S REQN. NO.
DIVISION " "
SHEET " 1
A. F. E. COMPTROLLER'S "

ED 319

STRAIGHT MINT MAY 28 1934W 192

TO THE PURCHASING AGENT,

THE FOLLOWING ARTICLES ARE REQUIRED FOR RAILWAY COMPANY'S USE, AND SHOULD BE DELIVERED

TO R. T. Taylor Supt AT ODAIR WASH

SUPPLIES WILL BE FURNISHED ONLY UPON THE WRITTEN REQUISITION OF THE HEADS OF DEPARTMENTS, AND THE OFFICER MAKING THE REQUISITION MUST STATE FULLY AND MINUTELY WHERE AND FOR WHAT PURPOSE THE ARTICLES ORDERED ARE TO BE USED. IF THIS IS NOT DONE THE REQUISITION MUST BE RETURNED FOR THE INFORMATION

ITEM NO.	QUANTITY	DESCRIPTION OF ARTICLES	ESTIMATED COST	DELIVERY REQUIRED (DAYS)	FOR WHAT PURPOSE ORDERED	ON HAND AND DUE
		NOTE: THIS FORM MUST BE MADE OUT IN COPYING INK.				
1.	2600	lin. ft. 3d class 90# RB rail		For track changes etc at Odair in connection with new line to Coulee Dam.		
2.	2600	lin. ft. 3d class 85# ASCE rail				
3.	7000	lin. ft. 3d class 66# N. P. rail				
4.	84 pr	SH 90# RB angle bars Plan T-20-106 S.hand				
5.	84 pr.	SH 85# ASCE angle bars plan T-20-110 S.hand				
6.	240 pr	SH 66# NP angle bars plan T-5-2 S.hand				
7.	3 pr.	90# RB to 85# ASCE comp. jts RH s. hand				
8.	3 pr	90# RB to 85# ASCE comp. jts LH, s. hand				
9.	1600 pcs	SH 6 x 8½ 90# RB tie plates Plan t-4-7 or Lundies				
10.	3 pcs.	#9 R - 85# ASCE frogs Plan T-18-159 or Plan T-13-3 S.Hand				
11.	2 pcs.	#9 R 66# NP frogs plan T-18-159 SH				
12.	3 -	15'0" 85# ASCE split switches plan T-11-2 SH				
13.	2 -	15'0" 66# NP split switches Plan T-11-2 SH				
14.	3 pr.	85# ASCE guard rails Plan T-15-3 SH				
15.	2 prs.	66# NP guard rails Plan T-15-3 SH				
16.	3 -	high Banner switch stands Plan T-17- 1 to 5, SH				
17.	2 -	Economy switch stands plan T-17-8, 9 SH				
18.	3 -	switch locks				
19.	3 -	switch lamps				
20.	2 gallons	crater compound.				
		Immediate delivery				

cy AFS HMT JTD CWC JHB

ED 319 Cancelled
ED 318 Revised

APPROVED Chief Engr ASSISTANT CHIEF ENGINEER (SIGN HERE)

FOR THE PRESIDENT

8731

June 29, 1934.

Mr. F. A. Banks,
Project Engineer,
Grand Coulee Dam,
Almira, Wash.

Dear Sir:

I am attaching hereto copy of my letter of June 28, to Mr. Tremaine, and also attaching one print each showing alternate projection, propositions #1 and 2-3 of the revised line in the vicinity of Odair to permit independent operation by your contractor.

Mr. Tremaine has had some discussion with the contractor about this operation. I have therefore, requested Mr. Gibson to call on him and get any suggestions he might have before calling on you at Odair. It occurred to me that Mr. Gibson would be in a better position to run out this alignment as he is familiar with the country and map, and I would thank you to furnish him with a couple of men for a day or two to assist him with the field work. Mr. Gibson has instructions to run out this revised alignment along the lines you approve.

Yours truly,

Asst. to Chief Engineer.

JTD-W

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

139 SFOG

ALMIRA JUN 29-34 J T DERRIG

STPAUL

D 65 MR BANKS SAYS HE WILL FURNISH NECESSARY MEN FOR MR GIBSON.

AGT

6550P

B

✓ Mr Blum note JTD 6/30

N. P. 1386/12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul, June 28, 1934

Agent - Almira, Wash
H. H. Tremaine, - Spokane
T. A. Murphy "
R T Taylor "

Advise Mr. Banks:

P R Gibson will leave here number 6 Saturday to run out revised alignment for first mile Grand Coulee Line with a view providing independent operation for contractor. He will confer with you at Almira before doing the work. Will you please arrange to furnish him two men for a day or two to assist in doing this work. Advise. D-65

J T Dorrig

8731

June 28, 1934.

Mr. R. F. Walter,
Chief Engineer,
Bureau of Reclamation,
Denver, Colo.

Dear Sir:

I find that inadvertently the vandykes for standard plans T-5-5 - 90# rail and T-6-5 - 90# angle bars, ~~shown~~, were not included in my letter sent you yesterday.

Please find same enclosed.

Yours very truly,

RDG-vml

enc

Copy to Mr Blum

8731

Saint Paul, June 28, 1934.

Mr. H. H. Trennine:

Confirming my wire of the 27th, I am sending you herewith two prints each of location map covering proposed Grand Coulee Line in the vicinity of Odair, showing revised location propositions 1 and the second set showing propositions 2 and 3.

When at Spokane June 18th contractor for the Grand Coulee Dam indicated that he will wish to keep his operation outside of Northern Pacific operated tracks. Likewise Chief Engineer Walther and Mr. Banks of the Reclamation Service indicated they would prefer such operation. With that thought in mind I have shown on attached print colored red, revision of the line from MP 1+2000 west, which arrangement would provide delivery yard outside of our operated track area and permit the contractor to turn his locomotive on the wye without entering the N.P. tracks.

Proposition #1 shows wye adjacent to our operated track. It will be necessary to hold headblock of the wye about 330 ft. from the main track in order to provide proper clearance for the turning of locomotive and caboose.

Proposition #2 shows wye on the Grand Coulee side of the proposed yard track and this arrangement may work out satis-

factory for the contractor. The only objection I can see is there would not be any tail room on the west end and contractor would be compelled to do all of the switching from the east end of the yard. This handicap might possibly offset any advantage obtained by reducing the yardage from proposition #1.

Proposition #3 shown yellow on print 2 is along the lines of proposition #1 and will probably work out cheaper if the right of way has not been purchased.

We do not have sufficient topography to reach the revised line, and I am arranging to have Mr. Gibson leave St. Paul on train #2 Saturday. After conferring with you and Mr. Banks he will arrange to run out the revised alignment in the field. I am sending you two prints at this time in order that you may discuss the matter with the contractor and give Mr. Gibson the benefit of your suggestions before he confers with Mr. Banks. Mr. Gibson will th n run out the revised alignment in accordance with Mr. Banks approval.

While the arrangement as proposed will not be as satisfactory from an operating standpoint as the original yard proposed the arrangement is, I believe the best that can be worked out providing independent operation for the contractor.

H.N. Trenaine - #3

It is presumed the contractor will wish to have one track put in place for delivery of his material as soon as possible. I believe the alignment proposed will permit the construction of track with very little grading for the first half mile and the temporary track will fit in with the final development for the yard in the revised location.

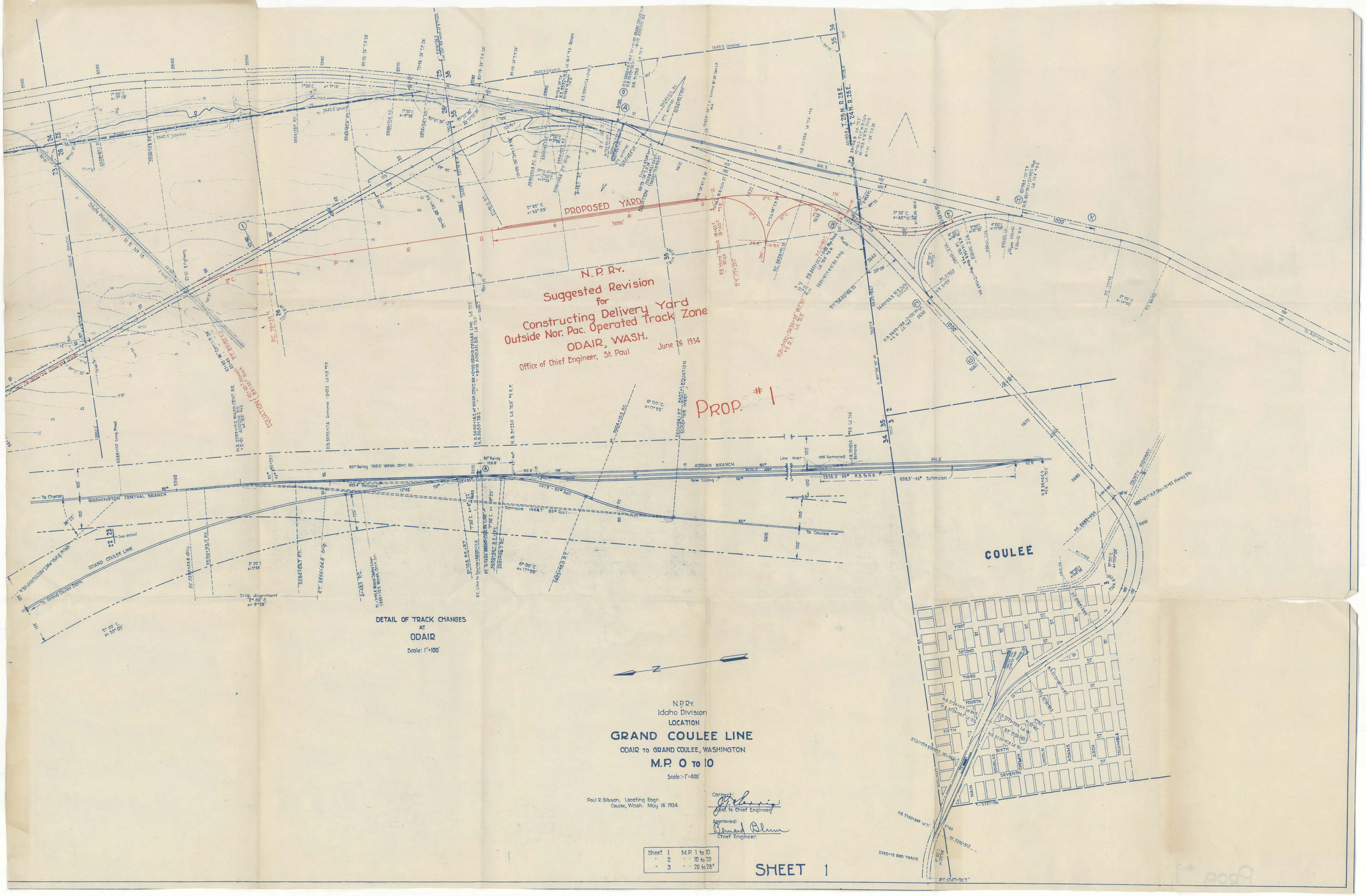
J. Fleming

Asst. to Chief Engineer.

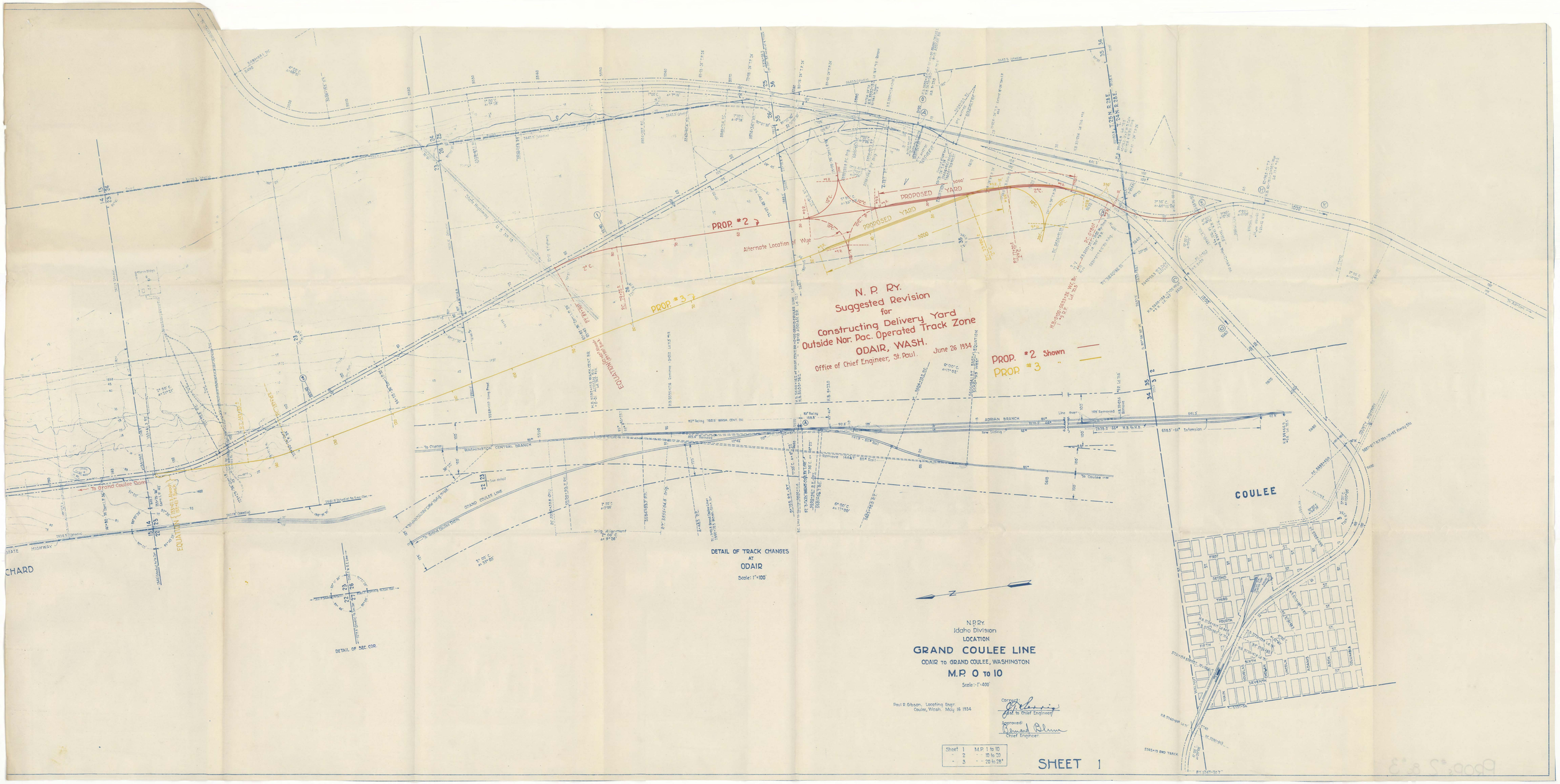
JTD-w

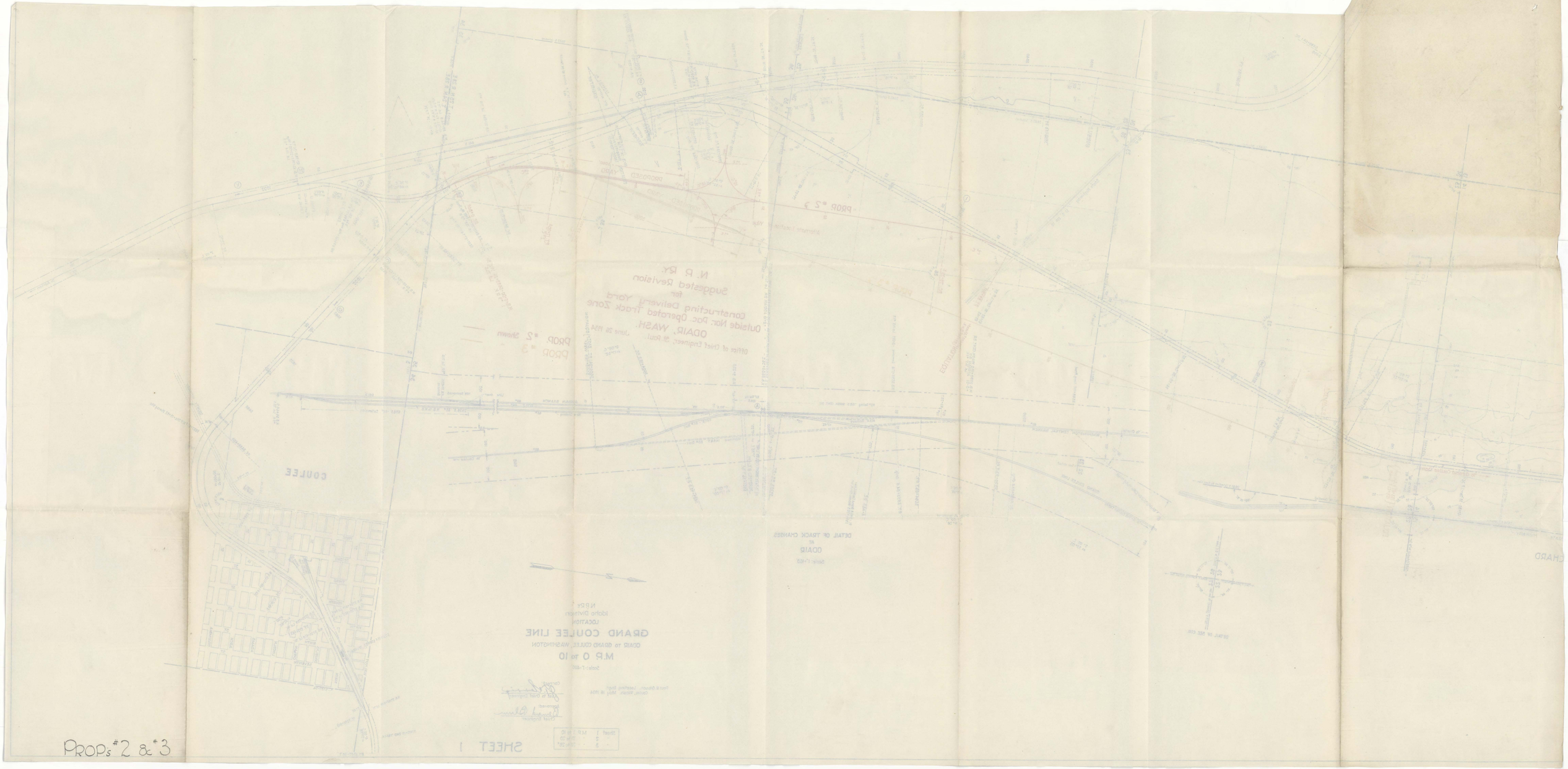
cc - Mr. F.A. Banks
Mr. W.C. Sloan
Mr. A.F. Stotler
Mr. T.A. Murphy - For your information
Mr. R.T. Taylor
Mr. P.M. Gibson

Mr. Blum - Please note


N. P. RY.
Suggested Revision
for
Constructing Delivery Yard
Outside Nor. Pac. Operated Track Zone
ODAIR, WASH.
June 26 1934
Office of Chief Engineer, St. Paul
PROP. #1
PROPOSED YARD
3000'
State Highway
U.S. No. 10
EQUATION
WASH. CENT. BR.
ADRIAN BRANCH
New Siding
Line over
109' Removed
Remove
85# Relay 700.5' WASH. CENT. BR.
To Cheney
WASHINGTON CENTRAL BRANCH
GRAND COULEE LINE
To Grand Coulee Dam
To Coulee
Orig. Alignment
DETAIL OF TRACK CHANGES
AT
ODAIR
Scale: 1"=100'
COULEE
FIRST
SECOND
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
MAIN
DOUGLAS
CHELAN
LINCOLN
ADAMS
ARCH
COLUMBIA
WALLULA
5745+19 END TRACK
N.P.R.Y.
Idaho Division
LOCATION
GRAND COULEE LINE
ODAIR to GRAND COULEE, WASHINGTON
M.P. 0 to 10
Scale:-1"=400'
Paul R. Gibson, Locating Engr.
Coulee, Wash. May 16 1934
Correct:
Asst. to Chief Engineer
Approved:
Chief Engineer
Sheet 1 M.P. 1 to 10
" 2 " 10 to 20
" 3 " 20 to 28+
SHEET 1

Prop. #1


N. P. RY.
Suggested Revision
for
Constructing Delivery Yard
Outside Nor. Pac. Operated Track Zone
ODAIR, WASH.
Office of Chief Engineer, St. Paul.
June 26 1934
PROP. #2 Shown
PROP. #3 "
PROP. #2
PROP. #3
PROPOSED YARD
Alternate Location of Wye
EQUATION
To Grand Coulee Dam
WASHINGTON CENTRAL BRANCH
ADRIAN BRANCH
GRAND COULEE LINE
To Coulee
COULEE
DETAIL OF TRACK CHANGES
AT
ODAIR
Scale: 1"=100'
DETAIL OF SEC COR.
N.P.Ry.
Idaho Division
LOCATION
GRAND COULEE LINE
ODAIR to GRAND COULEE, WASHINGTON
M.P. 0 to 10
Scale: 1"=400'
Paul R. Gibson, Locating Engr.
Coulee, Wash. May 16 1934
Correct:
Asst to Chief Engineer
Approved:
Chief Engineer
Sheet 1 M.P. 1 to 10
" 2 " 10 to 20
" 3 " 20 to 28+
SHEET 1


N. P. Ry.
Suggested Revision
for
Constructing Delivery Yard
Outside Nor. Pac. Operated Track Zone
ODAIR, WASH.
Office of Chief Engineer, St. Paul.
June 25 1934
PROP. #2 Shown
PROP. #3
PROP. #2
DETAIL OF TRACK CHANGES
at
ODAIR
Scale 1"=50'
N P Ry
Idaho Division
LOCATION
GRAND COULEE LINE
ODAIR to GRAND COULEE, WASHINGTON
M.P. 0 to 10
Scale 1"=400'
Chief Engineer
Chief Engineer
SHEET 1
COULEE
CHARD

Prop's #2 & #3

8731

Saint Paul, June 28, 1934.

Mr. H. W. Tremaine:

For your information I am forwarding under separate cover white print of map in three parts, scale 400 ft. to the inch showing located line to the Grand Coulee Dam. I am also attaching print of profile in one part covering this location.

Asst. to Chief Engineer.

JTD-w

cc - Mr. A.F.Stotler

8731

WESTERN UNION

DENVER OFFICE
NIRA INT. RECLA.

GENERAL
NITE LETTER

DENVER COLORADO JUNE 28 1934

BERNARD BLUM
CHIEF ENGINEER NORTHERN PACIFIC RAILWAY CO.
SAINT PAUL MINN.

RELET TWENTY SEVEN DRAWINGS FOR RAIL AND ANGLE BARS PLAN NUMBERS

T FIVE DASH FIVE AND SIX DASH FIVE NOT INCLUDED WITH DRAWINGS

RECEIVED STOP PLEASE AIR MAIL ONE COPY OF EACH

RECLAMATION BUREAU

S. O. HARPER
ACTING CHIEF ENGINEER

CONFIRMATION

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

(25)

R. B. WHITE, PRESIDENT — NEWCOMB CARLTON, CHAIRMAN OF THE BOARD — J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 332 Robert Street, St. Paul, Minn. TELEPHONE CEDAR 9685

1934 JUN 28 PM 7 27

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

CB558 35 GOVT NL 3 EXTRA=DENVER COLO 28

BERNARD BLUM=CHIEF ENGINEER

NORTHERN PACIFIC RAILWAY CO STPAUL MINN=

RELET TWENTY SEVEN DRAWINGS FOR RAIL AND ANGLE BARS PLAN NUMBERS T FIVE DASH FIVE AND SIX DASH FIVE NOT INCLUDED WITH DRAWINGS RECEIVED STOP PLEASE AIR MAIL ONE COPY OF EACH=

RECLAMATION BUREAU S O HARPER ACTING CHIEF ENGINEER.

These were sent by air mail the next day June 28th

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

8231

June 28, 1934.

VIA AIR MAIL

Mr. F. A. Banks,
Construction Engineer,
Bureau of Reclamation,
Almira, Washington.

Dear Sir:

As requested in your letter of the 25th, I am sending you prints of the following standard plans:

T-5-5,	90# rail
T-6-5,	90# angle bars
T-8-1A,	56, 66, 72# track bolts
T-8-2,	85# track bolts.

Yours truly,

enc

LS-vml

CC-R.F.Walter,
Chief Engr.,
Bu.of Rec.
Denver, Colo.

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

St Paul, June 28, 1934

H H Tremaine - Spokane
R T Taylor "
T A Murphy "

A-79 Gibson leaving here number one Saturday and will confer with you and Taylor and contractors representative before running out revised alignment to permit independent operation for contractor. B-66

J T Derrig

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

16 SFOG

SPOKANE JUN 27-34 J T DERRIG

STPAUL

D 64 HAVE JUST RETURNED FROM TRIP TO ODAIR WITH MURPHY TAYLOR AND SLOCUM TO GO OVER INTERCHANGE LAYOUT WITH SAME IDEA STOP PLS HURRY YOUR SETUP A-79

H M TREMAINE

702PM

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul June 27, 1934

H M Tremaine - Spokane

T A Murphy - Spokane

Forwarding Mr. Tremaine map showing projection alternate delivery yard which will permit use by contractor without interfering with our main track operation. Believe this arrangement will also permit construction of temporary track for immediate service which will fit in with final development yard and revised location. D-64

J T Derrig

8731

June 27, 1934.

Mr. R. F. Walter,
Chief Engineer,
Bureau of Reclamation,
Denver, Colo.

Dear Sir:

I am sending you vandykes of the following standard plans applying to material that you will use in the Grand Coulee Dam Railroad; some of which you will have to purchase.

T-3-1	-	Cross Ties
T-5-5	-	90# rail
T-6-5	-	90# angle bars
T-8-1A	-	56#, 66#, and 72# Track bolts
T-8-2	-	85# Track bolts
T-8-3	-	90# Track bolts
T-9-2	-	Spring washers
T-10-1	-	Spikes
T-11-3	-	Switches
T-16-5	-	No. 9 turnouts
T-16-7	-	No. 9 turnouts
T-16-10	-	No. 11 turnouts

I am also sending you copies of our specifications for the heat treated track bolts and for track spikes.

The manufacturers from whom you can obtain quotations on spring washers are as follows:

National Lock Washer Co.
Beall Tool Company.
Reliance Mfg. Company.
Robinson, Cary & Sands Company.
Farwell Oxmun Kirk & Co.
Mid-West Forging Company
Positive Lock Washer Company.
American Nut & Bolt Fastener Co.

R.F.W. #2 6-27-34.

Track Bolts as follows:

Inland Steel Company.
Illinois Steel Co.
Colorado Fuel & Iron Co.
Pacific Coast Forge Co.
Bethlehem Steel Co.
Oliver Iron & Steel Corpn.
Lamson & Sessions Co.
Republic Steel Corpn.

Track Spikes as follows:

Illinois Steel Company
Bethlehem Steel Co.
Inland Steel Co.
Republic Steel Corpn.
Colorado Fuel & Iron Co.
Pacific Coast Forge Co.
Jones & Laughlin Steel Corpn.
Weirton Steel Co.
Youngstown Sheet & Tube Co.
Wheeling Steel Corpn.

Please let me know if there is any other information that you want as I will be glad to furnish it, if it is available.

Yours very truly,

Chief Engineer.

LS-vml
enc

8731

Spokane, June 27, 1934.

Mr. Bernard Blum:-

As information, I enclose clipping from the Spokane Chronicle of June 23rd. regarding charges against Ryan, of violating the PWA code in connection with his preliminary excavation work at Coulee dam.

H M Tremaine
District Engineer.

HRG-T

Encl.

J.T.B.

note B.B.

7/2

Spokane Chronicle
June 23, 1934

Charges Against Ryan Hold Up Rail Contract

COULEE DAM, June 23.—(Special.)—Investigation of reported charges of violation of the PWA code by David H. Ryan during the preliminary excavation work here is holding up the awarding of the contract for the 30 miles of railroad from Odair to the dam site, it was reliably learned yesterday.

Ryan became low bidder on the railroad job when the comptroller general ruled that Collucio company of Seattle had irregularities in its bid.

It is definitely known federal investigators who went back to Washington, D. C., shortly after the opening of the railroad bids in Spokane, reported they found violations of PWA rules.

Secretary of Interior Ickes is now said to be deciding whether the irregularities are of sufficient importance to warrant awarding of the contract to another bidder. A decision is expected early next week.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

(49).

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

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Received at 332 Robert Street. St. Paul. Minn. TELEPHONE

1934 JUN 26 PM 5 49

CB529 38 GOVT DL 3 EXTRA DENVER COLO 26 438P

1934 JUN 26 PM 5 57

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

BERNARD BLUM, CHIEF ENGINEER NORTHERN PACIFIC
RAILWAY COMPANY=STPAUL MINN=

REFER YOUR LETTER JUNE SIXTH TO BANKS ALMIRA WASHINGTON STOP
PLEASE AIR MAIL DRAWINGS SHOWING RAIL SECTION ANGLE BARS AND
OTHER TRACK MATERIAL LISTED IN YOUR LETTER FOR PREPARATION
SPECIFICATIONS FOR MATERIAL PURCHASED BY GOVERNMENT=

RECLAMATION BUREAU S O HARPER ACTING CHIEF ENGINEER.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

WESTERN UNION

DENVER OFFICE

NIRA - GENERAL

DAY LETTER

DENVER COLORADO JUNE 26 1934.

BERNARD BLUM CHIEF ENGINEER
NORTHERN PACIFIC RAILWAY COMPANY
ST PAUL MINN.

REFER YOUR LETTER JUNE SIXTH TO BANKS ALMIRA WASHINGTON STOP PLEASE AIRMAIL DRAWINGS SHOWING RAIL SECTION ANGLE BARS AND OTHER TRACK MATERIAL LISTED IN YOUR LETTER FOR PREPARATION SPECIFICATIONS FOR MATERIAL PURCHASED BY GOVERNMENT.

RECLAMATION BUREAU.

S O HARPER
ACTING CHIEF ENGINEER

CONFIRMATION COPY MAILED

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

168SFOG

SPOKANE JUNE 26-34

J T DERRIG

STPAUL

D 63 RYAN SEEMS FEEL WILL SECURE CONTRACT BUT NO AWARD MADE AS YET UNDERSTAND HAS BEEN SOME CONTROVERSY ABOUT HIS COMPLIANCE NRA CODE PREVIOUS JOBS WHICH IS HOLDING UP DECISION BUT INDICATIONS ARE WILL BE CLEARED UP WITHIN NEXT FEW DAYS . WILL KEEP YOU ADVISED . A 192

TAMURPHY

711P

Mr Blum

note 6/27

6/27 noted B.B.

N. P. 1386/12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul, June 26, 1934

T A Murphy

Spokane, Wash.

Advise if there are any further developments on awarding contract for grading work on Grand Coulee Line. D-63

J T Derrig

VIA AIR MAIL

UNITED STATES

DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION

Almira, Washington, June 25, 1934

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

Dear Sir:

Subject: U. S. Construction Railroad to Grand Coulee Dam

In order to safeguard against misfits in the track material we are requesting our Denver office to purchase, we ask that you supply additional information or drawings as follows:

1. Width of base of 90-lb. rail you will furnish. Please designate the section also. T-5-5

2. Spacing lengthwise of rail of slots in opposite angle bars on one tie. T-6-5

3. Net width measured perpendicular to rail between such slots for spikes.

4. Northern Pacific Railway Standard Plan T-18-1A

5. Northern Pacific Railway Standard Plan T-8-2

The above is needed for checking in detail the items referred to in your letter of June 6, and/or designs of tie plates and rail braces proposed for use on the line between the head of the Coulee and the Government camp.

If you will reply in duplicate, sending one copy to the Chief Engineer, U. S. Bureau of Reclamation, Denver, and one copy to this office, it will expedite action, and the favor will be appreciated.

Very truly yours,

F. A. Banks

F. A. Banks
Construction Engineer

8731

June 22, 1934

Dear Mr. Dick:

Your letter eighteenth about construction of branch line from Odair, Washington, to the side of the Grand Coulee dam on the Columbia River in Western Washington.

I hope the information contained in your letter is correct. I am returning from a trip to Spokane where I attended the opening of bids by the government for construction of the Grand Coulee dam on the eighteenth. I left Dr. Elwood Mead, Director of the Reclamation Service and Mr. R. F. Walter, Chief Engineer of the Service, at Billings the evening of the twentieth. At that time they had no advice of the approval of the Department of the Interior to the award of the work to Mr. Ryan although the Reclamation Service has recommended that it be awarded to him.

There has been some controversy over the two low bids. Colucicio of Seattle was supposed to be the low bidder but on account of irregularities his bid was thrown out, and Mr. Banks, Construction Engineer, and Mr. Walter recommended Mr. Ryan. There has been some protest of Mr. Ryan on account of some objections raised to him by certain parties and apparently the award of contract has been held up in the Department of the Interior.

As soon as I receive information on it, I will advise you.

Yours very truly,

BB h

Mr. M. H. Dick,
Associate Editor,
Railway Age,
105 W. Adams Street,
Chicago, Ill.

873K

On #4 Yellowstone Divn
June 21, 1934

Mr. W. C. Sloan

Some time ago the Columbia Basin Orchard Company, located about three miles southeast of Coulee and adjacent to the proposed Grand Coulee dam line, made request on our Traffic Department for a spur to serve their property. Mr. Clark was advised that it would be impractical to locate our line any closer to the orchard farm without very materially increasing the cost of construction of the main track.

In order to determine more closely the approximate cost of constructing this spur I had Mr. Gibson make a survey while he was at Coulee and attached is sketch showing possible spur to serve this property, the cost of which is a s follows:

Grading	$ 300
Ballast	250
Ties	745
Rail	950
Other Track material	500
Labor	850
Culverts	480
Road crossing	190
Freight	350
Superintendence and misc.	385
	$ 5000

You will note the proposed spur requires 3% grade to reach the orchard property at the desired location. This grade could be reduced to about 2% by reversing the location of the turnout, but such an arrangement would require the pooling of loaded cars on a reverse movement for trains moving toward Odair.

It is my understanding that the man operating this orchard has a warehouse under lease on our tracks and siding at Coulee and there would not appear to be much advantage in constructing this spur.

Prices indicated above are Northern Pacific inside prices.

Three prints of sketch are attached. I am also sending vandyke of the tracing to Mr. Stotler, and if you desire additional prints, Mr. Stotler can furnish them.

cc Mr. Stotler

Asst. Chief Engineer.

One print and one vandyke of tracing attached.

J.T.D.

UNITED STATES

DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION

Almira, Washington
June 21, 1934

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

Dear Sir:

Subject: U. S. Construction Railroad

Since the receipt of your letter of June 6, careful study has been given to the possible track arrangement at the damsite. It has been found necessary to introduce two additional switchbacks in order to reach the warehouse site without exceeding a 6% grade. Space limitations force us to use No. 7 frogs.

Mr. Gibson's map indicates that No. 9 frogs are to be used at the wye.

We infer from your letter that you are considering furnishing No. 11 frogs for the line beyond Odair to the damsite. We believe the following choice of frogs and turnouts best meets the conditions:

At wye, 3 No. 9
At Grand Coulee siding, 2 No. 11
At damsite, switchbacks, 3 No. 9
At damsite, spur to warehouse and passing tracks, 5 No. 7

We would appreciate receiving advice from you as to whether your company will provide turnouts, in accordance with the above, or some similar setup that meets the situation.

Very truly yours,

F. A. Banks

F. A. Banks
Construction Engineer

On #4 Rocky Mtn Division,
June 20, 1934

R F Walter
Chief Engineer
Bureau of Reclamation
Denver
Colo.

Mr. Lowry Smith:

Please send to Chief Engineer Walter at Denver, prints of track bolts, spikes and such other plans as we recently sent Mr. Banks showing track material required for the Grand Coulee line. Also send to Mr. Walter copy of letter you wrote Mr. Banks outlining the quantity of construction materials and the manufacturers who are qualified to furnish same.

You might include vandyke of the bolts, spikes, etc. so that Mr. Walter can obtain as many prints as he wants to to send out with his proposals.

Bernard Blum

PAL

By

T-8-1A - 56-66-72# Track bolt
T-8-2 95# Track bolt
T-5-5 - 90# Rail
T-6-5 90# Angle Bars

Prints furnished May 14

T-3-1 - Cross Ties
T-8-3 - 90# Track Bolts
T-9-2 - Spring Washers.
T-10-1 - Spikes
T-16-5 - Turnout #9
T-16-7 "
T-16-10 " #1
T-11-3 Switch

L. S.

Herewith prints and negatives of plans furnished Mr. Banks May 14 also prints and negatives of Plan T-13-3 and T-15-3 of #9 frog and guard rail.

PAL
6/26

Specification for bolts & Spikes,

	Bolts			Nut locks			Track Spikes
	66#	85#	90#	66	85	90	
Odair Track Chgs	1032	800		1032	800		5 Kegs
MP 0 to MP 28 3/4			37588			37588	1060 "
Gov Trks beyond MP28 3/4			2736			2736	78 "
	1032	800	40324	1032	800	40324	1143

LOCKS - NUT

National Lock Washer Co.,c/o Goodell & Hoppe,City.
Beall Tool Co.,c/o B.W.Parsons,City.
Reliance Mfg.Co.,c/o Marshall-Wells Co.,Duluth,Minn.
Robinson,Cary & Sands Co.(Hubbard) City
Farwell Ozmun Kirk & Co.(Woodings F&T Co) City
Mid-West Forging Co.(Achuff) 38 So.Dearborn St.,Chicago,Ills.
Positive Lock Washer Co.,Av. A. & Miller Sts.,Newark,N.J.
American Nut & Bolt Fastener Co.,1447 W.Austin Av.,Chicago,Ill.

****

TRACK BOLTS

Inland Steel Company,c/o B.C.Bradford,Pioneer Bldg.,City.
Illinois Steel Co.,First Natl.Bk.Bldg.,City.
Colorado Fuel & Iron Co.,Denver,Colo.
Pacific Coast Forge Co.,Seattle,Wash.
Bethlehem Steel Co.,First Natl.Bk.Bldg.,City.
Oliver Iron & Steel Corpn.,c/o B.C.Thompson,
541 Summit Av.,City.
Lamson & Sessions Co.,1975 W.85th St.,Cleveland,Ohio.
Republic Steel Corpn.,First Natl.Bk.Bldg.,City.

TRACK SPIKES

Illinois Steel Co.,First Natl.Bk.Bldg.,City.
Bethlehem Steel Co.,First Natl.Bk.Bldg.,City.
Inland Steel Co.,c/o B.C.Bradford,Pioneer Bldg.,City.
Republic Steel Corpn., E-709 First Natl.Bk.Bldg.,City
Colorado Fuel & Iron Co., Denver,Col.
Pacific Coast Forge Co.,Seattle,Wash.
Jones & Laughlin Steel Corpn.,1010 Phoenix Bldg.,Mpls.,Minn.
Weirton Steel Co.,Grant Bldg.,Pittsburgh,Pa.
Youngstown Sheet & Tube Co.,Youngstown,Ohio.
Wheeling Steel Corpn.,Peoples Gas Bldg.,Chicago,Ills.

8231

On #4 Rocky Mtn Division,
June 20, 1934

Mr. Lowry Smith:

Please send to Chief Engineer Walter at Denver, prints of track bolts, spikes and such other plans as we recently sent Mr. Banks showing track material required for the Grand Coulee line. Also send to Mr. Walter copy of letter you wrote Mr. Banks outlining the quantity of construction materials and the manufacturers who are qualified to furnish same.

You might include vandyke of the bolts, spikes, etc. so that Mr. Walter can obtain as many prints as he wants to to send out with his proposals.

Bernard Blum

BB h

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

39 NP Y

ST Paul June 19-1934 Bernard Blum car 12

Spokane

Sending in pouch tonight letter from Mr Stevens re contract with Government Coulee Dam line

While he thinks Government should furnish spikes and bolts as explained in his letter June 14-th and discussed with you personally he would be willing to concede point and furnish if they feel this not in line with the understanding

He does not think we should be asked to furnish tie plates or rail anchors

They could not be considered as part of the standard fastenings for rails

The interchange track and wye at Odair is something you will have to work out with Mr Banks and the contractor they may decide not to use any part of the railway trackage while thinking it unnecessary -y has no objections to including additional paragraph to article 12 suggested by Government attorney in regard to handling freight no objection to additiona to line 3 article 15 of words " In as good condtion as when furnished by the company " M-200

R E Gemmell

1031am

B.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8231 M.

St. Paul, June 19, 1934.

Bernard Blum
Car 12 - Spokane Wash

Sending in pouch tonight letter from Mr. Stevens ~~of this date~~ re contract with Government Coulee Dam line.

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While thinking it unnecessary has no objection to including

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

additional paragraph to Article 12 suggested by Government attorney in regard to handling freight.

No objection to addition to line 3, Article 15 of words,"in as good condition as when furnished by the Company." M-200

R E Gemmell

10

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Railway Age

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"THE HOUSE OF TRANSPORTATION"

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BOOKS ON TRANSPORTATION SUBJECTS

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CHICAGO
105 WEST ADAMS ST.

CLEVELAND
50 PUBLIC SQUARE

WASHINGTON
17TH AND H STS. N.W.

SAN FRANCISCO
58 MAIN STREET

ADDRESS REPLY TO
105 W. ADAMS STREET
CHICAGO, ILL.

June 18, 1934

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

Dear Mr. Blum:

We have received information to the effect that the contract for the construction of a branch line from Odair, Wash., to the site of the Grand Coulee dam on the Columbia River, has been awarded to David H. Ryan of San Diego, whose bid was $235,570. Can you confirm this information for us so that we may publish it in the Railway Age?

Yours very truly,

M. H. Dick

Associate Editor.

MHD:OA.

RETURN RECEIPT

Received from the Postmaster the Registered or Insured Article, the original number of which appears on the face of this Card.

(Signature or name of addressee)

Wm. Mackey

(Signature of addressee's agent)

Date of delivery, 9/8, 193 4

Form 3811

U. S. GOVERNMENT PRINTING OFFICE: 1933

Post Office Department

OFFICIAL BUSINESS

REGISTERED ARTICLE

No. 7392

INSURED PARCEL

No.

PENALTY FOR PRIVATE USE TO AVOID PAYMENT OF POSTAGE, $300

POSTMARK OF DELIVERING OFFICE

AND DATE OF DELIVERY

JUN 19 11-AM 1954

Return to Bernard Blum

(NAME OF SENDER)

Street and Number, or Post Office Box, Chief Eng N P Ry

ST. PAUL,

MINNESOTA.

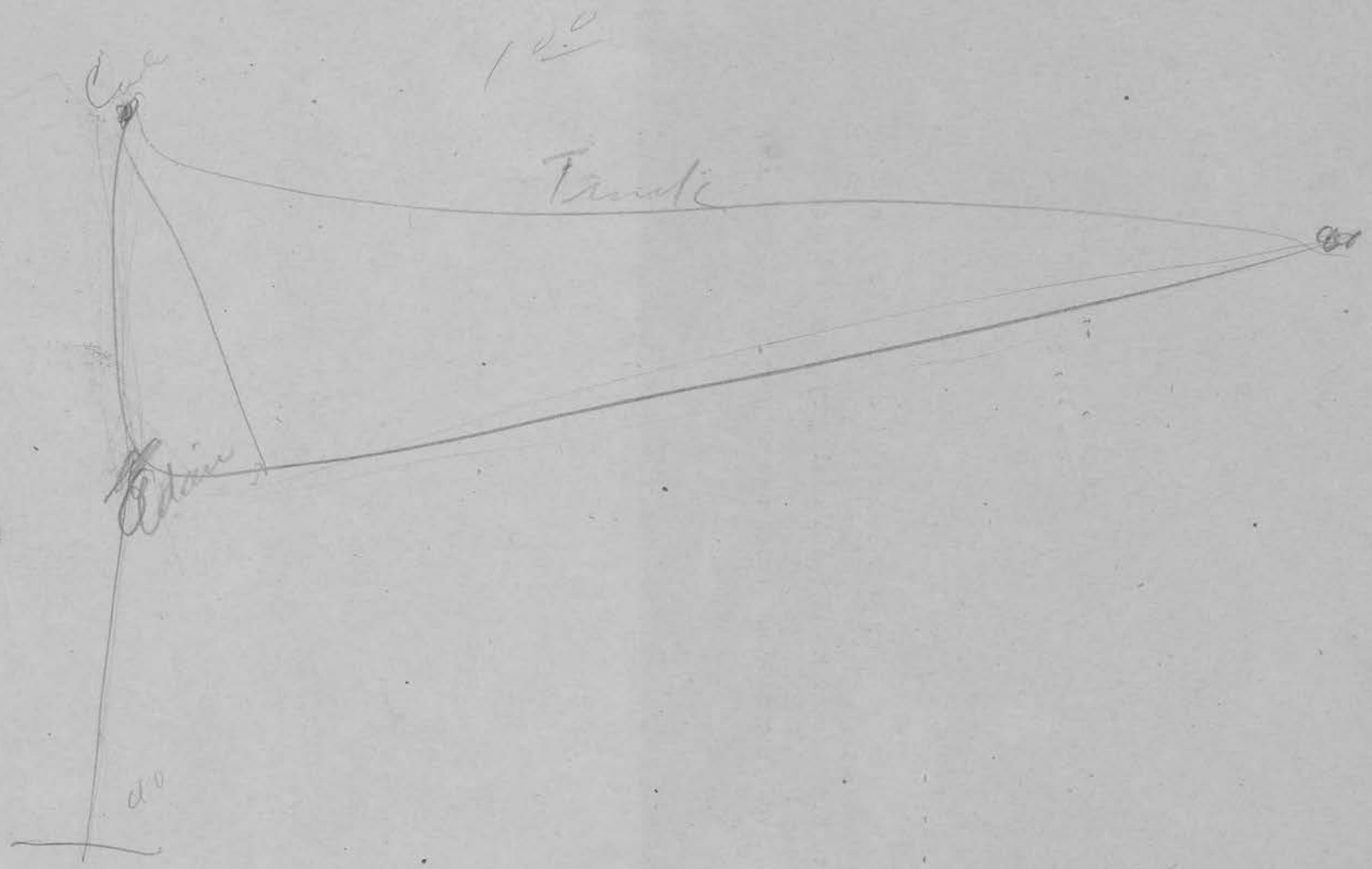
8731

At Spokane, Wash.,
June 19, 1934

Mr. H. E. Stevens

For your information and file I am attaching herewith bid sheet giving summary of bids received on the Grand Coulee dam project.

Bernard Blum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N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

Spokane June 18 1934

H E Stevens St Paul

Silas Mason Co of New York associated with Walsh Construction Co of Davenport and Atkinson Kerr of SanFrancisco low bidders on Coulee dam total bid Twenty Nine Million Three Hundred and Thirty Nine Thousand Dollars stop One other bid received of six companies plus McMachern of General Construction Co total Thirty Four Million Five Hundred and Fifty Five Dollars stop Understand this considerably below governments estimate and undoubtedly Silas Mason Company will be awarded job stop Have arranged to take Mead and Walters East B 181

Bernard Blum

8731

Extension of Bids for Dam

DAM NEWS

Latest Facts on

GRAND COULEE

Bonneville · Ft. Peck

Are Reported Regularly in

PACIFIC BUILDER & ENGINEER

The Construction News Journal of the Northwest

Staff Photos

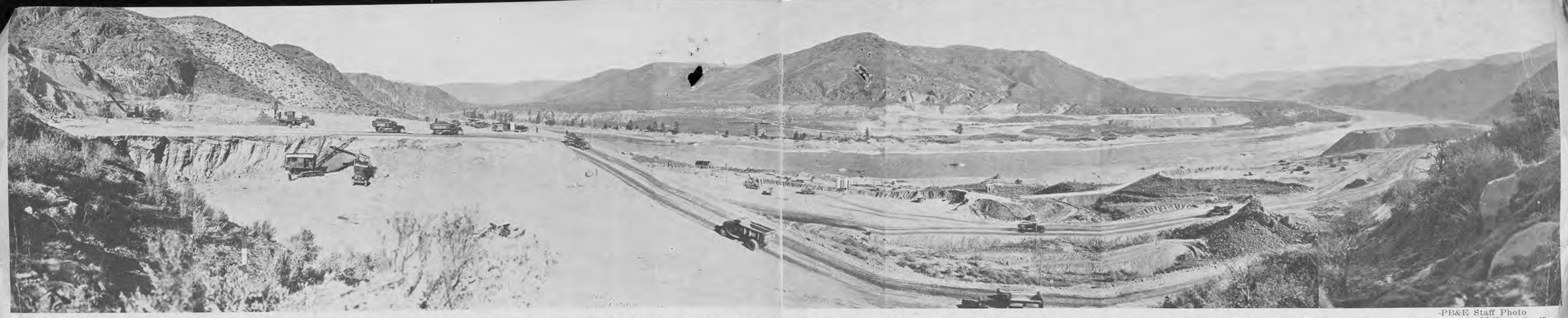
•

Descriptive Articles

•

Unit Bids

Each step in the development of Grand Coulee dam is chronicled in Pacific Builder and Engineer. This is also true of Bonneville dam, Fort Peck dam, and other major projects in the Northwest. Subscribe now.



-PB&E Staff Photo

Here is the first panoramic view of operations at Coulee Dam. This picture was taken by Pacific Builder and Engineer February 23, 1934, when the David H. Ryan contract for preliminary removal of overburden was about 50% completed. On the near side of the river is Schedule No. 1, subjet to Goodfellow Brothers Inc., Wenatchee. Average haul from excavating area (left) to spoil bank (right) is 2500 feet. On far side of river is Schedule No. 2, M. S. Ross and Rowland Construction Co., subcontractors. Average haul to spoil bank at right is about 2,200 feet. Note test trench just above the excavated area. It marks the axis of the dam.

Bucyrus-Erie E2, Bucyrus-Erie D2 and P. & H. 700B, all diesels, excavating clay in 15-foot lifts; loading 8-yard International trucks. Another P. & H. 700B is beyond the haul road, hidden from the camera. Goodfellow Brothers later added a Lima 701 1¾-yard shovel.

Koehring 1-yard loading fleet of White and Indiana trucks.

Lower excavated area on far side of river is on M. S.Ross' subcontract. Two 2-yd. Northwest shovels were used. Upper excavated area is on Rowland Construction Co.'s project. Rowland used 12-yd. Le-Tourneau Carryalls and 75-h.p. "Caterpillar" diesel tractors. Length of haul road to spoil bank averaged about 2200. Note test trench (Rumsey & Co., contrs) above Rowland's pit. It is 3200' from camera.

TO GET TRUE PERSPECTIVE, BEND SHEET INTO A THREE-QUARTER CIRCLE

BID SHEET

Grand Coulee Dam and Power Plant, Columbia Basin Project, Washington

BIDS OPENED JUNE 18 BY THE BUREAU OF RECLAMATION, SPOKANE, WASHINGTON

(Prepared by the Pacific Builder and Engineer)

ITEM	Names of Bidders: I Silas Mason Inc. @	II Silas Mason Inc. Amount	III Six Companies @	IV Six Companies Amount
1. Diversion and care of river during construction and unwatering foundations		3,500,000		5,000,000
2. 200,000 cu. yds. excavation, all classes, stripping sand and gravel deposits	.30	60,000	.25	50,000
3. 11,000,000 cu. yds. excavation, common, for foundations of dam and power house	1.00	11,000,000	1.10	12,100,000
4. 800,000 cu. yds. excavation, rock, for foundations of dam and power house	2.00	1,600,000	3.00	2,400,000
5. 1,500 cu. yds. excavation, all classes, in adit tunnels	8.00	12,000	15.00	22,500
6. 50,000 cu. yds. back fill	.40	20,000	.50	25,000
7. 30,000 cu. yds. riprap	1.00	30,000	3.00	90,000
8. 200 cu. yds. rubble masonry walls	12.00	2,400	10.00	2,000
9. 10,000 lin. ft. drilling "B" grout holes not more than 30 feet deep	.75	7,500	1.20	12,000
10. 8,000 lin. ft. successive drilling "B" grout not more than 30 feet deep	1.00	8,000	1.70	13,600
11. 27,000 lin. ft. drilling "A" grout holes more than 30 feet deep and not more than 50 feet deep	2.00	54,000	1.80	48,600
12. 15,000 lin. ft. drilling "A" grout holes more than 50 feet deep and not more than 100 feet deep	2.00	30,000	2.50	37,500
13. 1,000 lin. ft. drilling "A" grout holes more than 100 feet deep and not more than 150 feet deep	2.00	2,000	3.00	3,000
14. 1,000 lin. ft. drilling "A" grout holes more than 150 feet deep and not more than 500 feet deep	2.00	2,000	5.00	5,000
15. 500 lin. ft. drilling drainage holes not more than 25 feet deep in dam foundation	2.50	1,250	2.00	1,000
16. 18,000 lin. ft. drilling drainage holes more than 25 feet deep and not more than 50 feet deep in dam foundation	2.50	45,000	2.50	45,000
17. 500 lin. ft. drilling drainage holes more than 50 feet deep and not more than 100 feet deep in dam foundation	2.50	1,250	3.00	1,500
18. 600 lin. ft. drilling drainage holes more than 100 feet deep and not more than 150 feet deep in dam foundation	2.50	1,500	5.00	3,000
19. 1,000 lin. ft. drilling holes for anchor bars and grouting bars in place	1.00	1,000	1.00	1,000
20. 14,000 cu. ft. low pressure grouting foundations and adit tunnels	1.00	14,000	1.00	14,000
21. 25,000 cu. ft. high pressure grouting foundations and adit tunnels	1.00	25,000	1.50	37,500
22. 50,000 lin. ft. manufacturing and placing whole units of porous concrete drain tile	.50	25,000	.85	42,500
23. 17,000 lin. ft. manufacturing and placing split units of porous concrete drain tile	.75	12,750	.70	11,900
24. 3,100,000 cu. yds. concrete in dam	3.00	9,300,000	3.40	10,540,000
25. 600 cu. yds. concrete in parapets	15.00	9,000	15.00	9,000
26. 700 cu. yds. concrete in training walls above elevation 935	10.00	7,000	12.00	8,400
27. 34,000 cu. yds. concrete in trash-rack structures	10.00	340,000	15.00	510,000
28. 400,000 cu. yds. concrete in spillway buckets, permanent cofferdams, penstock anchors and gravity walls	4.50	1,800,000	3.80	1,520,000
29. 515 cu. yds. concrete in adit tunnel lining	15.00	7,725	15.00	7,725
30. 30,000 cu. yds. concrete in power house below turbine floor	7.00	210,000	10.00	300,000
31. 33,000 cu. yds. concrete in power house above turbine floor	10.00	330,000	18.00	594,000
32. 16,600 sq. yds. special finishing of concrete surfaces	.60	9,960	.50	8,300
33. Placing 25,000,000 pounds reinforcement bars	.01	250,000	.01½	375,000
34. 25,000 intersections, insulating reinforcement bars	.05	1,250	.10	2,500
35. 115,000 lin. ft. installing metal sealing strips in contraction joints	.25	28,750	.45	51,750
36. 10,000 lin. ft. installing metal seals in power house below high tail-water level	.50	5,000	.60	6,000
37. 620 lin. ft. of joint, installing metal seals in power house above high tail-water level	1.00	620	1.00	620
38. 52,000 sq. ft. installing cork board in expansion joints	.05	2,600	.10	5,200
39. 6,232,000 pounds, installing high-pressure hydraulically-operated gates and metal conduit linings	.01	62,320	.013	81,016
40. 45,000 pounds installing control apparatus for high-pressure gates	.05	2,250	.05	2,250
41. 1,000,000 pounds, installing penstock and draft tube bulkhead gates	.01	10,000	.013	13,000

ITEM—Contd.	Names of Bidders: I Silas Mason Inc.	II Silas Mason Inc.	III Six Companies	IV Six Companies
42. 8,710,000 pounds, installing power penstocks	.01	87,100	.02	174,200
43. 2,522,000 pounds, installing butterfly valves and operating mechanisms	.01	25,220	.013	32,786
44. 2,300,000 pounds, installing traveling and gantry cranes	.01	23,000	.01	23,000
45. 203,000 pounds installing track rails	.01	2,030	.02	4,060
46. 4,242,000 pounds, installing trash-rack metal work	.01	42,420	.01	42,420
47. 1,600,000 pounds, installing structural steel in power house	.01	16,000	.013	20,800
48. 1,200,000 pounds installing metal tubing, steel and cast iron pipe, fittings, and valves	.05	60,000	.07	84,000
49. 7,400 pounds installing aluminum curbs and hand-railings	.05	370	.15	1,110
50. 31,000 sq. ft. installing asphalt-saturated felt roofing, complete with flashing	.05	1,550	.12	3,720
51. 12,000 sq. yds. installing concrete floor topping and base	.30	3,600	1.50	18,000
52. 3,300 sq. yds. installing colored concrete floor topping and base	.40	1,320	1.75	5,775
53. 100 cu. yds. light-weight concrete in floors	8.00	800	20.00	2,000
54. 150 sq. yds. thin walls of metal lath and plaster	2.50	375	1.40	210
55. 1,100 sq. yds. of hollow walls of metal lath and plaster	3.00	3,300	2.50	2,750
56. 1,800 sq. yds. hollow tile curtain walls	2.50	4,500	1.40	2,520
57. 1,500 sq. yds. placing metal lath and plaster on temporary end walls	2.00	3,000	1.20	1,800
58. 770 sq. yds. suspended ceilings	2.50	1,925	2.50	1,925
59. 2,000 sq. yds. painting concrete walls	.20	400	.60	1,200
60. Installing 52,000 pounds metal stairways	.05	2,600	.03	1,560
61. Installing 182,000 pounds metal floor plates and gratings	.02	3,640	.015	2,730
62. Installing 15,000 pounds drainage pump and fittings	.04	600	.03	450
63. Installing 1,670 sq. ft. metal rolling doors	.20	334	.50	835
64. Installing 2,100 sq. ft. metal swinging doors	.20	420	.50	1,050
65. Installing 3,600 sq. ft. metal sash windows	.25	900	.20	720
66. Installing 1,000 sq. ft. of window, metal sash window operators	.25	250	.50	500
67. Installing 5,000 pounds of sheet metal work	.25	1,250	.15	750
68. Installing 400 sq. ft. metal partitions	.40	160	.25	100
69. Installing 100,000 pounds miscellaneous metal work	.05	5,000	.08	8,000
70. Installing 2,500 pounds plumbing fixtures and appurtenant hardware	.25	625	.20	500
71. Installing 60,000 lin. ft. electrical metal conduit not larger than 1¼-inch diameter	.10	6,000	.15	9,000
72. Installing 75,000 lin. ft. electrical metal conduit larger than 1¼-inch diameter and not larger than 3-inch diameter	.15	11,250	.30	22,500
73. Installing 9,000 lin. ft. electrical metal conduit 3½-inch and over in diameter	.20	1,800	.45	4,050
74. Installing 750 lin. ft. fiber conduit	.25	187½	.20	150
75. Installing 50,000 pounds ground wires and ground rods	.05	2,500	.10	5,000
76. Installing 100,000 lin. ft. electrical cable for resistance thermometers, strain meters and joint meters embedded in concrete	.05	5,000	.05	5,000
77. Transporting 300 cars freight of all kinds on the construction railroad for the Government or its agents, other than the contractor, in car lots between delivery yard and Government siding at head of Grand Coulee	25.00	7,500	30.00	9,000
78. 15,000 cwt. transporting freight of all kinds on the construction railroad for the Government or its agents, other than the contractors, in less than car lots between delivery yard and Government siding at head of Grand Coulee	.25	3,750	.15	2,250
79. Transporting 100 cars freight of all kinds on the construction railroad for the Government or its agents, other than the contractors, in car lots between delivery yard and siding at Government warehouse	30.00	3,000	50.00	5,000
80. Transporting 10,000 cwt. freight of all kinds on the construction railroad for the Government or its agents, other than the contractors, in less than car lots between delivery yard and siding at Government warehouse	.25	2,500	.20	2,000
81. Transporting 8,000 tons of freight of all kinds for the Government or its agents, other than the contractor, between Government siding at head of Grand Coulee and power house	2.00	16,000	5.00	40,000
82. Transporting 3,000 tons of freight of all kinds for the Government or its agents, other than the contractor, between siding at Government warehouse and power house	2.00	6,000	3.50	10,500
83. Turning part of construction plant over to the Government		100,000		100
84. Turning camp buildings and improvements over to the Government		25,000		100
85. Turning transmission line and substation facilities over to the Government		25,000		100
Totals		29,339,301.50		34,555,582.00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-PB&E Staff Photo

Here is the first panoramic view of operations at Coulee Dam. This picture was taken by Pacific Builder and Engineer February 23, 1934, when the David H. Ryan contract for preliminary removal of overburden was about 50% completed. On the near side of the river is Schedule No. 1, subjet to Goodfellow Brothers Inc., Wenatchee. Average haul from excavating area (left) to spoil bank (right) is 2500 feet. On far side of river is Schedule No. 2, M. S. Ross and Rowland Construction Co., subcontractors. Average haul to spoil bank at right is about 2,200 feet. Note test trench just above the excavated area. It marks the axis of the dam.

Bucyrus-Erie E2, Bucyrus-Erie D2 and P. & H. 700B, all diesels, excavating clay in 15-foot lifts; loading 8-yard International trucks. Another P. & H. 700B is beyond the haul road, hidden from the camera. Goodfellow Brothers later added a Lima 701 1¾-yard shovel.

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TO GET TRUE PERSPECTIVE, BEND SHEET INTO A THREE-QUARTER CIRCLE

BID SHEET

Grand Coulee Dam and Power Plant, Columbia Basin Project, Washington

BIDS OPENED JUNE 18 BY THE BUREAU OF RECLAMATION, SPOKANE, WASHINGTON

(Prepared by the Pacific Builder and Engineer)

ITEM	Names of Bidders I	II	III	IV
1. Diversion and care of river during construction and unwatering foundations				
2. 200,000 cu. yds. excavation, all classes, stripping sand and gravel deposits				
3. 11,000,000 cu. yds. excavation, common, for foundations of dam and power house				
4. 800,000 cu. yds. excavation, rock, for foundations of dam and power house				
5. 1,500 cu. yds. excavation, all classes, in adit tunnels				
6. 50,000 cu. yds. back fill				
7. 30,000 cu. yds. riprap				
8. 200 cu. yds. rubble masonry walls				
9. 10,000 lin. ft. drilling "B" grout holes not more than 30 feet deep				
10. 8,000 lin. ft. successive drilling "B" grout not more than 30 feet deep				
11. 27,000 lin. ft. drilling "A" grout holes more than 30 feet deep and not more than 50 feet deep				
12. 15,000 lin. ft. drilling "A" grout holes more than 50 feet deep and not more than 100 feet deep				
13. 1,000 lin. ft. drilling "A" grout holes more than 100 feet deep and not more than 150 feet deep				
14. 1,000 lin. ft. drilling "A" grout holes more than 150 feet deep and not more than 500 feet deep				
15. 500 lin. ft. drilling drainage holes not more than 25 feet deep in dam foundation				
16. 18,000 lin. ft. drilling drainage holes more than 25 feet deep and not more than 50 feet deep in dam foundation				
17. 500 lin. ft. drilling drainage holes more than 50 feet deep and not more than 100 feet deep in dam foundation				
18. 600 lin. ft. drilling drainage holes more than 100 feet deep and not more than 150 feet deep in dam foundation				
19. 1,000 lin. ft. drilling holes for anchor bars and grouting bars in place				
20. 14,000 cu. ft. low pressure grouting foundations and adit tunnels				
21. 25,000 cu. ft. high pressure grouting foundations and adit tunnels				
22. 50,000 lin. ft. manufacturing and placing whole units of porous concrete drain tile				
23. 17,000 lin. ft. manufacturing and placing split units of porous concrete drain tile				
24. 3,100,000 cu. yds. concrete in dam				
25. 600 cu. yds. concrete in parapets				
26. 700 cu. yds. concrete in training walls above elevation 935				
27. 34,000 cu. yds. concrete in trash-rack structures				
28. 400,000 cu. yds. concrete in spillway buckets, permanent cofferdams, penstock anchors and gravity walls				
29. 515 cu. yds. concrete in adit tunnel lining				
30. 30,000 cu. yds. concrete in power house below turbine floor				
31. 33,000 cu. yds. concrete in power house above turbine floor				
32. 16,600 sq. yds. special finishing of concrete surfaces				
33. Placing 25,000,000 pounds reinforcement bars				
34. 25,000 intersections, insulating reinforcement bars				
35. 115,000 lin. ft. installing metal sealing strips in contraction joints				
36. 10,000 lin. ft. installing metal seals in power house below high tail-water level				
37. 620 lin. ft. of joint, installing metal seals in power house above high tail-water level				
38. 52,000 sq. ft. installing cork board in expansion joints				
39. 6,232,000 pounds, installing high-pressure hydraulically-operated gates and metal conduit linings				
40. 45,000 pounds installing control apparatus for high-pressure gates				
41. 1,000,000 pounds, installing penstock and draft tube bulkhead gates				

ITEM—Contd.	Names of Bidders I	II	III	IV
42. 8,710,000 pounds, installing power penstocks				
43. 2,522,000 pounds, installing butterfly valves and operating mechanisms				
44. 2,300,000 pounds, installing traveling and gantry cranes				
45. 203,000 pounds installing track rails				
46. 4,242,000 pounds, installing trash-rack metal work				
47. 1,600,000 pounds, installing structural steel in power house				
48. 1,200,000 pounds installing metal tubing, steel and cast iron pipe, fittings, and valves				
49. 7,400 pounds installing aluminum curbs and hand-railings				
50. 31,000 sq. ft. installing asphalt-saturated felt roofing, complete with flashing				
51. 12,000 sq. yds. installing concrete floor topping and base				
52. 3,300 sq. yds. installing colored concrete floor topping and base				
53. 100 cu. yds. light-weight concrete in floors				
54. 150 sq. yds. thin walls of metal lath and plaster				
55. 1,100 sq. yds. of hollow walls of metal lath and plaster				
56. 1,800 sq. yds. hollow tile curtain walls				
57. 1,500 sq. yds. placing metal lath and plaster on temporary end walls				
58. 770 sq. yds. suspended ceilings				
59. 2,000 sq. yds. painting concrete walls				
60. Installing 52,000 pounds metal stairways				
61. Installing 182,000 pounds metal floor plates and gratings				
62. Installing 15,000 pounds drainage pump and fittings				
63. Installing 1,670 sq. ft. metal rolling doors				
64. Installing 2,100 sq. ft. metal swinging doors				
65. Installing 3,600 sq. ft. metal sash windows				
66. Installing 1,000 sq. ft. of window, metal sash window operators				
67. Installing 5,000 pounds of sheet metal work				
68. Installing 400 sq. ft. metal partitions				
69. Installing 100,000 pounds miscellaneous metal work				
70. Installing 2,500 pounds plumbing fixtures and appurtenant hardware				
71. Installing 60,000 lin. ft. electrical metal conduit not larger than 1¼-inch diameter				
72. Installing 75,000 lin. ft. electrical metal conduit larger than 1¼-inch diameter and not larger than 3-inch diameter				
73. Installing 9,000 lin. ft. electrical metal conduit 3½-inch and over in diameter				
74. Installing 750 lin. ft. fiber conduit				
75. Installing 50,000 pounds ground wires and ground rods				
76. Installing 100,000 lin. ft. electrical cable for resistance thermometers, strain meters, and joint meters embedded in concrete				
77. Transporting 300 cars freight of all kinds on the construction railroad for the Government or its agents, other than the contractor, in car lots between delivery yard and Government siding at head of Grand Coulee				
78. 15,000 cwt. transporting freight of all kinds on the construction railroad for the Government or its agents, other than the contractors, in less than car lots between delivery yard and Government siding at head of Grand Coulee				
79. Transporting 100 cars freight of all kinds on the construction railroad for the Government or its agents, other than the contractors, in car lots between delivery yard and siding at Government warehouse				
80. Transporting 10,000 cwt. freight of all kinds on the construction railroad for the Government or its agents, other than the contractors, in less than car lots between delivery yard and siding at Government warehouse				
81. Transporting 8,000 tons of freight of all kinds for the Government or its agents, other than the contractor, between Government siding at head of Grand Coulee and power house				
82. Transporting 3,000 tons of freight of all kinds for the Government or its agents, other than the contractor, between siding at Government warehouse and power house				
83. Turning part of construction plant over to the Government				
84. Turning camp buildings and improvements over to the Government				
85. Turning transmission line and substation facilities over to the Government				


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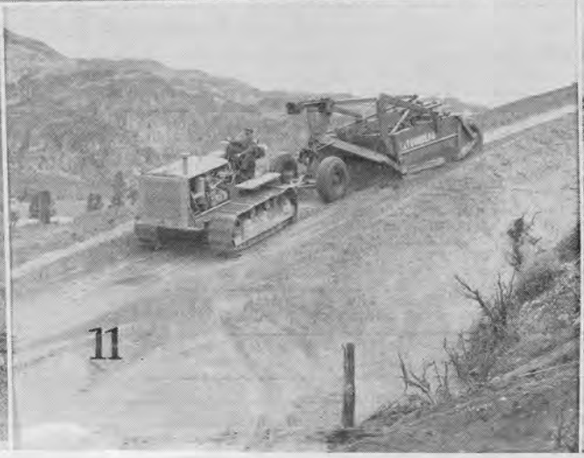
11


12

J. E. McGOVERN COMPANY

SURETY BONDS and INSURANCE

Peyton Building, Spokane Wash. Telephone Main 2334

TABULATIONS OF BIDS

GRAND COULEE DAM AND POWER PLANT

Columbia Basin Project - Washington

DATE June 18, 1934

Item No.	Description	Quantity	@	Total	@	Total	@	Total
				29,339,301		34,555,582		36,000,000
1	Diversion			5,000,000		3,500,000		
2	Excavation	200,000 yds	.25	50,000	.30			
3	Excavation	11,000,000 yds.	1.10	12,100,000	1-			
4	Excavation	800,000 yds	3.00	2,400,000	25-			
5	Excavation	1,500 yds	15.00	22,500	8-			
6	Back Fill	50,000 yds	.50	25,000	.40			
7	Riprap	30,000 yds	3-	90,000	1-			
8	Rubble Walls	200 yds	10-	2,000	12			
9	Drilling	10,000 ft	1.20	12,000	.75			
10	Drilling	8,000 ft.	1.70	13,600	1-			
11	Drilling	27,000 ft.	1.80	48,600	2-			
12	Drilling	15,000 ft.	2.50	37500	2-			
13	Drilling	1,000 ft.	3-	3000	2-			
14	Drilling	1,000 ft.	5-	5000	2-			
15	Drilling	500 ft.	2-	1000	2.50			
16	Drilling	180,000 ft.	2.50	45000	2.50			
17	Drilling	500 ft.	3-	1500	2.50			
18	Drilling	600 ft.	5-	3000	2.50			
19	Drilling	1,000 ft.	1-	1000	1-			
20	Grouting	14,000 ft.	1-	14000	1-			
21	Grouting	25,000 ft.	1.50	37500	1-			
22	Drain Tile	50,000 ft.	.85	42500	.50			
23	Drain Tile	17,000 ft.	.70	11900	.75			
24	Concrete	3,100,000 yds	3.40	10,540,000	3-			
25	Concrete	600 yds	15-	9000	15-			
26	Concrete	700 yds	12	8400	10-			
27	Concrete	34,000 yds	15-	[illegible]	10-			
28	Concrete	400,000 yds	3.50	1,520,000	4.50			
29	Concrete	515 yds	15-	7,725	15-			

Item no.	Description	Quantity	@	Total	@	Total	@	Total
30	Concrete	30,000 yds	10-	300,000	7-			
31	Concrete	33,000 yds	18-	594000	10			
32	Finishing	16,600 yds	.50	8300	.60			
33	Placing Bars	25,000,000 lb	.015	375,000	.01			
? 34	Insulating Bars	25,000 Intersections	.10	2500	.05			
35	Metal strips	115,000 ft.	.45	51750	.25			
36	Metal seals	10,000 ft.	.60	6000	.50			
37	Metal seals	620 ft.	1-	620	1-			
38	Cork Board	52,000 ft.	.10	5,200	.05			
39	Gates	6,232,000 lb.	.013	81,016	.01			
40	Control	45,000 lb.	.05	2,250	.05			
41	Penstock	1,000,000 lb.	.013	13,000	.01			
42	Penstocks	8,710,000 lb.	.02	174,200	.01			
43	Butterfly Valves	2,522,000 lb.	.013	32,786	.01			
44	Cranes	2,300,000 lb.	.01	23000	.01			
45	Track Rails	203,000 lb.	.02	4060	.01			
46	Trash-rack	4,242,000 lb.	.01	42420	.01			.05.
47	Steel	1,600,000 lb.	.013	20800	.01			
48	Tubing and Pipe	1,200,000 lb.	.07	84,000	.05			
49	Aluminum Curbs	7,400 lb.	.15	1,110	.05			
50	Roofing	31,000 ft.	.12	3720	.05			
51	Floor	12,000 yds	1.50	18000	.30			
52	Concrete Floor	3,300 yds	1.75	5775	.40			
53	Concrete	100 yds	20-	2000	8-			
54	Lath & Plaster	150 yds	1.40	210.	2.50			
55	Lath & Plaster	1,100 yds	2.50	2750	3-			
56	Curtain walls	1,800 yds	1.40	2520	2.50			
57	Lath & Plaster	1,500 yds	1.20	1800.	2-			
58	Ceilings	770 yds	2.50	1925	2.50			
59	Painting Walls	2,000 yds	.60	1,200	.20			
60	Stairways	52,000 lbs	.03	1560	.05			
61	Floor Plates	182,000 lbs	.015	2730	.02			
62	Drainage Pump	15,000 lbs	.03	450	.04			
63	Rolling Doors	1,670 ft.	.50	835	.20			
64	Swinging Doors	2,100 ft.	.50	1050	.20			

Item No.	Description	Quantity	@	Total	@	Total	@	Total
65	Windows	3,600 ft	.20	720	.25			
66	Window	1,000 ft.	.50	500	.25			
67	Sheet Metal	5,000 lbs.	.15	750	.20			
68	Partitions	400 ft.	.25	100	.40			
69	Metal Work	100,000 lbs.	.08	8000	.05			
70	Plumbing	2,500 lbs.	.20	500	.25			
71	Conduit	60,000 ft	.15	9000.	.10			
72	Conduit	75,000 ft	.30	22500	.15			
73	Conduit	9,000 ft	.45	4050	.20			
74	Conduit	750 ft.	.20	150	.25			
75	Wires and Rods	50,000 lbs	.10	5000	.05			
76	Cable	100,000 ft.	.05	5000.	.05			
77	Freight	300 cars	30-	9000	25-			
78	Freight	15,000 cwt	.15	2250	.25			
79	Freight	100 cars	50-	5000	30-			
80	Freight	10,000 cwt	.20	2000	.25			
81	Freight	8,000 tons	5.00	40000	2-			
82	Freight	3,000 tons	3.50	10500	2-			
83	Transfer plant	1		100		100,000.		
84	Transfer Bldgs			100		25,000		
85	Transfer line			100		25000		
	TOTAL FOR SCHEDULE			54,555		29,339,301	50	

Six Companies

Silas Mason Co Inc
Walsh Const Co
Guy Atkinson P

10

Saint Paul, Minn.,
June 18, 1934.

MR. BERNARD BLUM:

Herewith copy of Mr. Harper's letter of June 16th about draft of contract between the railway and the Reclamation Service covering the construction of a railroad to the Coulee Dam-site.

As explained in my letter of June 14th and also discussed with you personally, it seems to me the Government should furnish the bolts and spikes. However, if they feel this not in line with our understanding I would be willing to concede the point and furnish them rather than have any dissatisfaction.

I do not think we should be asked to furnish tie plates or rail anchors. They certainly could not be construed as a part of the standard fastenings for rail, in fact I told them I did not think tie plates would be necessary and it was my recollection they agreed that would be the case. I think this question of tie plates and rail anchors developed after Mr. Banks requested me to furnish the rail and fastenings for the extension from the head of the canyon to the damsite. This was not really a part of my first proposition, but I agreed to add the rail and fastenings for that extension. I did not have in mind in so doing we would be asked to furnish rail anchors and tie plates.

The interchange track and wye at Odair is covered in some detail in my letter of the fourteenth and this is something you will have to work out with Mr. Banks and the contractor. Maybe they will decide not to use any part of the railway trackage.

I agree with Mr. Harper that the additional paragraph suggested by their attorney is unnecessary, but I have no objection to including it if they insist.

There is no objection to the addition suggested in line 3 of article 15.

I hope you will be able to work this matter out today to the satisfaction of Mr. Walter and Mr. Banks.

UNITED STATES DEPARTMENT OF INTERIOR
Bureau of Reclamation
Denver, Colo. June 16, 1934.

GG

Mr. H. E. Stevens:
Vice Pres.N.P.Ry.
St.Paul,Minn.

Dear Sir:

Reference is made to the chief engineer's letter to you of May 26, 1934, enclosing draft of contract relating to the branch line railroad to the Grand Coulee Dam, prepared in accordance with the informal agreements reached with you and Mr. Clark.

Our construction engineer at Almira, Wn., raises some question with respect to definition of the word "fastenings" mentioned in articles 5 and 11 of the draft. Ordinarily, fastenings would include angle bars, tie plates, track bolts, nuts, washers, spikes, etc. The construction engineer says that the local railroad officials interpret the word "fastenings" to mean merely angle bars. It would, therefore, be necessary for the Government to purchase the other items in order to lay the rails. I would be glad to have you think about this while the draft of contract is before you.

The construction engineer also points out that in article 8 no mention is made of a small section of track which must be constructed at the wye at Odair in order to make available to the government some trackage that now forms a part of the wye and which will subsequently be used by the government as a part of the interchange track. I believe this should probably be covered, and will be glad to have you consider it.

Our attorney at Portland, Ore., in whose district will be included the Columbia Basin project, suggest that in order that there may be no misunderstanding that the offer of the railroad company to handle freight for the government at the rates as stipulated in the contract implies a consideration on the part of the government to use the lines of the railroad company in hauling materials for the dam, there should be added to article 12 a sentence reading:

> "The United States shall not be under any obligation to the Company to use the railroad of the Company for the purpose of hauling materials and supplies for use in construction of the Grand Coulee Dam and Power Plant at the rates as herein stipulated, or otherwise."

While I question whether this is necessary, as it is fully understood by you and other officials of the company that the contract does not give any exclusive right to the company, it might be well to add this sentence, as suggested, in order that there may be no misconception in other quarters as to the scope of the contract.

The attorney also suggestes that there be inserted, after the word "Company" in line 3 of Article 15 of the draft of contract, the words "in as good condition as when furnished by the Company". As this insertion will only tend to make the article more plain, I have no doubt it will be agreeable to you.

I hope we may soon have your views on the draft of contract, in order that the draft may be presented to the commissioner for approval at an early date.

Very truly yours,

S. O. Harper
Acting Chief Engineer

Form 4333 11-3-31 500 C-H

Northern Pacific Railway Company

Average Agreement No.....

AVERAGE DEMURRAGE AGREEMENT

Being fully acquainted with the terms, conditions and effect of the average basis for settling for detention to cars, as set forth in the American Railway Association Freight Tariff naming National car demurrage rules and charges, supplements thereto and reissues thereof, being the car demurrage rules governing at all stations and sidings on the lines of said Railway, except as shown in said tariff, and being desirous of availing.....of this alternate method of settlement.....do expressly agree to and with the Northern Pacific Railway that, with respect to all cars which may, during the continuance of this agreement, be handled for.....account at..... station .....will fully observe and comply with all the terms and conditions of said rules as they are now published, or may hereafter be lawfully modified by duly published tariffs, and will make prompt payment of all demurrage charges accruing thereunder in accordance with the average basis, as therein established or as hereafter lawfully modified by duly published tariffs.

This agreement to be effective on and after the.....day of.....19....., and to continue until termination, by written notice from either party to the other, which notice shall become effective on the first day of the month succeeding that in which it is given.

.....

Approved and accepted.....19..... by and on behalf of the above named Railway by

.....

General Superintendent Transportation.

Security for payment of balances satisfactory.

.....

Auditor Agencies

Average Agreement

When the following agreement has been entered into, the charge for detention of cars, on all cars subject to demurrage, held for loading or unloading, shall be computed on the basis of the average time of detention to all such cars released during each calendar month; such average detention and charge to be computed as follows:

Section A One credit will be allowed for each car, released within the first 24 hours of free time. After the expiration of 48 hours free time, one debit per car per day, or fraction of a day, will be charged for each of the first four days. In no case shall more than one credit be allowed on any one car, and in no case shall more than four credits be applied in cancellation of debits accruing on any one car. When a car has accrued four debits a charge of $5 per car per day, or fraction of a day, will be made for all subsequent detention and will apply on all subsequent Sundays and legal holidays, including a Sunday or holiday immediately following the day on which the fourth debit begins to run.

Section B Credits earned on cars held for loading shall not be used in offsetting debits accruing on cars held for unloading nor shall credits earned on cars held for unloading be used in offsetting debits accruing on cars held for loading.

Section C Credits cannot be earned by private cars subject to Rule 1, Section B, Paragraph 4 (a), but debits charged on such private cars while under constructive placement may be offset by credits earned on other cars.

Section D At the end of the calendar month, the total number of credits will be deducted from the total number of debits and $2 per debit will be charged for the remainder. If the credits equal or exceed the debits no charge will be made for the detention of the cars and no payment will bemade by this railroad on account of such excess of credits; nor shall the credits in excess of the debits of any one month be considered in computing the average detention for another month.

Section E A party who enters into this average agreement shall not be entitled to include therein cars subject to Rule 2, Section B, nor shall he be entitled to cancellation or refund of demurrage charges under Section A, Paragraph 1, or Section B of Rule 8.

Section F A party who enters into this average agreement may be required to give sufficient security to this railroad for the payment of balances against him at the end of each month.

Section G An average agreement must include all cars loaded or unloaded within the jurisdiction of the same station, except that when desired separate agreements may be entered into for each plant or yard within the jurisdiction of the same station, but in no case can the cars loaded or unloaded within the jurisdiction of two or more stations be combined in one average agreement, nor shall the cars loaded or unloaded by more than one consignor or consignee be combined in one average agreement, except that cars consigned, reconsigned, or ordered to a public elevator, warehouse or cotton compress serving various parties may be combined in one average agreement.

Agreement

.....Railroad.

Being fully acquainted with the terms, conditions, and effect of the average basis of settling for detention to cars as set forth in.....being the car demurrage rules governing at all stations and sidings on the lines of said railroad, except as shown in said tariff, and being desirous of availing (myself or ourselves) of this alternate method of settlement (I or we) do expressly agree to and with the.....Railroad that with respect to all cars which may, during the continuance of this agreement, be handled for (my or our) account at.....(Station) (I or we) will fully observe and comply with all the terms and conditions of said rules as they are now published or may hereafter be lawfully modified by duly published tariffs, and will make prompt payment of all demurrage charges accruing thereunder in accordance with the average basis as therein established or as hereafter lawfully modified by duly published tariffs.

This agreement to be effective on and after the...day of..... 19.. and to continue until termination by written notice from either party to the other, hich notice shall become effective on the first day of the month succeeding that in which it is given.

Approved and accepted.....19.. by and on behalf of the above n med railroad by.....

Finis

Copied from Demurrage Tariff No. 4-A Effective July 7, 1920

At Spokane, June 18, 1934.

Average Agreement

When the following agreement has been entered into, the charge for detention of cars, on all cars subject to demurrage, held for loading or unloading, shall be computed on the basis of the average time of detention to all such cars released during each calendar month; such average detention and charge to be computed as follows:

Section A One credit will be allowed for each car, released within the first 24 hours of free time. After the expiration of 48 hours free time, one debit per car per day, or fraction of a day, will be charged for each of the first four days. In no case shall more than one credit be allowed on any one car, and in no case shall more than four credits be applied in cancellation of debits accruing on any one car. When a car has accrued four debits a charge of $5 per car per day, or fraction of a day, will be made for all subsequent detention and will apply on all subsequent Sundays and legal holidays, including a Sunday or holiday immediately following the day on which the fourth debit begins to run.

Section B Credits earned on cars held for loading shall not be used in offsetting debits accruing on cars held for unloading nor shall credits earned on cars held for unloading be used in offsetting debits accruing on cars held for loading.

Section C Credits cannot be earned by private cars subject to Rule 1, Section B, Paragraph 4 (a), but debits charged on such private cars while under constructive placement may be offset by credits earned on other cars.

Section D At the end of the calendar month, the total number of credits will be deducted from the total number of debits and $2 per debit will be charged for the remainder. If the credits equal or exceed the debits no charge will be made for the detention of the cars and no payment will bemade by this railroad on account of such excess of credits; nor shall the credits in excess of the debits of any one month be considered in computing the average detention for another month.

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Section F A party who enters into this average agreement may be required to give sufficient security to this railroad for the payment of balances against him at the end of each month.

Section G An average agreement must include all cars loaded or unloaded within the jurisdiction of the same station, except that when desired separate agreements may be entered into for each plant or yard within the jurisdiction of the same station, but in no case can the cars loaded or unloaded within the jurisdiction of two or more stations be combined in one average agreement, nor shall the cars loaded or unloaded by more than one consignor or consignee be combined in one average agreement, except that cars consigned, reconsigned, or ordered to a public elevator, warehouse or cotton compress serving various parties may be combined in one average agreement.

Agreement

.....Railroad.

Being fully acquainted with the terms, conditions, and effect of the average basis of settling for detention to cars as set forth in.....being the car demurrage rules governing at all stations and sidings on the lines of said railroad, except as shown in said tariff, and being desirous of availing (myself or ourselves) of this alternate method of settlement (I or we) do expressly agree to and with the.....Railroad that with respect to all cars which may, during the continuance of this agreement, be handled for (my or our) account at.....(Station) (I or we) will fully observe and comply with all the terms and conditions of said rules as they are now published or may hereafter be lawfully modified by duly published tariffs, and will make prompt payment of all demurrage charges accruing thereunder in accordance with the average basis as therein established or as hereafter lawfully modified by duly published tariffs.

This agreement to be effective on and after the...day of..... 19.. and to continue until termination by written notice from either party to the other, which notice shall become effective on the first day of the month succeeding that in which it is given.

Approved and accepted.....19.. by and on behalf of the above named railroad by.....

Finis

Copied from Demurrage Tariff No. 4-A Effective July 7, 1920

At Spokane, June 18, 1934.

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

140SFOG

SPOKANE JUNE 17-34 R E GEMMELL

STPAUL

DISREGARD MESSAGE YESTERDAY ABOUT OBTAINING BLUE PRINT COPY PROPOSED CONTRACT WITH GOVERNMENT COULEE RR

BERNARD BLUM

1046P

N. P. 1386/12-24

73[illegible]fw

TELEGRAM—BE BRIEF

TIME FILED

M.

Seattle june 16 -34 REGemmell

Stpaul

Obtain mr Stevens copy proposed contract with Government Coulee dam railroad and have Blueprint copy made and send to me

BBlum

545p

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

Seattle 6-16-34

L Yager St Paul

Y 822 It was my understanding you would arrange with McCauley to store suitable third 90# from relays on flats awaiting shipping instructions to Coulee dam stop I think this is proper way to handle but no material should be sent to Odair until requested by government stop Will discuss this tomorrow with Banks B 161

Bernard Blum

B

Mr. Blum's desk

N. P. 1386 / 12-24

263 NP J

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul 6-15-34

Bernard Blum Car 12

Seattle

Are we correct understanding arrangements Have been made Store 3rd class 90 lb rail from Relays on Wooden Sill Flats waiting shipping instructions to Coulee Dam Line Y 822

LYager

413Pm

RETURN RECEIPT

Received from the Postmaster the Registered or Insured Article, the original number of which appears on the face of this Card.

G A Banks

(Signature or name of addressee.)

(Signature of addressee's agent.)

Date of delivery, 6/15, *193*4

Form 3811

U. S. GOVERNMENT PRINTING OFFICE: 1931

Post Office Department

OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE TO AVOID PAYMENT OF POSTAGE, $300

REGISTERED ARTICLE

No. 7258

INSURED PARCEL

No.

JUN 15 2 11 1934 WASH. RA

POSTMARK OF DELIVERING OFFICE

AND DATE OF DELIVERY

Return to Bernard Blum
(NAME OF SENDER)

Street and Number, or Post Office Box, N P R R Co Engineering Dept

ST. PAUL,

MINNESOTA.

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

Seattle 6-15-34

E Stevens St Paul

I plan on leaving Seattle Sunday on train six

for Spokane B 153

Bernard Blum

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

90CFE

SEATTLE JUNE 15 1934 R E GEMMELL

ST PAUL

SEND OUT IN TONIGHTS POUCH OUR FILES ON COULEE DAM B-154

BERNARD BLUM

229PM

Mr Blum – I sent out last night our file 8731-1-2-3 with letter from Mr Stevens – I do not suppose attached files will be needed but am sending them along

REG

St. Paul, Minn., June 14, 1934.

Mr. Bernard Blum,
Chief Engineer.

I am in receipt of the following telegram from Mr. Burnham dated Spokane, June 13:

> "Ryan wants copy of mass diagram quantity sheet and profile map for the road to Grand Coulee. Banks advises him he has not received these as yet."

Please advise.

R W Clark

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

St. Paul, June 14, 1934

Mr. R. W. Clark,

Building

Your memorandum of the 14th about furnishing data for Grand Coulee Line to Mr. Ryan:

I wired Mr. Tremaine this morning to advise Mr. Ryan that the profile and tracings have been turned over to Mr. Banks and that he should obtain copy of mass diagram and quantity sheet from the Government.

J T Derrig

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

St Paul, June 14, 1934.

H M Tremaine

Spokane Wash

Have request from Ryan for profile mass diagram and quantities Grand Coulee. Advise him profile tracing was turned over to Government and that quantity diagram sheet should be obtained from Banks. D-59

J T Derrig

Saint Paul, Minn.,
June 14, 1934.

343

MR. BERNARD BLUM:

Referring to your letter of June fifth about draft of contract submitted by Chief Engineer Walter to cover the construction of a railroad to serve the Grand Coulee Dam.

Considering your suggestions in order:

I do not think it necessary to change the wording of rail and fastenings for that portion of the rail we are to furnish between the head of the canyon and the damsite. By rail and fastenings I had in mind the rail and angle bars. The Government are obligated to return the material to us on the completion of the work in as good condition as received, ordinary wear and tear accepted, and I do not think anyone would argue that bolts and spikes could be used for six or eight years in a railroad and retain any substantial salvage value when recovered. I assume they will desire, and in fact I think it would be necessary, to purchase new bolts and spikes.

As to tie plates I told them I did not think they would be needed. If a few tie plates are needed for some of the worst curves it will be OK as they will be recovered at practically full value on completion of the work.

We will, of course, furnish the necessary frogs and switches.

As to the exhibit map, I think that is something you should work out with Mr. Banks and the detailed layout at Odair will depend upon how the contractor and the Government intend to handle the construction, that is the amount of material they will find it necessary to hold on cars at any one time and plan the contractor will work out for operating the railroad. This question will tie into one of the items mentioned in Mr. Sloan's letter.

I do not think there will be any objection on their part to rewording paragraph 8 to accurately describe the proposition.

Same remarks for paragraph 9.

As to paragraph 11, this will depend upon the details of the agreement you finally reach with Messrs. Walter and Banks.

Paragraph 14, Mr. Sloan covers this at some length and I agree with both of you that the wording must be clarified to cover the operation which the contractor will undertake. If the contractor desires to use a portion of a common carrier railway it will be necessary for him to comply with the rules of the I.C. C. and the Safety Appliance Act, as well as other Federal acts and laws of the State of Washington, and agree to save the railway company harmless in the event of their violation.

I think you are familiar with some of the controversies we

have had with logging companies and others about operation of their engines on the same trackage operated by a common carrier. I mentioned this item to Mr. Walter and Mr. Harper in my conference with them at Denver. Although they may have overlooked it in drafting contract, I think they will recall the conversation and readily agree that either the connecting and storage trackage must be so arranged that the contractor's engines can be kept off common carrier tracks or the contractor must place his engines under Federal regulation.

Until it is decided under which plan they wish to operate neither the layout at Odair or any agreement as to use of our trackage can be concluded.

I have no objection to providing for laying of additional trackage on any of the right of way we are not using in the vicinity of Odair.

Leasing a portion of our tracks to the contractor will not release him from the requirements of the Safety Appliance Act.

I think it quite possible the contractor may find it more economical to construct his storage and interchange track in such a way that it will not be necessary for him to use any common carrier trackage rather than make his equipment conform to the Safety Appliance Act. However, it may be he has some first-class engines which he proposes to properly maintain, and if that be the case it would not be much of a burden to him to comply with the requirements of the Act. This is something which I wish you and Mr. Sloan would work out in detail with Mr. Walter while he is in Spokane.

Copy Mr. W. C. Sloan

St. Paul, Minnesota,
June 14, 1934.

Mr. Bernard Blum:

Referring to your letter of June fifth about draft of contract submitted by Chief Engineer Walter to cover the construction of a railroad to serve the Grand Coulee Dam.

Considering your suggestions in order:

I do not think it necessary to change the wording of rail and fastenings for that portion of the rail we are to furnish between the head of the canyon and the damsite. By rail and fastenings I had in mind the rail and angle bars. The Government are obligated to return thematerial to us on the completion of the work in as good condition as received, ordinary wear and tear accepted, and I do not think anyone would argue that bolts and spikes could be used for six or eight years in a railroad and retain any substantial salvage value when recovered. I assume they will desire, and in fact I think it would be necessary, to purchase new bolts and spikes.

As to tie plates I told them I did not think they would be needed. If a few tie plates are needed for some of the worst curves it will be OK as they will be recovered at practically full value on completion of the work.

We will, of course, furnish thenecessary frogs and switches.

As to the exhibit map, I think that is something you should work out with Mr. Banks and the detailed layout at Odair will depend upon how the contractor and the Government intend to handle the construction, that is theamount of material they will find it necessary to hold on cars at any one time and plan the contractor will work out for operating the railroad. This question will tie into one of the items mentioned in Mr. Sloan's letter.

I do not think there will be any objection on their part to rewording paragraph 8 to accurately describe the propositinn.

Same remarks for paragraph 9.

As to paragraph 11, this will depend upon the details of the agreement you finally reach with Messrs. Walter and Banks.

Paragraph 14, Mr. Sloan covers this at some length and I agree with both of you that the wording must be clarified to cover the operation which the contractor will undertake. If the contractor desires to use a portion of a common carrier railway it will be necessary for him to comply with the rules of the ICC and the Safety Appliance Act, as well as other Federal Acts and Laws of the State of Washington, and agree to save the railway company harmless in the event of their violation.

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logging companies and other about operation of their engines on the same trackage operated by a common carrier. I mentioned this item to Mr. Walter and Mr. Harper in my conference with them at Denver. Although they may have overlooked it in drafting contract, I think they will recall the conversation and readily agree that either the connecting and storage trackage must be so arranged that the contractor's engines can be kept off common carrier tracks or the contractor must place his engines under Federal regulation.

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H. E. STEVENS (s)

CC--Mr. W. C. Sloan.

Saint Paul, Minn.,
June 14, 1934.

MR. W. C. SLOAN:

I have just written Mr. Blum about the draft of contract submitted by the Reclamation Service for the construction of a railroad between Odair and the Coulee Dam and the remarks made in that letter cover the items enumerated in your letter to me of June eleventh up to the point where you start enumerating items for the contractor.

So far as the Railway Company is concerned, we are dealing with the Federal Government and I do not want to make a contract with the contractor for any item which we can cover in our contract with the Government. The contractor is the Government's agent and they should be made responsible for his acts and initiate whatever measures may be necessary to force him to comply with the terms of our contract.

This applies also to the handling of the joint expense and your agreement on this item should be with Mr. Walter. I have already told him personally that there would be some such expense which would be split jointly on an equitable basis.

We will cover damage to equipment while in the possession of the Government and demurrage on the same basis it would be covered in a deal between two common carrier railroads and a clause will be added to the contract to that effect.

As to general terms of contract for the construction and freight rate. These have been agreed upon and are not open for further adjustment. The general terms for the construction are covered by my letter to Mr. Walter of March 28th copy of which you have. The agreement as to rates is covered by Mr. Clark's letter to Mr. Walter of April fourth, copy of which is attached. These rates are stipulated as applicable to material moving on Government bills of lading and used in the construction of the so-called low dam unit at Grand Coulee. This is specific and in strict conformity with our understanding with the Reclamation officials.

My letter of March 28th provides that the Government will return to the railway company without cost f.o.b. cars Coulee City all rail and fastenings loaned to them by the railway promptly on completion of the low dam project. We then go on with the proviso to take care of the possibility of the mutual desire on the part of the Government and ourselves to leave the rail in place for service in construction of the high-dam unit. I have no apprehension as to misunderstandings arising out of that proviso for the reason that it will be pretty definitely known by the time the low dam is completed whether or not it would be advisable to pick up the rail. We would be just as anxious to have it stay in place as the Government if there was any real possibility of their going on with the larger construction.

The ten year proviso was for the purpose of making certain the rail could be recovered before the ties had completely rotted out. You

appreciate the fact that after the low dam unit is completed and the contractor relieved from his obligation there will be no one to operate or maintain the railroad.

Mr. Clark has checked over the contract and I am attaching copy of his letter dated June seventh. I think we should add to the contract the stipulations mentioned in this letter.

I think this takes care of all of the questions raised by yourself and Mr. Blum, and I would like to have you explain them personally to Mr. Walter and his assistants while you are with him next week so we will be in a position to redraft the contract promptly, as the Government will, I anticipate, insist the contract be signed before they permit their construction contractor to go ahead with the grading work.

Copy Mr. B. Blum

St. Paul, Minnesota,
June 14, 1934.

Mr. W. C. Sloan:

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We will cover damage to equipment while in the possession of the Government and demurrage on the same basis it would be covered in a deal between two common carrier railroads and a clause will be added to the contract to that effect.

As to the general terms of contract for the construction and freight rate. These have been agreed upon and are not open for further adjustment. The general terms for the construction are covered by my letter to Mr. Walter of March 28th copy of which you have. The agreement as to rates is covered by Mr. Clark's letter to Mr. Walter of April fourth, copy of which is attached. These rates are stipulated as applicable to material moving on Government bills of lading and used in the construction of the so-called low dam unit at Grand Coulee. This is specific and in strict conformity with our understanding with the Reclamation officials.

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Copy Mr. B. Blum.

Copy

June 7, 1934.

Mr. H. E. Stevens, Vice President:

Referring to your letter of May 28th enclosing draft of contract proposed by the Reclamation Bureau to cover the construction of railroad from Odair to the damsite.

The rates they have quoted for the movement of cement and other items are correct, but these rates were made on the basis that they would agree to ship their product over rail lines, which they agreed to.

My agreement also stipulated that the cement and other Government material would move over existing routes.

The contract also should provide that the cement cars should be loaded to maximum capacity.

(Signed) R. W. Clark

June 7, 1934.

Mr. H. E. Stevens, Vice President.

Referring to your letter of May 28th enclosing draft of contract proposed by the Reclamation Bureau to cover the construction of railroad from Odair to the damsite.

The rates they have quoted for the movement of cement and other items are correct, but these rates were made on the basis that they would agree to ship their product over rail lines, which they agreed to.

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The contract also should provide that the cement cars should be loaded to maximum capacity.

R. W. Clark (s)

C O P Y

At Denver, Colorado,
April 4, 1934

Dear Sir:

Under the plan that the Government will finance the construction of a railroad from Odair to the Grand Coulee dam site on the basis outlined in Mr. Stevens' letter to you of March 28, 1934, the Northern Pacific Railway Company will quote to point of connection with this proposed line net cash rates, in cents per hundred weight, as shown herein, as maximum rates on material moved on Government bills of lading and used in the construction of the so-called low dam unit at Grand Coulee.

The tonnages on material used in this computation are those shown on statement your furnished, headed "Estimated Freight Costs on Material for Low Dam Grand Coulee - Columbia Basin". The total tonnage of materials as shown on that statement is 1,800,000,000 pounds, or 900,000 tons; and of this total 1,000,000,000 pounds or 800,000 tons, is cement.

It is our understanding that it will be the policy of the Government, so far as possible, to use in the construction of this unit materials originating in the State of Washington.

You furnished us information that the six cement plants shown on your statement have a daily capacity in barrels as follows:

Irvin	1800	1800
Metaline Falls		1650
Bellingham		2700
Concrete		3500
Seattle		3300
Grotto		1650
	Total	14600

You indicated that it would be your policy to divide the order on a prorate basis on the capacity of the plant, question of quality being satisfactory.

The Railway Company proposes as maximum net cash rates on cement as follows:

Irwin	13 cents
Metaline Falls	17
Bellingham	17

Concrete	17 cents
Seattle	17
Grotto	17

We will apply on the balance of the items listed in the first three classes of your statement the commercial rates less land grant deduction, with following exceptions:

(1) We will quote from Seattle and Tacoma the net cash rate applicable from Portland on iron and steel articles and machinery; and

(2) We will quote on lumber and cribbing as maximum rates:

From Sand Point	18 cents
Coeur d'Alene	14
Spokane	12½

I understand from our discussions that, if the cement is bought from present existing plants, the rates quoted in this letter will insure movement of this cement via existing rail routes.

I appreciate the opportunity you have given to discuss these matters, and we will be glad to work out with you from time to time such adjustments as may be necessary to meet any fair competition that may develop as the work proceeds.

Very truly yours,

R. W. Clark

Mr. R. F. Walter,
Chief Engineer, Bureau of Reclamation
Denver, Colorado

At Denver, Colorado,
April 4, 1934

Dear Sir:

Under the plan that the Government will finance the construction of a railroad from Odair to the Grand Coulee dam site on the basis outlined in Mr. Stevens' letter to you of March 28, 1934, the Northern Pacific Railway Company will quote to point of connection wit h this proposed line net cash rates, in cents per hundred weight, as shown herein, as maximum rates on material moved on Government bi ls of lading and used in the construction of the so-called law dam unit at Grand Coulee.

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Very truly yours,

(R.W.Clark)

Mr. R. F. Walter,
Chief Engineer, Bureau of Reclamation
Denver, Colorado

2

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

135 FNI ST PAUL JUNE 14-34 BERNARD BLUM CAR 12

PORTLAND. YOUR LETTERS JUNE FIFTH AND ELEVENTH ABOUT CONTRACT WITH GOVERNMENT TO COVER CONSTRUCTION COULEE DAM RAILROAD. HOPE YOU WILL BE ABLE TO REACH AN AGREEMENT WITH MR WALTER IN SPOKANE COVERING NECESSARY CHANGES IN HIS DRAFT. AM WRITING COPY WCS BB S-144

H E STEVENS 349 PM

JUN 14 1934

Check up letter Kangaroo Creek.

1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

(29)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SIGNS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 332 Robert Street, St. Paul, Minn. TELEPHONE CEDAR 9685

1934 JUN 13 PM 5 30

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

CB554 20 DL=SPOKANE WASH 13 306P

J T DERRIG, CHIEF ENGINEERS OFFICE=
NORTHERN PACIFIC RAILWAY STPAUL MINN=

PLEASE HAVE GIBSON SEND ME COPY PROFILE MASS DIAGRAM AND QUANTITY SHEET COULEE DAM RAILROAD JOB AT ONCE DAVENPORT HOTEL=

DAVID H RYAN.

Mil 5985
For get home
7 Pm

JCH
WB

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

35 CF G SEATTLE JUNE 13-34 BERNARD BLUM CAR 12 PORTLAND

MR STEVENS ADVISES HE HAS WIRED WALTER AND MEAD BOTH YOU

AND I WILL HAVE BUSINESS CARS ON FOUR OUT SPOKANE

NINETEENTH C 131

W C SLOAN 1007 AM

JUN 13

Seattle, Wash.,
June 11, 1934.

(342)

MR. H. E. STEVENS:

Your letter of June 6 attaching copy of Mr. Blum's letter of June 5 and blueprint copy of contract proposed with the Reclamation Service to cover construction of railroad between Odair and the damsite.

Mr. Blum's comments on Paragraphs 8, 9 and 11. I do not know what the original agreement was as to what should constitute fastenings; if simply rail and angle bars these should be stated. I notice Mr. Blum also injects the question of tie plates for sharp curves. Whether or not these would be classed as fastenings I do not know.

I agree with Mr. Blum the words "so far as practicable" should be left out of the sentence in Paragraph 14 reading:

> "Contractor should agree in writing with the United States and the Company to observe, so far as practicable, the terms and conditions of this agreement"

and concur in the addition he has made, reading,

> "Conform to the requirements of the company and the rules of Interstate Commerce Commission"

but would also add:

> "Comply with the requirements of the Safety Appliance Act and all other Federal Acts and Laws of the State of Washington, indemnifying and saving the Company harmless in the event of their violation by the Contractor."

You state in your letter that you do not think Contractor would be willing to agree to put his equipment under the jurisdiction of the Federal Bureau of Safety and the interchange must be worked out with that in view. If this is a fact, it is my understanding the Contractor cannot use any portion of our tracks between A, A-1, C. and H. The law department has always held that we have no option and were liable to fine if we permitted the use of our trackage by equipment in violation of the law. It may be possible in this instance an exception would be made, but it should be agreed upon beforehand, ad I would not want to gamble on it.

The Contractor will probably try to work with a crew in which there are fewer men than are required by State Laws or we use. Such crew working on our tracks, even if this will get by the State authorities, probably will result in bringing both State and Federal inspectors to Odair and insistence upon rigid observance of every other requirement of both the State and Federal laws.

Insofar as the contractor is concerned, the following will also have to be agreed upon:

The usual indemnification and liability clauses for both personal injury and damage to equipment and property embodied in joint facility contracts.

Participation in the expense of joint employes such as telegraphers, other station employes, car inspectors and other yard employes. There may not be any joint yard employes, but there undoubtedly will be a telegraph office at Odair, car inspectors and possibly clerks.

Payment for damage to equipment while in his possession between Odair and the damsite.

It may be practicable to handle all of these items of operation as suggested by Mr. Blum in a supplemental agreement, but I do not think so. We are giving the Government the right to operate over our trackage on certain terms which they only wish to agree the Contractor will observe "insofar as is practicable". My thought is that everything should be covered in the agreement with the Government and the carrying out of this agreement be made mandatory. The Government will then be responsible for seeing that its terms are observed.

Paragraph 12 provides for maximum freight rates and their reduction by agreement, and the contract is indefinite in term, the inference being from Paragraph 15 that it shall be in effect for at least ten years, though apparently it might remain in effect indefinitely, even were the railroad removed at the end of ten years. The future is so uncertain that it seems to me at least after a specified period, say of five years, there should be some way in which, if operating costs have materially increased, it would be possible to obtain an increase in rates. Specified rates might be made to apply only to the construction now in sight and be subject to revision, either upward or downward when this work is completed. It is possible to conceive that increased cost due to six-hour day and increased wages might make these rates unremunerative before the end of five years, and yet we would apparently be required to handle the business at them for as long as the Government desired we should.

Another thing which no doubt has been given consideration is the question of per diem or demurrage. Will the ordinary demurrage rules apply when delivery has been accomplished at Odair or will the contractor pay per diem, the same as any railroad. If demurrage does not accrue until cars reach the damsite and contractor does not pay per diem, our per diem payments on foreign cars might be a considerable item, whereas under an average agreement there would be little or no demurrage paid by the contractor.

Copy Mr. Blum

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

SF SM

B

StPaul June 11

Bernard Blum
on No. 3

Sandpoint

Your Message date wish you would discuss with Sloan and Burnham on your arrival Seattle. Believe it would be well for you or Derring to be in Spokane when bids are opened eighteenth. S-117.

H.E.Stevens 408 PM.

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

#3 Rky Mtn Divn 6-11-34

H E Stevens St Paul

S 111 Seattle Tuesday morning Portland Wednesday morning Expect to see my folks there and spend balance of week on coast between Portland Seattle stop Wrote Banks yesterday Derrig would be at Coulee eighteenth and I probably would as might be matters to discuss with successful contractor I can figure on being there Monday and if it develops desirable pilot them to Billings.

Bernard Blum

N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED
M.

2vsh

St Paul June 11 1934 B Blum

Car 12 No 3 Missoula

What is your itinerary Do you propose to be in Spokane to attend celebration opening bids Coulee Dam June eighteenth Dr Mead and Chief Engineer Walter are to be there and will move east over our line to Billings on number Four of nineteenth they will arrive in Spokane seven AM on seventeenth S-111

HEStevens

1024am

4

Saint Paul, Minn.,

June 11, 1934.

MR. W. C. SLOAN
MR. BERNARD BLUM:

I have just wired you about trip Commissioner Elwood Mead, Bureau of Reclamation, and Chief Engineer Walter are making over various construction projects. They left Denver on June second and after visiting various projects in Wyoming, returned there yesterday and plan to leave again today visiting Utah projects and arriving in Spokane 7 AM Sunday, 17th. They will lay over at Spokane on the 17th, 18th and 19th, leaving there on No. 4 evening of the 19th for Billings. They will layover in Billings until the morning of the twenty-first, leaving at 8 AM over the Burlington for Bonneville to visit the Riverton project, thence returning to Denver on the 23rd.

It is my understanding Spokane is arranging for quite a celebration to attend the opening of the bids on the 18th and I presume the contractors and their followers will all be present for that event.

I think it would be well for you or Mr. Blum, or perhaps both of you, to plan to be there, and I have no doubt Mr. Burnham and perhaps Mr. Coman will also be present.

This will give you an opportunity to discuss with Mr. Walter the move Spokane to Billings, and I think perhaps he and the Doctor would appreciate an invitation to ride with you over our line.

I plan to visit the Baldwin plant next week with Mr. Zwight and I wish you would mention this to Mr. Walter and express my regrets in being unable to meet him at Spokane.

8731

June 11, 1934

Mr. F. R. Banks,
Project Engineer,
Grand Coulee Dam,
Almira, Washington

Dear Sir:

When at Almira some time ago you handed me tracing of map, scale two miles equal one inch. I have placed on this tracing, colored red, the final location of our line to Grand Coulee, have brought the tracing up to date in accordance with our recent location survey, and am returning herewith this tracing to you for your record. We have retained one vandyke copy of this tracing for our record in St. Paul.

Yours truly,

Asst. to Chief Engineer.

JTD h

June 11, 1934

Mr. F. R. Banks,
Project Engineer,
Grand Coulee Dam,
Almira, Washington

Dear Sir:

In accordance with my advice to you last week I am transmitting to you herewith location map tracing, scale 400' to the inch, of the Grand Coulee Dam line MP 20 to the end. I am also enclosing completed track profile of the entire line on one tracing. We have taken a vandyke of each for our file.

I trust this is satisfactory to you, which completes our obligation with respect to furnishing survey for the railway to be constructed by the government. Will you kindly acknowledge receipt.

Mr. Derrig, and probably myself, will be at Grand Coulee the first of next week when you are to receive bids for the construction of the dam.

Yours truly,

MB h

Enclosures by U.S. Registered Mail under separate cover 6/15

Mr. Kuehlwein

Pls see that Mr Gibson checks this map, also that blueprint and vandyke of tracing of map is placed on file in drafting room before tracing is forwarded.

J T D 6-11

Checked by P.R. Gibson
vandyke made & placed
in drafting room
RLG
6/11

3

8731

Mr. Gemmell

Make certain map is checked by Mr Gibson and obtain one blueprint and one vandyke of the location map and profile and have filed in Drafting room. Send tracings to Mr Banks U S registered mail

B B 6-10

Gibson copy
Map - not ready for couple days Aug 6/12

3

Saint Paul, Minn.,

June 9, 1934.

MR. BERNARD BLUM:

Your letter of the fifth enclosing requisitions for track material for proposed railroad Odair to Grand Coulee.

It seems to me delivery date should be specified as we do not want to have a lot of cars loaded with rail and track material laying around indefinitely. Furthermore, we do not have room to store them at Odair or Coulee.

It is my understanding you have all of the material on hand and it seems to me delivery could be made very promptly.

Has the contract for the construction actually been awarded and will you not have time to line up your schedule after the contractor is known and you have conferred with him as to his requirements for track material?

Requisitions returned for correction.

St. Paul, Minn
June 9, 1934

J. T. Derrig

Herewith sketch and estimate for cost of spur as desired by the Columbia Basin Orchard.

You will note the 3% grade where the prop. spur leaves the Grand Coulee Line. This could be lightened if the spur headed towards Grand Coulee instead of towards Coulee. It would seem that the switching would be done on the move from Grand Coulee to Coulee in which case it would be desirable to have the spur placed as shown.

The prices used in this estimate are N.P. inside prices

Yours truly
Paul R Gibson
A.E.

N.P.Ry.
Idaho Div ~ Grand Coulee Line
Est. cost of prop spur to the Columbia Basin Orchard near Coulee, Wash., as per sketch dated June 9, 34

(Note: not on NP track - Grand Coulee Line Const & Owned the US Government)
Net Trackage 1800 Trk ft.

New Work

Acct #1 Engineering		
Acct #2 Land		
Acct #3 Grading		
600 cu.yds @ 50¢	300 -	
Acct 8 Ties		
912 pcs X Ties. $0.75		684
Sw Ties 1 set #9 (2956 FBM.) @ $20		59
Acct #9 Rail		
3540 lin.ft 90# 3rd 47.4 Ti @ $20		948
Acct #10 O.T.M		
Angle Bars 125 pr 90# SH. @ $1.52		190
Track Bolts 500 pc 90# @ 0.095		48
Nut locks 500 pc 90# @ 0.03		15
Track Spikes 11 Kegs @ $5.74		63
Split Sw Compl 90# 16.5 pts 1 @ 127.00		127
Frog #9 "R" 90# 13½ 1 @ 93.00		93
Guard Rails 90# 8.3 lg - 1 @ 46.00		46
Sw Std & Conn Rod "High" 1 @ $23.00		23
Sw Lamp & lock 1 @ 10.00		10
Acct #11 Ballast		
500 cy Ballast @ 50¢	250	
Forward	550	2306

Prop Spur to Columbia Basin Orchard

Brought Forward	550	2306
Acct #12 T.L. & S.		
Track laying 1800' @ 25¢	450	
Placing Turnouts 1 @ $125.00	125	
Place Ballast 500 cy @ 50¢	250	
Handling Rail 47.4 T @ 50¢	24	
Acct #15 Xings & Signs		
24" Corr Colv. 160 lin ft. @ L $1.00 M $2.00	160	320
Xing Plank (1-32' & 1-16' xing) 1200 FBM @ L $10 M $18	12	18
Xing Signs Etc (2 xings)	25	25
Grading & Mcl	50	
	1646	2669
Suptce & Use of Tools	165	
Engr & Incidentals	181	
Frt on Mtl		339
	1992	3008
		1992
		$ 5000

1934 Inside Prices

8731

June 8, 1934.

Messrs C. S. Harmond & Co.,
360 Furman Street,
Brooklyn, N.Y.

Editorial Department.

Gentlemen:

Referring to your letter of the 6th.

The railroad to Grand Coulee Dam is being built by the Government and not by the Northern Pacific Railway Co. The work is in charge of F. R. Banks, Construction Engineer, Grand Coulee Dam, Almira, Washington.

Yours truly,

Chief Engineer.

REC-w

8731

St.Paul,Minn. June 6, 1934.

Mr. J. T. Derrig;

Referring to your letter of the 5th in regard to shortage of 2 hand levels, 2 metallic tapes and 3 axes.

Lost in the Instrument Report of June 1st, refers to equipment that might have been destroyed or possibly stolen, as well as that lost. This is the amount of equipment that was on hand when we moved out of Coulee.

It is possible that through an oversight, the hand levels and metallic tapes were not turned in by the parties using them. I will get in touch with them and see if this is so.

Paul R. Gibson
Assistant Engineer

Mr Kemmell
Note JTD 6/7

8731

June 6, 1934

Mr. F. A. Banks,
Project Engineer,
Grand Coulee Dam,
Almira, Washington

Dear Sir:

Following is list of track material for the construction of the Grand Coulee Dam railroad that will be required per our location map, and which in accordance with our recent discussion is to be furnished by the United States:

Material to be furnished by the Government for construction of line from connection at Odair to the Grand Coulee dam site:

6 sets #11 switch ties as per plan T-16-9
1140 kegs track spikes Plan T-10-1
43000 pcs 90# RB heat treated track bolts Plan T-8-3
43000 pcs nut locks for 90# bolts Plant T-9-2
2800 pcs rail anchors for 90# RB rail

- - -

Material to be furnished by the Government for track changes at Odair, including additional interchange trackage:

2000 pcs cross ties 7x8"-8'
8 sets #9 switch ties Plan T-16-5
5 kegs track spikes Plan T-10-1
350 pcs heat treated 85# track bolts Plan T-8-2
350 pcs heat treated 90# track bolts Plan T-8-3
1000 pcs heat treated 66# track bolts Plan T-8-1A
350 pcs nut locks for 90# bolts Plan T-9-2
350 pcs nut locks for 85# bolts Plan T-9-2
1000 pcs nut locks for 66# bolts Plan T-9-2

It is probable that the track changes at Odair should be completed at an early date so that the interchange tracks will

be available for the contractor constructing the Government railway and permit the connection for your railway to our Washington Central Branch and I suggest that that material be obtained promptly.

In this connection I think your interests would be best served if you confine your proposals for the bolts and spikes to the manufacturers of this class of material, such as the Illinois Steel Company, Bethlehem Steel Company, Inland Steel Company and the Pacific Coast Steel Corporation.

I have sent along requisition for the rail, angle bars and switch material to be furnished by the Railway Co.

I suggested in the above list 2800 pieces of rail anchors. As per our discussion these are for the heavy grade from the Head of the Grand Coulee down to the dam site.

Yours very truly,

BB h
BB h

TELEPHONE MAIN 4-3631

C. S. HAMMOND & COMPANY
(INCORPORATED)
360 FURMAN STREET • BROOKLYN • • N. Y.

MAP ENGRAVERS
PRINTERS AND
PUBLISHERS SINCE
1900

June 6, 1934

Northern Pacific Ry.,
Mr. B. Blum, Ch. Eng.,
St. Paul, Minn.

Dear Sir:

We note that you have been authorized to construct a line from Odair to the site of the proposed Grand Coulee Dam, Washington and we write to ask if you will not please send us a print showing the alignment of this line with relation to other roads, streams, etc. also location and names of stations thereon.

We need this data for use in showing same on our map plates and your early compliance with our request will indeed be appreciated.

Thank you.

Very truly yours,

C. S. HAMMOND & COMPANY

Bertha Zerof

Editorial Department

NRA MEMBER U.S. WE DO OUR PART

BZ

SALES OFFICE AND RETAIL STORE : 30 CHURCH STREET, NEW YORK CITY

8731

June 6, 1934

Mr. F. A. Banks,
Project Engineer,
Grand Coulee Dam,
Almira, Washington

Dear Sir:

I am sending you under separate cover original tracing of our location map Grand Coulee railroad, MP 10 to 20. You were previously furnished location map MP 0 to 10.

We expect to have the balance of the line completed the first of next week and will send same to you promptly. The profile tracing will follow immediately.

Yours truly,

MB h

N. P. 1386 / 12-24

53 SF X

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

SPOKANE JUNE 6 1934

BERNARD BLUM

STPAUL

B 5 NO DEVELOPMENTS STOP NO AWARD ON RAILROAD CONTRACT STOP BIDS WILL BE OPENED JUNE 18TH ON MAIN DAM CONSTRUCTION A-12

HMTREMAINE

1138A

J.T.D.

note 6/6 B.B.

N. P. 1386/12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8131

St Paul 6-5-34

H M Tremaine Spokane

What are latest developments award contract construction Grand Coulee dam line B 51

Bernard Blum

8731

Saint Paul, June 5, 1934

Mr. H. E. Stevens:

In connection with proposed construction of Government railway from Odair to Grand Coulee I made up requisitions for track material to be furnished by the Railway Company.

I made these requisitions in two parts, one ED-318 to cover construction of the Government line from Odair to the dam site, and the other, ED-319, material for track changes at Odair, including interchange tracks.

The first work to be done will be the track changes at Odair and we will desire that material at an early date. Material for the Coulee dam line will not be needed until later although it is desirable to approve the requisition at this time as the contractor may want to lay a mile or two of track for material yard.

EB h

8731

Saint Paul, June 5, 1934.

Mr. Paul R. Gibson:

Referring to your instrument report of June 1st covering instruments in use on the Coulee Line:

It is noted you show two hand levels lost, two mettalic tapes lost and thee axes lost.

It seems unreasonable that this proportion of mettalic tapes and hand levels should be lost. Will you kindly give further explanation in regard to the items lost.

Asst. to Chief Engineer.

JTD-w

Saint Paul, June 5, 1934

Mr. H. E. Stevens:

Your letter May 28 in regard to attached draft of contract sent you by Mr. Walter in connection with the Grand Coulee Dam railroad construction:

I note Mr. Walter states that you were not committed to providing the additional rail from the head of the coulee to the dam site, which seems to me to give an opportunity to revise the wording of the form from "rail and fastenings" to rail and angle bars. I have the following revisions to suggest:

In the first place I do not like the exhibit map attached to the form and have had prepared revised Exhibit A to show more definitely the situation.

Paragraph 5 states as a preamble the Company is willing to furnish sufficient rail and fastenings. I think that reference is all right insofar as fastenings go and it is not necessary to change it in that paragraph.

Paragraph 8

The United States will construct a standard-gauge railroad, to extend from Odair, Washington, on the Washington Central Branch of the Company, about two miles northeast of Coulee City, Washington, to the Grand Coulee Dam site, on the Columbia River, about thirty miles northeast of Coulee City, Washington, as shown on the location map marked Exhibit A, made a part hereof, such railroad to consist of a delivery yard at Odair, a wye track at Odair, a single track railroad from Odair to the head of Grand Coulee, a siding and a wye at the head of Grand Coulee, a single track railroad from the head of Grand Coulee to the Grand Coulee Dam site, and a siding near the dam site.

Paragraph 9

The United States will furnish the right of way for the railroad and will perform the necessary work of construction, and will furnish, at its own expense, all supplies and materials going into the railroad, except rail, angle bars, switch material and tie plates for use on sharp curves.

Paragraph 11

The Company will also furnish to the United States, without

charge, f.o.b. cars at Odair, Washin ton, sufficient suitable 90# rail, angle bars, frogs, switches and tie plates for sharp curves, to complete the construction of the railroad from Odair to the Grand Coulee dam site, including the delivery yard at Odair, necessary sidings, wye tracks and turnouts.

Paragraph 14

The delivery yard at Odair and a portion of the main line of the Company at the delivery yard will be used in common by the United States, the Company, and the contractor for construction of the Grand Coulee dam and power plant for delivering cars from one party to the other. The operation of this section of the railroad shall be under the direction and control of the Company under such regulations as are common between railway companies, and before making use thereof the contractor for construction of the Grand Coulee dam and power plant shall agree, in writing, with the United States and the Company to observe the terms and conditions of this agreement and conform to the requirements of the Company and the rules of the Interstate Commerce Commission.

- - - -

In addition to the foregoing and the other paragraphs in the Reclamation Bureau's draft, I believe it would be advisable to call to Mr. Walter's attention the necessity of the contractor for the Grand Coulee dam using our trackage at Odair. Possibly such arrangement could be handled through a supplementary agreement with the contractor for the dam but I think it would be well if that could be taken care of under this contract, and I have the following clause to suggest:

"The United States shall provide that the contractor for construction of the Grand Coulee dam and power plant will pay to the Company maintenance of jointly used tracks at Odair, which are designated on Exhibit A, attache , as follows:

A to H, including delivery yard
A to A-1
A to D
Wye track B to E
Wye track C to H
Tail track H to K

For the use and joint maintenance of this trackage the

contractor shall pay to the Company $200 per month so long as the railway operations of the contractor continue."

- - -

The trackage in the above paragraph is two miles. We may consider a fair yearly maintenance figure of $1200 per mile. The value of the trackage, conservatively, is $40,000. At 3% interest we are entitled to a rental of $1200 a year. Charging the contractor 50% of the maintenance expense, or $1200., plus $1200 rental totals $2400 a year, or $200 a month.

In this contract there appear to be a number of operating requirements that are not taken care of. One is the interchange of cars. Do you consider it necessary to have car inspectors and usual provisions for taking care of dividing the repair work? Presumably some telegraph service and agent work will be required. Possibly there should be included in the form arrangement for a joint agent. Question arises in my mind whether or not the use by the contractor of our operated tracks would require him to come under the provisions of the safety appliance act and hours of service, etc.

I have not redrafted the entire form as it seems to me desirable to pass on these operating questions first, also paragraphs 12 and 13 which you have referred to Mr. Clark.

On further thought I think it would be desirable to include permission to the contractor for construction of the dam for laying additional tracks on our right of way between A and H, such construction to be at the sole expense of the contractor, and I have the following paragraph to offer:

"Provided the contractor for the construction of the Grand Coulee dam and power house requires additional interchange tracks at Odair, the Company will provide such additional tracks at the entire expense of the contractor, or give permission to contractor to construct such additional tracks at his sole expense."

If it develops that the use of our tracks between A and K will compel the contractor's equipment to come under federal inspection, we might consider leasing to him trackage between A and H.

In addition to the print, I am attaching vandyke of Exhibit A which can be transmitted to Mr. Walter.

B. Blum

MB h

8731

Saint Paul, June 5, 1934

Mr. H. E. Stevens:

Your letter May 28 in regard to attached draft of contract sent you by Mr. Walter in connection with the Grand Coulee Dam railroad construction:

I note Mr. Walter states that you were not committed to providing the additional rail from the head of the coulee to the dam site, which seems to me to give an opportunity to revise the wording of the form from "rail and fastenings" to rail and angle bars. I have the following revisions to suggest:

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Paragraph 8

The United States will construct a standard-gauge railroad, to extend from Odair, Washington, on the Washington Central Branch of the Company, about two miles northeast of Coulee City, Washington, to the Grand Coulee Dam site, on the Columbia River, about thirty miles northeast of Coulee City, Washington, as shown on the location map marked Exhibit A, made a part hereof, such railroad to consist of a delivery yard at Odair, a wye track at Odair, a single track railroad from Odair to the head of Grand Coulee, a siding and a wye at the head of Grand Coulee, a single track railroad from the head of Grand Coulee to the Grand Coulee Dam site, and a siding near the dam site.

Paragraph 9

The United States will furnish the right of way for the railroad and will perform the necessary work of construction, and will furnish, at its own expense, all supplies and materials going into the railroad, except rail, angle bars, switch material and tie plates for use on sharp curves.

Paragraph 11

The Company will also furnish to the United States, without

charge, f.o.b. cars at Odair, Washin ton, sufficient suitable 90# rail, angle bars, frogs, switches and tie plates for sharp curves, to complete the construction of the railroad from Odair to the Grand Coulee dam site, including the delivery yard at Odair, ~~necessary~~ sidings, wye tracks and turnouts as specified in Section 8.

Paragraph 14

The delivery yard at Odair and a portion of the main line of the Company at the delivery yard will be used in common by the United States, the Company, and the contractor for construction of the Grand Coulee dam and power plant for delivering cars from one party to the other. The operation of this section of the railroad shall be under the direction and control of the Company under such regulations as are common between railway companies, and before making use thereof the contractor for construction of the Grand Coulee dam and power plant shall agree, in writing, with the United States and the Company to observe the terms and conditions of this agreement and conform to the requirements of the Company and the rules of the Interstate Commerce Commission.

- - - -

In addition to the foregoing and the other paragraphs in the Reclamation Bureau's draft, I believe it would be advisable to call to Mr. Walter's attention the necessity of the contractor for the Grand Coulee dam using our trackage at Odair. Possibly such arrangement could be handled through a supplementary agreement with the contractor for the dam but I think it would be well if that could be taken care of under this contract, and I have the following clause to suggest:

"The United States shall provide that the contractor for construction of the Grand Coulee dam and power plant will pay to the Company maintenance of jointly used tracks at Odair, which are designated on Exhibit A, attached, as follows:

A to H, including delivery yard
A to A-1
A to D
Wye track B to E
Wye track C to H
Tail track H to K

For the use and joint maintenance of this trackage the

contractor shall pay to the Company $200 per month so long as the railway operations of the contractor continue."

- - -

The trackage in the above paragraph is two miles. We may consider a fair yearly maintenance figure of $1200 per mile. The value of the trackage, conservatively, is $40,000. At 3% interest we are entitled to a rental of $1200 a year. Charging the contractor 50% of the maintenance expense, or $1200., plus $1200 rental totals $2400 a year, or $200 a month.

In this contract there appear to be a number of operating requirements that are not taken care of. One is the interchange of cars. Do you consider it necessary to have car inspectors and usual provisions for taking care of dividing the repair work? Presumably some telegraph service and agent work will be required. Possibly there should be included in the form arrangement for a joint agent. Question arises in my mind whether or not the use by the contractor of our operated tracks would require him to come under the provisions of the safety appliance act and hours of service, etc.

I have not redrafted the entire form as it seems to me desirable to pass on these operating questions first, also paragraphs 12 and 13 which you have referred to Mr. Clark.

On further thought I think it would be desirable to include permission to the contractor for construction of the dam for laying additional sidetracks on our right of way between A and H, such construction to be at the sole expense of the contractor, and I have the following paragraph to offer:

"Provided the contractor for the construction of the Grand Coulee dam and power house requires additional interchange tracks at Odair, the Company will provide such additional tracks at the entire expense of the contractor, or give permission to contractor to construct such additional tracks at his sole expense."

If it develops that the use of our tracks between A and K will compel the contractor's equipment to come under federal inspection, we might consider leasing to him trackage between A and H.

In addition to the print, I am attaching vandyke of Exhibit A which can be transmitted to Mr. Walter.

BB h

UNITED STATES
DEPARTMENT OF THE INTERIOR
Bureau of Reclamation
Columbia Basin Project, Washington

(D.O. draft of May 24, 1934)

Contract between United States and Northern Pacific Railway Company, providing for furnishing by company of rail and fastenings for construction railroad and establishment of freight rates on materials, supplies and equipment moving on Government bills-of-lading, for use in construction of Grand Coulee dam and power plant.

1. This Contract, Made this ____ day of ____, 1934, in pursuance of the act of Congress of June 16, 1933 (48 Stat. 196), known as the National Industrial Recovery Act (herein styled the NIRA), between THE UNITED STATES OF AMERICA (herein styled the United States), acting in this behalf by _____ _____, Federal Emergency Administrator of Public Works and Secretary of the Interior (herein styled the Administrator and/or the Secretary), and the NORTHERN PACIFIC RAILWAY COMPANY, a corporation of the State of _____ (herein styled the Company), having its principal place of business at St. Paul, Minnesota. WITNESSETH:

2. WHEREAS, the United States is engaged under the NIRA in constructing the Grand Coulee dam and power plant of the Columbia Basin project, in the State of Washington, and, as a part of such work, proposes to construct a standard-gauge construction railroad from Odair, Washington, a siding on the Northern Pacific Railroad, about two miles northeast of Coulee City, Washington, to the Grand Coulee Dam site, on the Columbia River, about thirty miles northeast of Coulee City, Washington, consisting of a delivery yard at Odair, a single-track railroad from Odair to the head of Grand Coulee, a siding at the head of Grand Coulee, a single-track railroad from the head of Grand Coulee to the Grand Coulee Dam site, and a siding near the dam site; and,

3. WHEREAS, it is contemplated that the contractor, for construction of the Grand Coulee dam and power plant, will operate and maintain the construction railroad after its completion; and,

4. WHEREAS, the Company has heretofore made surveys for such a railroad,

and is willing to turn over to the United States all data covering such surveys and suggestions for the construction of such railroad without charge; and,

5. WHEREAS, the Company is willing to furnish to the United States, free of charge, f.o.b. cars at Coulee City, Washington, sufficient rail and fastenings to complete the construction of such railroad, including yard, tracks and sidings, from a connection with the Washington Central Branch of the Company at Odair, Washington, to the Grand Coulee Dam site; and,

6. WHEREAS, the Company is willing to establish maximum net cash freight rates on certain materials, supplies, and equipment moving on Government bills-of-lading and used in the construction of the Grand Coulee dam and power plant,

7. NOW, THEREFORE, in consideration of the premises and of the covenants and conditions herein contained, it is agreed between the parties as follows:

8. The United States will construct a standard-gauge railroad, to extend from Odair, Washington, on the Washington Central Branch of the Company, about two miles northeast of Coulee City, Washington, to the Grand Coulee Dam site, on the Columbia River, about thirty miles northeast of Coulee City, Washington, as shown on the location map marked Exhibit A, made a part hereof, such railroad to consist of a delivery yard at Odair, a single-track railroad from Odair to the head of Grand Coulee, a siding at the head of Grand Coulee, a single-track railroad from the head of Grand Coulee to the Grand Coulee Dam site, and a siding near the dam site.

9. The United States will furnish the right-of-way for the railroad and will perform the necessary work of construction, and will furnish, at its own expense, all supplies and materials going into the railroad, except rail and fastenings.

10. The Company will turn over to the United States, without charge, complete data covering the preliminary surveys for the railroad as heretofore made by the Company, and will stake out on the ground the definite center-line

location of the railroad, and will also make available to the United States the Company's plans, specifications, and estimates for construction of the railroad.

11. The Company will also furnish to the United States, without charge, f.o.b. cars at Coulee City, Washington, sufficient suitable 90-pound rail and fastenings, including frogs and switches, to complete the construction of the railroad from Odair to the Grand Coulee Dam site, including the delivery yard at Odair and the necessary sidings and turnouts.

12. The following maximum net cash freight rates, in cents per hundredweight, are hereby established by the company on cement moving from certain points, as herein listed, in the State of Washington to Odair, Washington, on Government bills-of-lading, for use in construction of the Grand Coulee dam and power plant:

Irvin,	13¢
Metaline Falls,	17¢
Bellingham,	17¢
Concrete,	17¢
Seattle,	17¢
Grotto,	17¢

On the balance of the items of materials, supplies, and equipment to be used in the construction of the Grand Coulee dam and power plant and moving on Government bills-of-lading, the established commercial freight rates, less land-grant deduction, shall apply, with the following exceptions:

(1) From Seattle and Tacoma, Washington, the net cash rate applicable from Portland, Oregon, on iron and steel articles and machinery shall apply;

(2) The following maximum rates shall apply on lumber and cribbing:

From Sand Point, Idaho,	18¢
From Coeur d'Alene, Idaho,	14¢
From Spokane, Washington,	12½¢

The rates hereinabove are maximum rates which shall not be increased during the term of this contract, but if, in the opinion of the United States, such rates become inequitable because of changed conditions or if the necessity arises for the fixing of rates on additional items or from additional points, such reductions in the established rates or such new rates will be made as may be agreed

by the authorized representatives of the Company and the United States.

13. Operation and maintenance of the railroad by the contractor for construction of the Grand Coulee dam and power plant will be subject to supervision and control by the United States, and the contractor will be required to provide reasonable service thereover for handling the business of the United States and others during the contract period.

14. The delivery yard at Odair and a portion of the main line of the Company at the delivery yard will be used in common by the United States, the Company, and the contractor for construction of the Grand Coulee dam and power plant for delivering cars from one party to the other, but the operation of this section of the railroad shall be under the direction and control of the Company, and before making use thereof the contractor for construction of the Grand Coulee dam and power plant shall agree, in writing, with the United States and the Company to observe, so far as practicable, the terms and conditions of this agreement.

15. The United States shall return to the Company, without cost, f.o.b. cars at Coulee City, Washington, all rail and fastenings furnished to the United States by the Company, ordinary wear and tear excepted, promptly on completion of the Grand Coulee dam and power plant; provided, that if, on completion of the Grand Coulee dam and power plant, it appears probable that the United States will, within a few years thereafter, proceed with the construction of the High Dam, the Company will not require return of the rail and fastenings until the High Dam has been completed; and provided further, that if no decision as to the construction of the High Dam is reached within a period of ten years from the date of this agreement, the United States will, on demand of the Company, pick up and return the rail and fastenings to the Company, free of charge, f.o.b. cars at Coulee City, Washington; and provided further, that at the option of the United States the Company will pick up the

rail and fastenings and the United States shall pay to the Company the actual cost of doing such work.

16. No member of or delegate to Congress or resident commissioner shall be admitted to any share or part of this contract or to any benefit that may arise therefrom, but this provision shall not be construed to extend to this contract if made with a corporation for its general benefit.

In Witness Whereof, the parties hereto have signed their names the day and year first above written.

THE UNITED STATES OF AMERICA,

By _____,
Federal Emergency Administrator of Public Works and Secretary of the Interior.

(SEAL) Attest:

_____
Secretary.

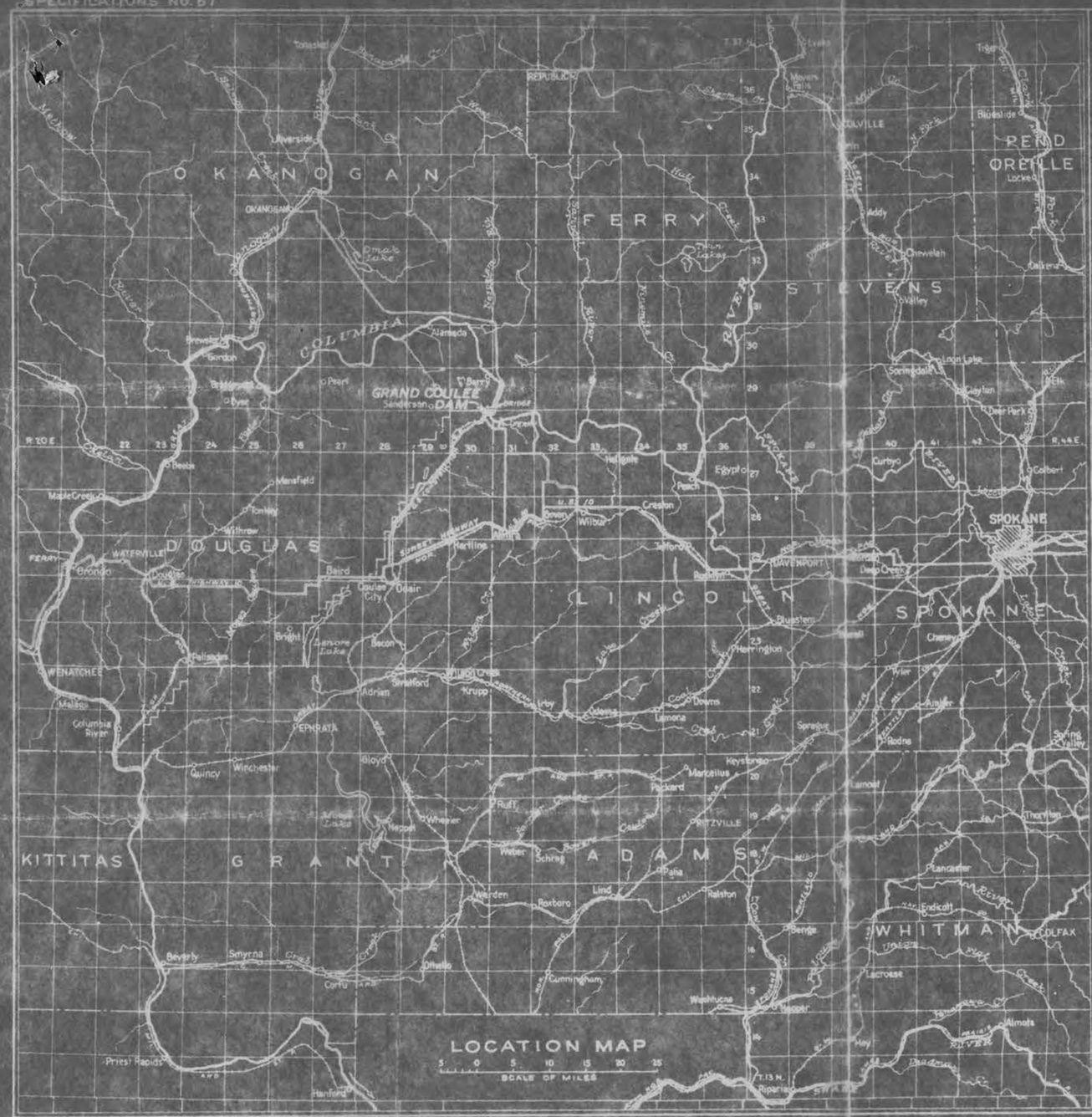
NORTHERN PACIFIC RAILWAY COMPANY,

By _____,
President.
St. Paul, Minn.

SPECIFICATIONS No. 57

Exhibit A.

DRAWING No. 1



DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
COLUMBIA BASIN PROJECT - WASHINGTON

GRAND COULEE DAM
LOCATION MAP

DRAWN C.D.G. TRACED C.B.G. CHECKED J.H. SUBMITTED RECOMMENDED APPROVED

25101 DENVER, COLO., APRIL 16, 1934 222-D-301

Saint Paul, June 4, 1934.

Mr. Bernard Blum:

I am attaching hereto four prints together with original tracing and one vandyke copy of proposed exhibit sketch for the Government contract covering the construction of their line Odair to Grand Coulee. The sketch attached to the Government exhibit does not clearly show the outline of the proposed railroad, and I suggest that attached prints be used as an exhibit. This sketch shows the detail of delivery yard, and leg of wye at Odair, and also rearrangement of our track near the connection at point A. Below I have shown inset general location of the government railroad leading to the Grand Coulee dam site.

I suggested that we lease to the Government trackage between points A and K including right of way for constructing any additional tracks the government may require. If the contract is rewritten, it might be advisable to show this portion of the right of way to be leased colored yellow.

Asst. to Chief Engineer.

JTD-w

enc

EXHIBIT "A"

ODAIR
WASH.

H.B. 5600+16.2, W.L. BR. = 0+00 GRAND COULEE LINE
H.B. 5600+26.2 = B+10

H.B. 9+23

H.B. 5592+15.2

H.B. 5595+17.4

H.B. 33+03.6

H.B. 39+44.9

H.B. 63+79.1

H.B. 12+56.4

H.B. 5633+36.5

H.B. 5649+18.8 = 0+00

← To Cheney

To Connell →

To Dam Site

To Coulee →

N.P. Ry.

U.S. Ry.

DELIVERY YARD

641.3'

1494.8'

1000'

Clearance Point

SCALE: 1 IN. = 400 FT.

SEC. 35, T. 25 N., R. 28 E.
SEC. 2, T. 24 N., R. 28 E.

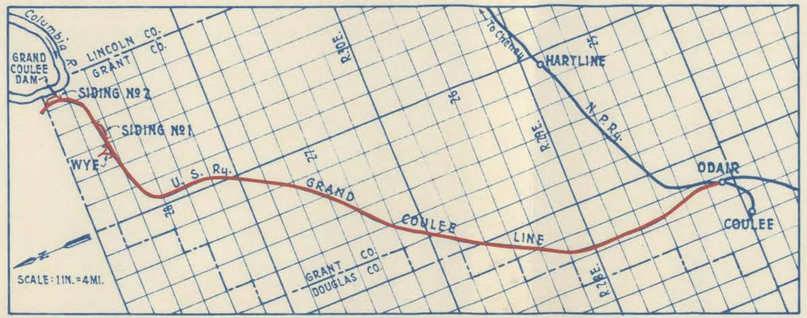


EXHIBIT "A"
N.P. Ry.
CONDENSED MAP
SHOWING
PROP. UNITED STATES RAILWAY
FROM
ODAIR to GRAND COULEE DAM SITE
WASHINGTON
AND
DETAIL OF
DELIVERY YARD AT ODAIR
SCALES AS NOTED
OFFICE OF CHIEF ENG. ST. PAUL, MINN. JUNE 2, 1934

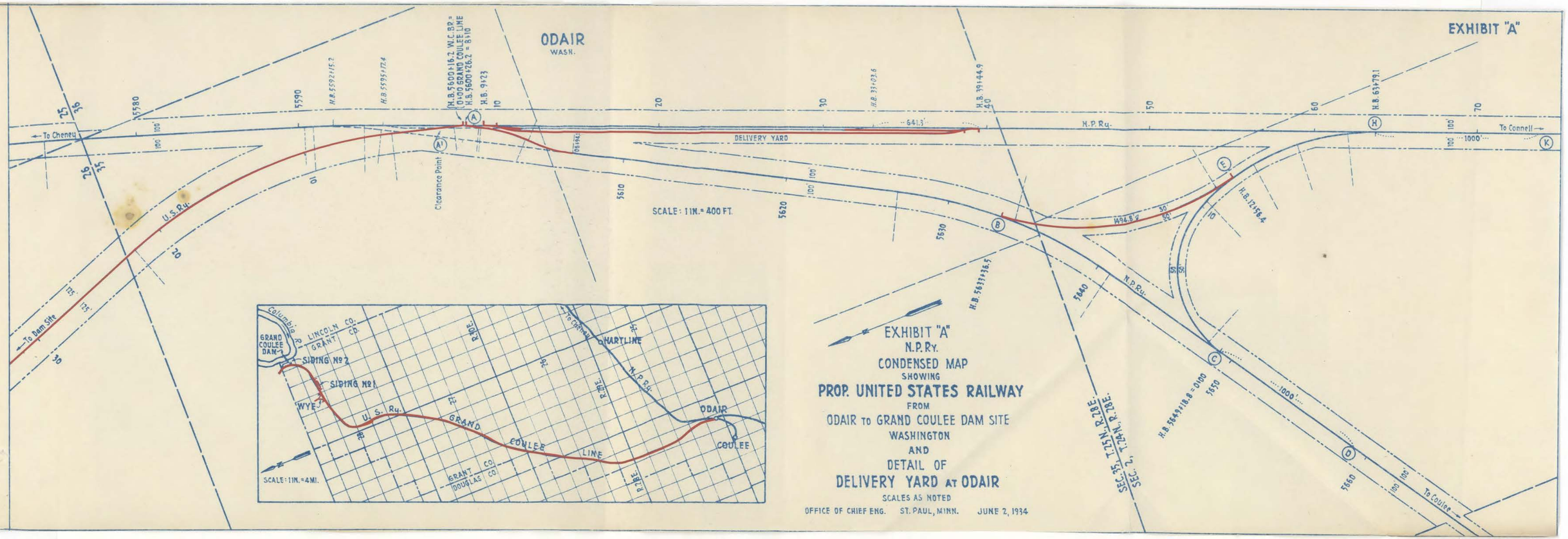


EXHIBIT "A"
N.P. Ry.
CONDENSED MAP
SHOWING
PROP. UNITED STATES RAILWAY
FROM
ODAIR to GRAND COULEE DAM SITE
WASHINGTON
AND
DETAIL OF
DELIVERY YARD AT ODAIR
SCALES AS NOTED
OFFICE OF CHIEF ENG. ST. PAUL, MINN. JUNE 2, 1934

EXHIBIT "A"

ODAIR
WASH.

H.B. 5600+16.2 W.L.C.B.R. = 0+00 GRAND COULEE LINE
H.B. 5600+26.2 = 8+10

H.B. 9+23

H.B. 5592+15.2

H.B. 5595+17.4

H.B. 37+03.6

H.B. 39+44.9

H.B. 63+79.1

H.B. 56+37+36.5

H.B. 56+9+18.8 = 0+00

H.B. 12+36.4

To Cheney

To Connell

To Dam Site

To Coulee

N.P. Ry.

U.S. Ry.

DELIVERY YARD

641.3'

1494.8'

1000'

Clearance Point

SCALE: 1 IN. = 400 FT.

SEC. 35, T.25 N., R.28 E.
SEC. 2, T.24 N., R.28 E.

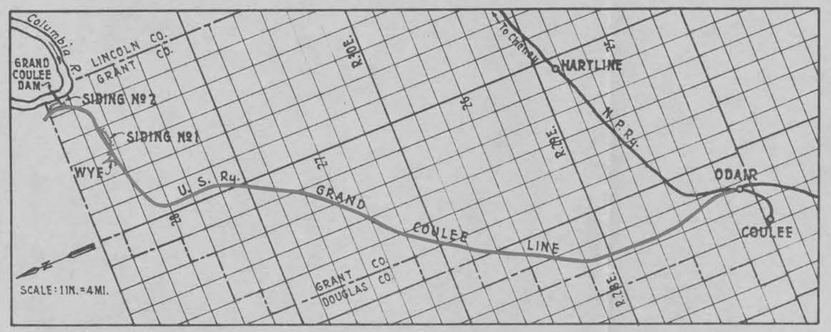


EXHIBIT "A"
N.P. Ry.
CONDENSED MAP
SHOWING
PROP. UNITED STATES RAILWAY
FROM
ODAIR to GRAND COULEE DAM SITE
WASHINGTON
AND
DETAIL OF
DELIVERY YARD AT ODAIR
SCALES AS NOTED
OFFICE OF CHIEF ENG. ST. PAUL, MINN. JUNE 2, 1934

EXHIBIT "A"

ODAIR
WASH.

H.B. 5600+18.2 W.I.C.BR. = 0+00 GRAND COULEE LINE
H.B. 5600+26.2 = 8+10
H.B. 9+23
H.B. 5592+15.2
H.B. 5595+17.4
H.B. 33+03.6
H.B. 39+44.9
H.B. 63+79.1
H.B. 17+58.4
H.B. 5637+16.5
H.B. 5649+18.8 = 0+00

To Cheney
To Connell
To Dam Site
To Coulee
Clearance Point
DELIVERY YARD
N.P. Ry.
U.S. Ry.
641.3'
1494.8'
1000'
SCALE: 1 IN. = 400 FT.
SEC. 35, T.25N., R.28E.
SEC. 2, T.24N., R.28E.

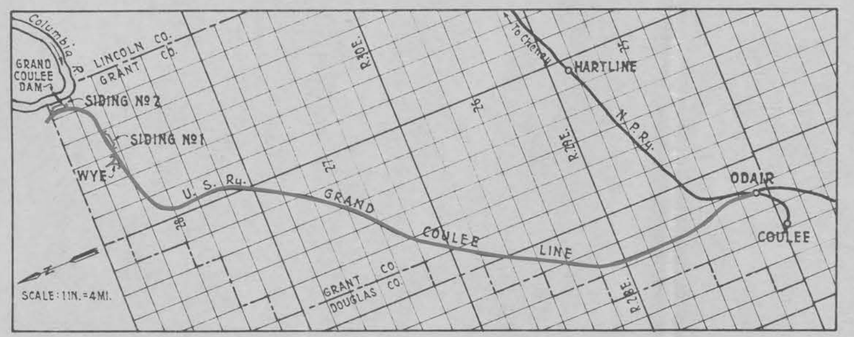


EXHIBIT "A"
N.P. Ry.
CONDENSED MAP
SHOWING
PROP. UNITED STATES RAILWAY
FROM
ODAIR TO GRAND COULEE DAM SITE
WASHINGTON
AND
DETAIL OF
DELIVERY YARD AT ODAIR
SCALES AS NOTED
OFFICE OF CHIEF ENG. ST. PAUL, MINN. JUNE 2, 1934

8731

Coulee, Washington,
June 2, 1934.

Weekly report for week ending
Saturday, June 2, 1934.

Mr. J. T. Derrig,
Assistant to the Chief Engineer,
St. Paul, Minnesota.

Work for the week consisted of working on the final map (MP 20-28) and going over the line with the government men. A survey was made for a spur to the Columbia Basin Orchard and a regular R.F.A. sketch will be made in St. Paul. The partially completed map was sent to Mr. Tremaine who will forward advance prints to Mr. Banks and the tracing to us in St. Paul to complete. This office was closed today and all equipment sent to St. Paul.

Paul R. Gibson

Paul R. Gibson.

CC- Mr. Blum.

B

8731

Coulee, Washington,
June 2, 1934.

Weekly report for week ending
Saturday, June 2, 1934.

Mr. J. T. Derrig,
Assistant to the Chief Engineer,
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Paul R. Gibson

Paul R. Gibson.

CC- Mr. Blum.

J.T.D. B. JTD 6/4 8731

note B.B.

6/4

June 1, 1934.

Mr. M. H. Slocum,
Representative Silas Mason Co.
Room 620, Davenport Hotel,
Spokane, Washington.

Dear Sir:-

With reference to our conversation of last evening, in which you asked to be advised as to the arrangements which might be made with the Northern Pacific Railway Company, for either the purchase or lease of rail, track bolts, tie plates and locomotives which would be satisfactory for use in connection with the construction of the Coulee dam.

I have communicated your request by wire to our Chief Engineer, Mr. Bernard Blum, who advises that we have 3rd class B 90# rail, with angle bars, available for sale at $25.00 per gross ton, or this material can be leased at the same valuation at 12% per year. We do not have other weights of rail available. Track bolts are available for sale only at $4.60 per hundred weight. We have tie plates suitable for this rail for sale at $28.50 per ton. Allow me to say at this point that, in our opinion, tie plates would not be required with this weight rail, for use in track of the construction nature proposed. I may say that this is the kind and weight of rail we are furnishing to the government for the railroad running to the dam site.

We have suitable locomotives available for rental, on the basis of one mill per pound of tractive effort, in our S-4 class which has a loaded weight of 146000 pounds upon the drivers, with a tractive power of 35700 pounds, driver wheel base 14'10", 4-6-0; or we have available our "T" class locomotive at a rental rate of $33.30 per day, loaded weight on drivers 153500 pounds, tractive power 33300 pounds, driver wheel base 11', 2-6-2. We do not have an S-4 engine available for sale, but we do have class "T" engines in good condition for sale at $8000 each.

With respect to coal, as I have just advised you on the phone, negotiations for this may be had with the Continental Coal Company who handle our commercial sales in this territory. Their office is in Spokane.

Very truly yours,

District Engineer.

HMT-T

Cpy. TAM-RTT-ABS-BB

Coulee, Wash
June 1, 1934

J. T. Derrig

Herewith final instrument report for the Grand Coulee Line location.

Paul R Gibson

N.P. 11
8-24

CONSTRUCTION AND ENGINEERING DEPARTMENTS

Idaho DIVISION AT Grand Coulee Line Loc

INVENTORY OF INSTRUMENTS, TENTS, ETC., IN MY CHARGE, BELONGING TO THE COMPANY AT CLOSE OF THE MONTH OF May 1934 (Final Inst Report)

ARTICLES		ON HAND LAST REPORT	SINCE RECEIVED OR TRANSFERRED NO.		ON HAND THIS DATE NO.	CONDITION
TRANSITS						
MADE BY	NO.					
" Buff	NO. 4602	1	1	To B. Blum - St Paul	—	Good
" K & E	NO. 17093	1	1	To E. A. Titus St. Paul	—	Good
"	NO.					
" LEVELS						
MADE BY K & E	NO. 12536	1	1	To E. A. Titus - St Paul	—	Good
" Stakpole	NO. 2253	1	1	To B. Blum - St Paul	—	Good
"	NO.					
"	NO.					
HAND LEVELS		3	1	To B Blum - St Paul	—	—
COMPASSES, MADE BY			2	lost	—	—
BAROMETERS, KIND						
CLINOMETERS,						
ODOMETERS,						
RANGE POLES		6	5	To B Blum St Paul	—	—
LEVEL RODS. S. P.			1	Broken		
" " N. Y.						
" " PHILADELPHIA		3	3	To B Blum St Paul	—	—
CROSS SECTION RODS		4	3	To B Blum - 1 Broken	—	
STEEL TAPES 100 FEET		5	3	To B Blum - 2 lost	—	—
200 "						
50 "						
METTALIC TAPES 100 FEET			1	To B Blum - St Paul	—	—
" " 50 "		3	2	lost	—	—
TENTS						
DIMENSIONS KIND FLIES						
AUTOMOBILES						
GASOLINE VELOCIPEDES						
" HAND CARS						
HAND CARS						
PUSH CARS						
Axes		3	3	lost	—	—
Drafting Table		1	1	To Store @ Parkwater	—	—

CORRECT Paul R. Gibson ENGINEER

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

St Paul MX June 1 1934

H M Tremaine Spokane

A 1 We have no second class rail for sale stop

Do not understand what they mean We are furnishing third B

90 lb for main line of Government road B 12

Bernard Blum

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8231

64 SF X

SPOKANE JUNE 1 1934

B BLUM

STPAUL

RE MY B-74 REQUEST IS NOW MADE THAT RAIL BE OF SECOND QUALITY SUITABLE FOR RATHER FAST RUNNING A 1

HMTREMAINE

1139A

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul June 1 1934

H M Tremaine Spokane

B 74 Could sell third ~~xxxxx~~ B 90 lb rail with bars $25 gross ton or lease them same valuation at twelve percent per year Do not have other weights rail available stop Track bolts sale only at $4.60 cwt stop Tie plates $28.50 net ton but do not believe they would require tie plates on temporary trackage stop Locomotive rental on basis one mill per lb tractive effort would be $55.70 per day for S4 and $33.30 for class T stop Do not have S4 available for sale but could sell T engines in good condition for $8000 each stop Re coal Mr Hughes states should get that price from Continental Coal Co who handle our commercial sales B 11

Bernard Blum

Saint Paul, Minnesota,
June 1st, 1934.

File 222

Mr. Bernard Blum:-

Replying to your letter of this morning relative material and equipment wanted by Silas Mason Co.

The 90# rail should be quoted at $25.00 G.T. together with bars. Track Bolts $4.60 cwt. The five track miles of Tie Plates $28.50 net ton.

We have no S-4 locomotives to spare but could sell one or more Class T engines in good condition for $8000.00 each.

The question of terms of lease is one that should be taken up with the Executive Office.

The cost of coal should be obtained I think from Mr. Hughes of the Northwestern Improvement Co., at least I cannot say whether the price named in your letter is correct or not.

K-FW

8731

Saint Paul, June 1, 1934

Mr. C. C. Kyle:

Have pink wire from Spokane about application of Silas Mason Company, who are bidding on the Grand Coulee dam, asking us for prices for lease or sale of ten track miles of 72 to 90 lb rail, angle bars and track bolts, together with five track miles tie plates to fit. They also desire price on 75 to 100 ton locomotive and quotation on locomotive coal.

The Silas Mason Company, together with Mr. Walsh of St. Louis, have a $7,500,000 contract for driving tunnels for the Fort Peck dam and apparently are figuring on the Coulee dam.

In regard to rail: We do not have available 72# rail. We have some 90# rail available and by this fall, which is as soon as the contractors will need this material, we will have picked up a considerable mileage from 1934 relays. I presume on a lease basis we should charge them 12% on the valuation and I would be glad if you would advise what price to figure the value of the rail, and if we should use the same price for outright sale. I presume the price of angle bars would correspond to that of rail.

In regard to track bolts: We should quote them a sale price only.

Will you also give the price to quote them on second-hand tie plates although I do not see that they will require plates.

In regard to coal: Mr. Tremaine advises that Supt. Taylor has quoted them $2.97 base price at Roslyn plus $2.85 freight. Is that satisfactory to you?

The wire I have from Mr. Tremaine requests that he be furnished these figures by this afternoon.

Included in the request is a quotation on 75 to 100 ton locomotive. As far as rental goes, we charge one mill per pound of tractive effort, which for a S-4 locomotive would be $35.70 per day. I am not sure from their request whether they desire to purchase a locomotive and suggest you furnish sale price on a S-4 and T locomotive delivered at Odair.

Mr. Kyle #2

Can you let me have these figures at once?

The rail to figure on I think should be our third class B rail, and for an gle bars the soft steel old style bars.

BB:h

cc Mr. Stevens

Saint Paul, June 1, 1934

Mr. C. C. Kyle:

Have pink wire from Spokane about application of Silas Mason Company, who are bidding on the Grand Coulee dam, asking us for prices for lease or sale of ten track miles of 72 to 90 lb rail, angle bars and track bolts, together with five track miles tie plates to fit. They also desire price on 75 to 100 ton locomotive and quotation on locomotive coal.

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The rail to figure on I think should be our third class B rail, and for angle bars the soft steel old style bars.

BB:h

cc Mr. Stevens

8731

Saint Paul, June 1, 1934

Mr. Bernard Blum:

Your notation on Mr. Yager's letter of May 26th attached in regard to requisition for material for the Government spur at Grand Coulee:

Requisition is made up on two separate sheets, one sheet covering material required for track changes and extension of Government yard, including Government turnout at Odair, and sheet covering the main requisition covers material required for Government main track from point of turnout to Grand Couldd, including siding and wye at the head of Grand Coulee, also extension of the Government spur from the end of our location to the dam site and siding 2000 feet in length at the end of the spur. Mr. Gibson's letter of May 19th indicated the Government would have about two miles of track beyond the end of our location. This was obviously incorrect and I wired Mr. Gibson for correct advice which he now advises is 17,600 track feet. This requisition should therefore be revised to read 349,000 lineal feet of 3/c-90-lb rail and 11,300 pair anglebars.

Mr. Gibson also advises that the Government are now figuring on three switchbacks on their Shay line. I do not

Mr. Blum - #2

understand from our proposed contract that we were to furnish the switches and additional track required for the switch backs, but if it develops that we are to furnish this rail and the additional switches we could make a supplementary requisition for this material when required, which will be late next fall.

I suggest that requisition be passed with the correction of the two items above noted

Requisition contemplates immediate delivery of track material required for track changes at Odair, and requisition for the main track contemplates delivery of two miles of track at this time, balance to be delivered as requested. This will permit laying the first two miles of track and permit contractor to use the material yard.

Asst. to Chief Engineer.

JTD-w

		Trk Ft
Main track M.P. 0 to 28 31		
End M.P. Location		149563 Ft
M.P. Location to End		17600 Ft
1 siding	3000'	3000 Ft
1 siding	2 2000'	2000 Ft
1 Y	2400	2400 Ft
Total all track Ft		174563
✓ Lin Ft		349126

Req 349000 Lin Ft

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

201SRSG

COULEE MAY 31-34 J T DERRIG

STPAUL

D 53 APPROXIMATE LENGTH GOVERNMENT TRACKAGE 17600 FEET 1 NO 9 AND 6 NO 7 SWITCHES

3 SWITCH BACKS CONTEMPLATED TRACKAGE AT DAM NOT SETTLED

P R GIBSON

724P

1495+63
176+00
1671+63

528) 149563 (283.1
1056
4396
4224
1723
1584
390

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul May 31, 1934

P R Gibson

Coulee, Wash.

Advise approximate total length of Government line east from end of our location station 1495 plus 63. Also advise if switch back is contemplated. This information desired to check total rail required. D-53

J T Derrig

8731

Saint Paul, June 1, 1934.

Mr. Bernard Blum:

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Asst. to Chief Engineer.

JTD-w

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

210SFOG

SPOKANE MAY 31-34 BERNARD BLUM

S I L A S M A S O N STPAUL

BOW WAX NOD FUR BOW DOG FUR BOW HOG CAP COMPANY AS INFORMATION IN PREPARING BID FOR

COULEE DAM WORK WANT TO KNOW APPROXIMATELY WHAT WE WOULD CHARGE THEM ON BASIS OF EITHER LEASE OR OUTRIGHT PURCHASE OF TEN TRACK MILES OF 72 TO 90 LB RAIL AND ANGLE BARS AND TRACK BOLTS WITH ABOUT FIVE TRACK MILES OF TIE PLATES TO FIT STOP ALSO 75 TO 100 TON

LOCOMOTIVE STOP THEY ALSO ASKED FOR QUOTATION ON LOCOMOTIVE COAL WHICH SUPERINTENDENT ADVISED WOULD BE TWO DOLLARS NINETY SEVEN CENTS BASE PRICE AT ROSLYN PLUS TWO DOLLARS EIGHTY FIVE CENTS FREIGHT STOP AS INFORMATION THESE PEOPLE DO NOT PLAN ON HAVING

THEIR LOCOMOTIVES USE OUR TRACK AT COULEE BUT WOULD PLAN ON BUILDING THEIR OWN INTERCHANGE YARD ON THEIR OWN TRACK STOP REQUEST IS MADE THAT WE FURNISH THESE APPROXIMATE FIGURES BY FRIDAY AFTERNOON. B 74

H M TREMAINE

831P

Crevision of P17

--- proceed with the work of increasing the height of the said dam, the Company will not require ---

N.P. File 8731-3

DEFENDANT'S EXHIBIT 4179

N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED
8731 M.

SFOG

COULEE MAY 31-34 J T DERRIG

STPAUL

D 52 LOCATION OF DAM TAKEN FROM GOVERNMENT PLAT APPROXIMATE CENTER LINE OF SECTION IS CORRECT

PAUL R GIBSON

712P

Mr Nyquist
note JPJ 5/31

Noted JW 6-1

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul May 31, 1934

P R Gibson

Coulee, Wash.

I note you have changed location of ferry to a point about three hundred feet above old Seaton ferry. It appears to me that first location just above Grand Coulee ferry near north line of section one was correct. Advise. D-52

J T Derrig

4185

Saint Paul, May 31, 1934.

Mr. Bernard Blum:

Your notation on letter attached in regard to proposed contract at Grand Coulee:

I suggest the following revisions:

Paragraph 5:

X

Whereas, the Company is willing to furnish to the United States, free of charge, f.o.b. cars at Coulee City, Washington, sufficient rail and angle bars (approximately 32 track miles) to complete the construction of such railroad, including delivery yard and leg of wye at Odair, one 3000 foot siding and wye track near the head of Grand Coulee, and one 2000 foot siding near the end of the spur at the dam site; also including all metal complete for switches and frogs for the delivery yard and one leg of wye at Odair, wye and siding at the head of Grand Coulee and one siding near the dam site, also including 6000 pieces of S.H. 90-lb. tie plates for curves in excess of four degrees.

Paragraph 8, suggest the last four lines be revised as follows:

Such railroad to consist of a delivery yard and leg of wye at Odair, a single track from Odair to the head of Grand Coulee, including siding and wye at Head Grand Coulee

not single track railroad from head of Coulee City to Grand Coulee dam site and a siding near the dam site.

Paragraph 9, suggest that the last part read as follows:

except rail, anglebars, metal for switches and frogs, and 6000 SH tie plates to be furnished by the Company.

Paragraph 11, as follows:

The Company hereby agrees to furnish the United States, without charge, f.o.b. cars at Coulee City, Washington, sufficient suitable 90-lb. rail and anglebars, including frogs and switches and 6000 SH tie plates for excessive curvature, to complete consturction of the railroad from Odair to Grand Coulee dam site, including delivery yard and leg of wye at Odair, one siding and wye track near the head of Grand Coulee and one siding near the Grand Coulee dam site.

Paragraph 15, first three lines should read as follows:

The United States will return to the Railway Company without cost, f.o.b. cars at Coulee City, Washington, all rail, anglebars, switches, frogs, and tie plates furnished to the United States by the Company, ordinary wear and tear expected.

In addition to the above changes, I suggest the following paragraphs be incorporated:

A. The United States will operate and maintain the track from the clearance point at Odair to the end of the line at the Grand Coulee dam site.

B. The Company hereby grants to the United States use of its tracks and right of way between points A and H for delivery yard and construction of additional tracks that the United States may require during the period of constructing the dam.

B-1 The United States will maintain delivery yard tracks between points A to H, as shown on exhibit attached.

C. The Railway Company will upon completion of construction maintain the turnout for the United States track, including the wye tracks at Odair.

D. The Company agrees that the United States will have common usage of its tracks between turnout at Odair and points A to B, B to K, and B to D, inclusive, as shown on exhibit A.

E. The United States agrees to pay the Railway Company $300 monthly for the use and maintenance of these tracks.

The total trackage to be used by the Government between points A to B, B to K and B to D, inclusive, is two miles, the approximate valuation of which would be $50000.00

There are 8400 feet of track to be turned over to the Government between Points A to K, and in accordance with my suggestion this portion of the track will be maintained by the Government with their own forces and at their own expense. If we were to ask the Government to pay 50% of the Valuation, the rental would be about $1500 per year. I believe $1500 per year will cover the actual maintenance on these two miles of

track. We will be fully protected I believe, and it will be getting away from Accounting complications if the Government are agreeable to paying the expense and maintenance figure of $300 per month as suggested above.

I am preparing exhibit sketch and the three words, "the location" line 5, paragraph 8 should be omitted. I do not like the general outline of the contract, and if you are in accord with the suggestions I have made the contract can be improved by rewriting.

Contract makes no provision for use of railway company's cars transporting material from delivery yard to the dam. I am assuming the revenue price quoted in paragraph 12 covers delivery to the Odair delivery yard.

JTD-w

8231

Saint Paul, May 31, 1934.

Mr. Bernard Blum:

Your notation on letter attached in regard to proposed contract at Grand Coulee:

I suggest the following revisions:

Paragraph 5:

Whereas, the Company is willing to furnish to the United States, free of charge, f.o.b. cars at Coulee City, Washington, sufficient rail and angle bars (approximately 32 track miles) to complete the construction of such railroad, including delivery yard and leg of wye at Odair, one 3000 foot siding and wye track near the head of Grand Coulee, and one 2000 foot siding near the end of the spur at the dam site; also including all metal complete for switches and frogs for the delivery yard and one leg of wye at Odair, wye and siding at the head of Grand Coulee and one siding near the dam site, also including 6000 pieces of S.H. 90-lb. tie plates for curves in excess of four degrees.

Paragraph 8, suggest the last four lines be revised as follows:

Such railroad to consist of a delivery yard and leg of wye at Odair, a single track from Odair to the head of Grand Coulee, single track railroad from head of Coulee City to Grand Coulee ~~dam site and~~ a siding near the dam site.

Paragraph 9, suggest that the last part read as follows:

except rail, anglebars, metal for switches and gfrogs, and 6000 SH tie plates to be furnished by the Company.

Paragraph 11, as follows:

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Paragraph 15, first three lines should read as follows:

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A. The United States will operate and maintain the track from the clearance point at Odair to the end of the line at the Grand Coulee dam site.

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C. The Railway Company will upon completion of construction maintain the turnout for the United States track, including the wye tracks at Odair.

D. The Company agrees that the United States will have common usage of its tracks between turnout at Odair and points A to B, B to K, and B to D, inclusive, as shown on exhibit A.

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There are 8400 feet of track to be turned over to the Government between Points A to K, and in accordance with my suggestion this portion of the track will be maintained by the Government with their own forces and at their own expense. If we were to ask the Government to pay 50% of the Valuation, the rental would be about $1500 per year. I believe $1500 per year will cover the actual maintenance on these two miles of

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Contract makes no provision for use of railway company's cars transporting material from delivery yard to the dam. I am assuming the revenue price quoted in paragraph 12 covers delivery to the Odair delivery yard.

JTD-W

8231

Coulee, Wash
May 30, 1934

J. T. Derrig
St. Paul, Minn.

Herewith tracing of Grand Coulee Line Location MP 10 to 20. sent to you for OK and signatures. Mr. Banks has prints of this now.

After vandyke is made please send tracing To Mr. Banks

Paul R. Gibson
AE

N. P. 1386
12-24
108 SFD

TELEGRAM—BE BRIEF

TIME FILED
8731 M.

COULEE MAY 30 1934 J T DERRIG

ST PAUL

D-291 SECTION LINES NOT COMPLETE ON MAP AND COLUMBIA BASIN OR CHARD SURVEY
X
TO MAKE EXPECT TO LEAVE SATURDAY

PAUL R GIBSON

125 PM

Mr Blum
PRG 5/31

B

N. P. 1386/12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Minn., May 29, 1934

P R Gibson

Coulee, Wash

Think it best that you and draftsman come to St Paul and complete maps and profile here stop Arrange to furnish Banks with vandyke of tracing before leaving stop I will carry you on Coulee roll at St Paul until maps are completed stop Advise when you will leave D-291

J T DERRIG

N. P. File 8731-3

DEFENDANT'S EXHIBIT 4176

to by the authorized representatives of the Company and the United States.

13. Operation and maintenance of the railroad ~~by the contractor for construction of the Grand Coulee Dam and power plant~~ will be ~~subject to~~ under the direct supervision and control of the United States, and the contractor will be required to provide reasonable service thereover for handling the business of the United States and others during the contract period.

14. The United States agrees to interchange loaded and empty cars freight business with the Company at Odair and to handle same in the manner usual between Common Carrier railroads.

~~15. The parties agree to interchange loaded and empty cars on tracks as specified, in the yard tracks for the purpose of interchanging and storing cars at Odair as hereinbefore mentioned.~~ The Company will deliver cars ~~place cars consigned to the government, or its contractor,~~ upon such tracks in said yard as may be mutually agreed upon between the United States ~~said contractor~~ and the superintendent of the Company. The United States will deliver cars ~~or its contractor will place such cars as are consigned~~ to the Company upon tracks designated for that purpose in said yard. The United States ~~or its contractor~~ agrees not to operate engines or cars nearer to the tracks of the Company than a point to be marked on the ground by the Company designating where engines or cars of the contractor shall stop.

15 ~~16.~~ The United States agrees that it or its contractor, for the construction of the Grand Coulee Dam and power plant, will pay the Company for all damage which cars delivered to the said contractor may sustain from any cause whatever while in the possession of said contractor and will indemnify and protect the Company against any and all claims on account of alleged defects in such equipment, and return promptly all cars received from the Company and be governed by tariff provisions relating to demurrage, and the parties hereto agree to enter into an average demurrage agreement. For the purpose of fixing liability for loss and damage to cars and lading, cars and loads placed by the Company on the designated tracks in said yard shall be deemed to be in the possession of the contractor and to continue in the possession of the contractor from the time so placed upon said designated tracks by the Company until the Company shall move said cars from said yard onto its own tracks.

all other costs

16 ~~17.~~ The salaries of employees and the ~~cost~~ of establishing, maintaining and operating interchange facilities ~~other than trackage~~ at Odair, maintenance of trackage found necessary by the Company in the joint operation, will be divided equally between the Company and the United States ~~or its contractor.~~

17 ~~18.~~ The United States shall return to the Company, without cost, f.o.b. cars at Odair, Washington, all rail and fastenings furnished to the United States by the Company in as good condition as when furnished by the Company, ordinary wear and tear excepted, promptly on completion of the Grand Coulee dam and power plant; provided that if, on completion of the dam and power plant, it appears probable that the United States will, within a few years thereafter, proceed with the work of increasing the height of the said dam, the Company will not require return of the rail and fastenings until the said high dam has been completed; and provided further, that if no decision as to the construction of the proposed high dam is reached within a period of ten years from the date of this agreement, the United States will, on demand of the Company, pick up and return the rail and fastenings to the Company, free of charge, f.o.b. cars at Odair, Washington; and provided further, that at the option of the United States the Company will pick up the rail and fastenings and the united States shall pay to the Company the actual cost of doing such work.

18 No member of or delegate etc

8731

6/4

Spokane, May 29, 1934.

Mr. Bernard Blum:-

I hand you herewith clipping from the Spokane Press of May 28th which announces a change in the specifications covering the risk entailed by the contractor in the construction of the diversion channel at the dam site.

Presumably as a holder of the specifications, you will be notified by Mr. Banks of this change, in due time.

Huntington

District Engineer.

HMT-T

Encl.

COULEE RISKS GIVEN TO U. S.

Spokane Press May 28-1934

The first major change in specifications and plans for the Grand Coulee dam were announced by Frank A. Banks, construction engineer, Monday.

Under a new provision in the contract the federal government will assume the loss, in dollars and cents, that may be caused by earth sliding into the cofferdams from areas outside the structure.

The alteration, as explained by Banks, and considered of major importance, states that under the original contract the contractors shouldered the burden of earth slides from within the cofferdam. If the mass slid outside the cofferdam the government would assume the risk.

The new stipulation takes the burden from the contractor and places it on the government, thereby lightening the gamble by the bidders.

J.T.D.

Note

6/1 B.B.

4184

Saint Paul, Minn.,

May 28, 1934.

MR. R. W. CLARK:
MR. BERNARD BLUM:

Herewith copy of Mr. Walter's letter of May twenty-sixth and blueprint copy of draft of contract proposed to cover the construction of railroad from Odair to the Grand Coulee Damsite.

Will you please check over and advise me promptly if you have any suggestions or corrections to offer.

Mr Hering
Let me have your suggestions quickly
5/28 B.B.

UNITED STATES
DEPARTMENT OF INTERIOR
Bureau of Reclamation
Customhouse

Denver, Colorado May 26, 1934.

Mr. H. E. Stevens, Vice Pres.,
Northern Pacific Ry.,
St.Paul, Minn.

Dear Mr. Stevens:

Reference is made to my letter to you of April 21, 1934, and your letter to me of May second, 1934, in the matter of preparation of form of contract relating to the branch line railroad to the Grand Coulee dam in accordance with the informal agreements reached with you and Mr. Clark during your recent visit to Denver.

I am enclosing draft of such a contract, and will be glad to have your views before presenting it to the commissioner for approval.

You will observe that provision has been made for the company furnishing rail and fastenings for that part of the line from the head of the coulee to the dam site, in addition to rail and fastenings for the other part of the line. While your letter of March 28, 1934, did not provide for this additional rail and we did not ask you to furnish it when you were here, I hope there will be no objection to furnishing this additional rail.

Yours very truly,

(Signed) R.F.Walter
Chief Engineer

8731

J. T. Derrig

Coulee, Wash
May 28, 1934

Referring to your telegram D 49 requesting vandyke of the 2 mile to inch tracing showing our "L" line and the govt trackage. I had completed placing our "L" line on the tracing and was waiting for Mr Banks to decide what the trackage beyond would be as there has been considerable talk about changes. However I have placed the orig. govt. trackage in pencil and to save delay in getting vandyke here I am sending you the tracing which after it has served your purpose you can return to Mr Banks

Paul R. Gibson
A.E

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

137SFOG

COULEE MAY 28-34 JTDERRIG

STPAUL

D 49 SMALL SCALE TRACING NOW IN THIS OFFICE COMPLETE AS TO N P LOCATION THERE IS QUESTION AS TO LOCATION OF GOVT RY BEYOND US AM SHOWING ORIGINAL GOVT LOCATION IN PENCIL TO SAVE TIME AM SENDING TRACING TO YOU TODAY FOR VANDYKE YOU CAN RETURN TRACING TO MR BANKS

PAUL R GIBSON

643P

Mr Bluem
note JD 5/29
B.B

8731

4178

Saint Paul, May 28, 1934

Mr. H. E. Stevens:

Our discussion about comparison of Northern Pacific estimate and the low bid to the Government for the Grand Coulee dam line.

The schedule of bidding on the Government's proposition is quite different from our setup and it is not practical to extend our quantities with their prices, or vice versa. For example, the bids for grading did not include all of our classification so that we can make only a direct comparison with the total figures. Likewise for tracklaying and surfacing we had rent of equipment, work train service and the various elements of tracklaying broken down and the Government's bid had a lump sum only including all of these elements. Our ballasting operations, as you know, were divided between account ballast and tracklaying and surfacing and the Government bid called for a price per yard to include loading ballast, distributing same, and placing it under the track.

I am attaching direct comparison of the two estimates as close as we can make it.

In the Government bid they are to furnish all the material. I have roughly estimated that they will have to pay about $20,000 more for ties than the prices obtained by Mr. Kyle last winter. Other material will undoubtedly result in the difference between the two bids being greatly reduced so that the final cost to the Government will I think be not far from our preliminary estimate.

In comparing the two bids it must be recognized that the Government extension is on the unit prices times the net quantities as determined from the profile, whereas our estimate was made up liberally with respect to both prices and quantities so as to take care of the usual increases that occur in a construction job.

BB h

Saint Paul, May 28, 1934

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BB h

Coulee Dam Line

	Northern Pacific Estimate		Bid of L. Coluccio	
Grading	517,600 c yds	$ 192,296	458,00 c yds	$ 105,430
Overhaul	1,000,000 "	15,000	560,000 "	8,400
		207,296		113,830
Concrete			600 "	10,800
Placing reinforcing bars			30,000 lbs	600
Riprap	1,040 c yds	2,600	1,200 c yds	4,800
Corrugated pipe 18"			100 lin.ft.	30
ditto 24"	528 lin.ft.	528	550 "	220
" 36"	1,912 "	2,390	1,900 "	1,045
" 48"	1,488 "	2,232	1,500 "	1,050
" 60"			200 "	180
Haul on pipe		3,301		
Lumber	45,000 FBM	1,615	50,000 FBM	1,000
Piling	5,000 lin ft	2,832	1,800 lin ft	900
Fencing	56 miles	9,940	60 miles	9,000
Gates	20	60	40	600
Cattle guards			30	600
Crossings	20,000 FBM	200	28,000 FBM	420
Signs		200	75	750
Tracklaying and Surfacing	30.1 Miles	31,628	34.5 miles	48,300
Rail anchors placing			5000	750
Turnouts placing	10	1,250	17	2,550
Ballasting	30,000 c yds	30,000	50,000 c yds	35,000
		$296,072		$232,425

Office of Chief Engineer,
May 28th, 1934.

Coulee Dam Line

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Haul on pipe		3,301		
Lumber	45,000 FBM	1,615	50,000 FBM	1,000
Piling	5,000 lin ft	2,832	1,800 lin ft	900
Fencing	56 miles	9,940	60 miles	9,000
Gates	20	60	40	600
Cattle guards			30	600
Crossings	20,000 FBM	200	28,000 FBM	420
Signs		200	75	750
Tracklaying and Surfacing	30.1 Miles	31,628	34.5 miles	48,300
Rail anchors placing			5000	750
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Office of Chief Engineer,
May 28th, 1934.

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Fencing	56 miles	9,940	60 miles	9,000
Gates	20	60	40	600
Cattle guards			30	600
Crossings	20,000 FBM	200	28,000 FBM	420
Signs		200	75	750
Tracklaying and Surfacing	30.1 Miles	31,628	34.5 miles	48,300
Rail anchors placing			5000	750
Turnouts placing	10	1,250	17	2,550
Ballasting	30,000 c yds	30,000	50,000 c yds	35,000
		$296,072		$232,425

Office of Chief Engineer,
May 28th, 1934.

N. P. 1349 6-24

Coulee Dam Line

	Northern Pacific Estimate				Bid of L. Coluccio			
Grading		317 600	C. yds.	$ 192 296	458 000	Cy ds	105 430	
overhaul		1 000 000	"	15 000	560 000	"	8 400	
				$ 207 296			$ 113 830	
Concrete					600	"	10 800	
Placing reinforcing Bars					30 000	lb	600	
Riprap		1 040	Cy ds	2 600	1 200		4 800	
Corrugated Pipe	18"				100	lin ft	30	
"	24"	528	lin ft	528	550		220	
"	36"	1 912	"	2 390	1 900		1 045	
"	48"	1 488	"	2 232	1 500		1 050	
	60"				200		180	
Hand or pipe			8451	3 301				2 528
Lumber		45 000	F Bm	1 615	50 000	F Bm	1 000	
Piling		5 000	lin ft	2 832	1 800	lin ft	900	
Fencing		56	miles	9 940	60	miles	9 000	
Gates		20		60	40		600	
Cattle Guards					30		600	
Crossings		20 000	F Bm	200	2 8000	F Bm	420	
Signs				200	75		750	
Track laying Surfacing		30.1	miles	31 628	34.5	miles	48 300	
Rail anchor placing					5000		750	
Turnouts placing		10		1 250	17		2 550	
Ballasting		30 000	C. yds.	30 000	50 000	C yds	35 000	
				$ 296 072			$ 232 425	

N. P. 1386
12-24
132SFOG

TELEGRAM—BE BRIEF

TIME FILED
M.

COULEE MAY 26-34 J T DERRIG STPAUL

D 47 TURNED TRACING MP 10 TO 20 AND PROFILE SHOWING CULVERTS AND BENCH MARKS OVER TO BANKS TODAY FOR PRINTS TRACINGS TO BE RETURNED TO ME TUESDAY HAVE STARTED FINAL MAP MP 20 TO END SECTION TIES WILL BE COMPLETE TUESDAY AT THE PRESENT RATE OF PROGRESS WE SHOULD HAVE FINAL MAP COMPLETE BY END OF NEXT WEEK THINK PLACING OF SECTION TIES ON ORIGINAL MAP AT THIS LATE DATE DUPLICATION OF WORK CAN GIVE BANKS PRINTS OF FINAL MP 20 TO END MAP ON NEXT WEDNESDAY IF DESIRED AND THEN LEAVE FOR STPAUL OR CAN FINISH MAP HERE AND LEAVE AT END OF WEEK ADVISE WHICH YOU DESIRE SINCE MAY 23 PARTY CONSISTS OF DRAFTSMAN & MYSELF .

P R GIBSON

Mr Bluem
May I see you
JTD 5/28

444P

N. P. 1386/12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul, May 26, 1934

P R Gibson

Coulee Wash

Our cost of location exceeding estimate. Cannot you arrange to place section ties on preliminary map mile post ten to twenty and twenty to end and give vandyke to Mr Banks taking tracing to St.Paul to complete map. See Mr. Banks and advise if this arrangement will not be satisfactory. D-47

J T Derrig

Saint Paul, May 26, 1934.

Mr. Bernard Blum:

In accordance with your letter 21st inst. I am attaching requisition covering material for construction of the Coulee Dam Line and requisition for material for track changes at Odair in connection with the new line. There are also attached statements of material to be furnished by the Government in each case.

Requisitions call for a total of 7600 90# 6" x 8½" tie plates. In view of your letter to General Storekeeper May 24th we have added "or Lundies" so that decision as to furnishing Lundies may be made before material is shipped.

Requisitions call for a total of 10,784 pairs 90# angle bars. General Storekeeper reports a total of 11,204 pairs on hand classified under Group 2, which includes the best of the second hand untreated bars. We have not specified that these are to come from stock on hand, as there will undoubtedly be quite a few of this class released from this years relays which Store Department will probably desire to ship direct.

L. Yager.

Copy to Mr. H. M. Smith,

J. T. D.

any comments?
BB

31534 mi

5/26

STRA[illegible] MAY 25 1934w

SD 318
1

R T Taylor Supt

COULEE DAM WASH

1. 350,000 ~~xxxxxxx~~ lin. ft. 3d class 90# RM rail of which 11,000 lin. ft. is to be furnished at once and balance as requested. For construction of Coulee Dam Line.

2. 11,500 ~~xxxxxx~~ pr. 90# RM angle bars plan T-20-106 of which 700 pair are to be furnished at once and balance as requested.

3. 6000 pcs. 90# RM 6 x 8½ tie plates Plan T-4-7 SH on Tundies

4. 3 - #11 SH, 90# RM frogs R. hand, Plan T-12-3 SH

5. 3 - #11 SH 90# RM frogs L. hand Plan T-22- 3 SH

6. 6 - 16'6" 90# split switches complete Plan T-11-3 SH

7. 6 pr. 90# RM guard rails plan T-18-1 SH

8. 5 - high banner switch stands plan T-17-1, 5 SH

9. 1 economy switch stand plan T-17-8 and 9. SH

~~12. 5 switch locks~~

10. 5 - switch locks

11. 5 - switch lamps

Note: part of items 1 and 2 and items 4, 5, 6 and 7 to be furnished from 1934 main line relay release.

cy AES HMT JTD CWC JAB

Recd 6/5

ASSISTANT CHIEF ENGINEER

CHIEF ENGR

ED 317
1

STPAUL MINN MAY 25 1934w

R. T. Taylor Supt

ODAIR WASH

For track changes etc at Odair in connection with new line to Coulee Dam.

1. 2600 lin. ft. 3d class 90# NR rail
2. 2600 lin. ft. 3d class 85# ASCE rail
3. 7000 lin. ft. 3d class 66# N. P. rail
4. 84 pr SH 90# NR angle bars Plan T-20-106 S.Hand
5. 84 pr. SH 85# ASCE angle bars plan T-20-110 S.Hand
6. 240 pr SH 66# NP angle bars plan T-5-2 S.hand
7. 3 pr. 90# NR to 85# ASCE comp. jts RH s. hand
8. 3 pr 90# NR to 85# ASCE comp. jts LH, s. hand
9. 1600 pcs SH 6 x 8½ 90# NR tie plates Plan t-4-7 or Lundies
10. 3 pcs. #9 R - 85# ASCE frogs Plan T-18-150 or Plan T-13-3 S.Hand
11. 2 pcs. #9 R 66# NP frogs plan T-18-150 SH
12. 3 - 15'0" 85# ASCE split switches plan T-11-2 SH
13. 2 - 15'0" 66# NP split switches Plan T-11-2 SH
14. 3 pr. 85# ASCE guard rails Plan T-15-3 SH
15. 2 prs. 66# NP guard rails Plan T-15-3 SH
16. 3 - High Banner switch stands Plan T-17-1 to 5, SH
17. 2 - Economy switch stands plan T-17-8, 9 SH
18. 3 - switch locks
19. 3 - switch lamps
20. 2 gallons crater compound.

Immediate delivery

cy ABS HMK JTD CWC JAB

Rec'd 6/5/34

ASSISTANT CHIEF ENGINEER

Chief Engr

LIST OF MATERIAL TO BE FURNISHED BY GOVERNMENT FOR CONSTRUCTION COULEE DAM LINE

- - - - -

~~428 pcs. bridge ties~~

~~86000 pcs. cross ties.~~

6 sets - #11 switch ties as per plan T-16-9

1140 kegs track spikes Plan T-10-1

43000 pcs. 90# RB heat treated track bolts as per plan T-8-3

43000 pcs. nut locks for 90# bolts Plan T-9-2

2800 pcs. rail anchors for 90# RB rail

Note:

6000 pcs. cross ties)
80 kegs track spikes)
2500 pcs. track bolts)
2500 pcs. nut locks)
are to be furnished at once, balance as requested.

LIST OF MATERIAL TO BE FURNISHED BY GOVERNMENT FOR CONSTRUCTION COULEE DAM LINE

- - - - -

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Note:

6000 pcs. cross ties)
)
80 kegs track spikes)
) are to be furnished at once, balance as
2500 pcs. track bolts)
) requested.
2500 pcs. nut locks)

LIST OF MATERIAL TO BE FURNISHED BY GOVERNMENT FOR TRACK CHANGES ETC. AT ODAIR

- - - - -

2000 pcs. cross ties. 7"x8"-8'

8 sets - #9 switch ties as per plan T-16-5.

5 kegs track spikes Plan T-10-1

350 pcs. heat treated 85# track bolts Plan T-8-2

350 pcs. heat treated 90# track bolts Plan T-8-3

1000 pcs. heat treated 66# track bolts Plan T-8-1A

350 pcs. nut locks for 90# bolts Plan T-9-2

350 pcs. nut locks for 85# bolts Plan T-9-2

1000 pcs. nut locks for 66# bolts Plan T-9-2

To be furnished at once

LIST OF MATERIAL TO BE FURNISHED BY GOVERNMENT FOR TRACK CHANGES ETC. AT ODAIR

- - - - -

2000 pcs. cross ties.

8 sets - #9 switch ties as per plan T-16-5.

5 kegs track spikes Plan

350 pcs. heat treated 85# track bolts Plan T-8-2

350 pcs. heat treated 90# track bolts Plan T-8-3

1000 pcs. heat treated 66# track bolts Plan T-8-1A

350 pcs. nut locks for 90# bolts Plan T-9-2

350 pcs. nut locks for 85# bolts Plan T-9-2

1000 pcs. nut locks for 66# bolts Plan T-9-2

To be furnished at once

LIST OF MATERIAL TO BE FURNISHED BY GOVERNMENT FOR TRACK CHANGES ETC. AT ODAIR

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1000 pcs. heat treated 66# track bolts Plan T-8-1A

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To be furnished at once

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2000 pcs. cross ties.

8 sets - #9 switch ties as per plan T-16-5.

5 kegs track spikes Plan

350 pcs. heat treated 85# track bolts Plan T-8-2

350 pcs. heat treated 90# track bolts Plan T-8-3

1000 pcs. heat treated 66# track bolts Plan T-8-1A

350 pcs. nut locks for 90# bolts Plan T-9-2

350 pcs. nut locks for 85# bolts Plan T-9-2

1000 pcs. nut locks for 66# bolts Plan T-9-2

To be furnished at once

8731

Coulee, Wash.,
May 25, 1934.

Re: Grand Coulee Line Loc.
Weekly report for the week
ending Friday May 25, 1934.

Mr. J. T. Derrig,
Asst. to the Cheif Engr.,
St. Paul, Minn.

The field work consisted of taking section ties between M. P. 18 to 28 and assisting the Government men in regard to the location of the line, maps, profiles, etc.

The second map, between M.P. 10 and 20 was completed today.

The party was again decreased on Wed May 23. Mr. Stantan left on that date for Tacoma and Mr. Darling for St. Paul and Glendive.

The work to be done consists of making the third map between M. P. 20 and M. P. 28, completing the profile, and getting section ties on the M. P. 20 to 28 portion of the line, and going over the line with the government men.

The Government men are having difficulty in locating the last few section lines, but this work should be completed early next week after which the last section ties can be made.

I am obtaining prints of the map M. P. 10 to 20 and am then sending the tracing to you at St. Paul for signatures and turning over to Mr. Banks.

Paul R. Gulson
Assistant Engr.

C C--Mr. Blum

8731

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Paul R Gibson
Assistant Engr.

B

C C--Mr. Blum

Saint Paul, May 25, 1934 8731

Mr. H. E. Stevens:

Your letter twenty-fourth and returning clippings about award of contract for Grand Coulee railroad construction:

I heard about the controversy over the award of contract for the Grand Coulee dam railway but was awaiting setup of bids which I have now received.

When the bids were opened Mr. Banks announced there would be a change in the classification as compared with the preliminary estimate. This was due to the better location we obtained for the railroad as compared with the preliminary profile. He returned the proposals to contractors requesting revision in their bids for solid rock and overhaul. The bids were resubmitted at two o'clock in the afternoon of May 8th and the totals of the first four bids were announced as follows:

David Ryan Co	$235,570
L. Coluccio	236,921
Crick & Kumey	247,710
Foley & Lawler	250,940

It then developed that L. Coluccio had made a mistake in the extension of his bid. Common excavation was originally 24¢ but reduced to 22¢ and with a further reduction to 21¢. The extension of the bid was made at 22¢. The Columbia Basin Commission decided that the 21¢ unit price should govern which made Coluccio the low bidder. It also appeared that Coluccio in his proposal showed placing of turnouts at 150¢ although, of course, he meant $150 per turnout.

Mr. Banks advised that he would recommend award of contract to Coluccio but at the time Ryan stated he would protest, claiming the Coluccio bid should be thrown out.

I have made a setup of the Northern Pacific estimate with the low bid of Coluccio. Our bid totals $296,075 as compared with his bid of $232,425. The difference in grading more than makes up this discrepancy.

RB h

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HS h

Saint Paul, Minn.,

May 24, 1934.

MR. BERNARD BLUM:

Note and return the attached clippings about controversy on the award of the contract for constructing railroad from Odair to Coulee Dam site.

Did you hear anything about this while you were West?

A Blum

N. P. 1349 6-24

Coulee Dam Line

N.P. Estimate

	Quantities	Price	Total	Transportation	Freight	Grand Total
Grading						
Account #3						
Excavation Common	415 650 Cyds	.25	103 913.			
" Hard Pan	16 850	.55	9 268.			
" Loose Rock	29 100	.65	18 915.			
" Solid Rock	51 000	1.15	58 650.			
overhaul	1 000 000 Cyds	01½	15 000.			
Account #15						
Excavation Common	4 000	.25	1 000.			
" Hard Pan	1 000	.55	550.			
Transportation men & Supplies				21 610		
			$ 207 296	21 610		$ 228 906
Riprap	1 040	2.50	2 600.			
Corrugated Pipe 24"	48	1.50	48.			
36	1 912	1.25	2 390.			
48	1 488	1.50	2 232.			
15" 24	480	1.00	480.			
Haul on pipe			3 301.			
Transportation men & Supplies				680.	300.	
Stringers	35 000 F.B.M.		700.			
Other lumber	20 000		400.			
Haul on lumber			315.			
Piling	3000'	.35	1 750.			
Haul on piling			1 082.			
Fencing - Standard	36 miles	165	5 940.			
" (Sheep)	20 "	200	4 000.			
[illegible]	20	3	60.			
Transportation				300.		
Freight					900.	
Crossing	20000 F.B.M.	10.00	200.			
Signs			200.			
Transportation men & Supplies				400		
Fencing					200	
[illegible]	30.1 miles	800	24 080.			
[illegible]			400.			
[illegible]			2 128.			
[illegible] Rail			420.			
[illegible]			2 800.			
Work Train			1 800.			
Transportation men & Supplies				13 800.		
Placing turnouts	10	125	1 250.			
Ballasting						
[illegible]	30 000 Cyds	.35	10 500.			
Rental Equipment			4 000.			
Work Train			2 000.			
Placing Ballast	30 000	.45	13 500.			
Transportation men & Supplies				3 000.		
			296 072	39 790	1 600	337 462
Clearing			7 750			

23 May 1934 =

Bid L. Coluccio —

	Quantities	Price	Total
1. Excavation Common	445 000 Cyds	.21	93 450
4 " Foundations	800 "	.50	480
5 " " Rock	500 "	3.00	1 500
2 " Solid Rock	10 000 "	.60	9 000
3 Overhaul	560 000 "		8 400
6 Backfill around Structures	2 500	.40	1 000
			$ 113 830
7 Concrete	600	18.00	10 800
8 Place Reinforcing Bars	30 000	.02	600
9 Dry Rock Paving	1 200	4.00	4 800
10 Lay 18" Corr. Pipe	100	.30	30
11 24" "	550	.40	220
12 36" "	1 900	.55	1 045
13 48" "	1 500	.70	1 050
14 60" "	200	.90	180
15 Place timber in Br.	50 M	20.00	1 000
16 Drive Piles	1800'	.50	900
17 R/W Fence	60 miles	150.00	9 000
18 Gates	40	15	600
19 Cattle Guards	30	20.00	600
20 Highway Crossings	28 M	15.00	420
21 " Xing Signs	75	10.00	750
22 Lay ties & Track	34.5 miles	1 400	48 300
23 Rail Anchors	5000 pcs	.15	750
24 Turnouts	17 pcs	150	2 550
25 Ballast	50000 cyds	.70	35 000
			232 425

8731

Saint Paul, May 24, 1934

Mr. H. M. Smith:

Your letter twenty-second, file 1842, about material for the Grand Coulee Line:

We will consider the adaptability of Lundie 90# plates for use of the Government.

We are not to furnish bolts and spikes. That matter was discussed with Mr. Banks and I told him we did not have secondhand ones available.

BB:h

cc Mr. Yager

8731 4170

Saint Paul, May 23, 1934

Mr. H. E. Stevens:

Your letter of April 24th about comparison of book charges for the Connell Northern with reproduction estimates in connection with the possible use of our line between Connell and Odair by the OWRR&N, the Milwaukee and the Great Northern:

The costs of this line have been drawn from the investment books by accounts to compare with the reproduction estimates setup for each of the three railroads. In order to make the comparison as direct as possible the following statements, in duplicate, are submitted:

Washington Central Branch from Adrian to Odair, which would be used by the Great Northern, comparing the total investment account with the reproduction estimate and with the I.C.C. estimate plus A&B.

Washington Central Branch from Adrian to Odair and that portion of the Connell Northern from Adco to the crossing of the Milwaukee's Moses Lake Branch. This is the line of railway that would be used by the Milwaukee to reach the Grand Coulee railroad.

The Connell Northern Branch from Connell to Adco plus the Washington Central Branch from Adrian to Odair, being the line of railway that would be used by the OWRR&N.

Summary of the totals of the book cost with the reproduction estimate and with the I.C.C. valuation plus A&B, is as follows:

	Description	Book Cost	I.C.C. cost plus A&B	Reproduction cost
O.W.	Connell to Odair, Wn.	$1857705	2290693	3182903
Mil.	Mil. Xing to Odair	1102266	1459071	1959745
G.N.	Adrian to Odair, Wn.	523415	809323	1071154

You will note a considerable difference between the book costs and the estimates. The variation between the I.C.C. allowance plus A&B and the reproduction cost is due to the increased cost of labor and material for the last five years as compared with the average of the 1910 to 1914 prices. While there have been reductions in trends during the last year or two, there are increases in certain accounts, such as ties. ~~The I.C.C. estimates and~~ The book costs do

not include treated ties whereas at the present time we have a large percentage of treated ties in track which are taken into account under the reproduction estimate.

The book figures have not been analyzed in detail as that study would take a number of weeks work and that hardly seems necessary for the present purposes.

Inspection of the statements indicates that the construction charges did not include the general accounts, such as interest during construction. At the time the lines were constructed transportation of men and material was carried in a separate account whereas under present day accounting such charges are included in the accounts benefited. The total for transportation of men and material is extremely small and I do not believe fairly reflects the actual cost.

The reproduction estimate is from 35% to 40% greater than the I.C.C. allowance plus A&B which, as stated above, is in accordance with the trends of actual prices. In my opinion we are justified in using the estimated figures rather than the actual book charges for the reason that the I.C.C. engineering report reflects actual quantities in place and at prices fairly representative of costs at the time the work was done.

I think we should present the reproduction estimate to start negotiations but under no circumstance go below the I.C.C. estimate plus A&B, ~~and due allowance should be made for treated ties~~.

Comparison of the three setups as between book costs and I.C.C. cost shows that the major part of the difference consists of items not provided for in the book costs. In the case of the line Adrian to Odair there is quite a difference in the actual cost of grading as reported and as allowed by the I.C.C. Examination of the final estimate shows that low unit prices were obtained when the grading work was done. This account appears to be the only outstanding one requiring special explanation.

Inasmuch as the Great Northern are apparently doing everything possible to keep us from serving the Fort Peck dam, it would seem to me that we have good grounds for refusing to let them buy in on our line from Adrian notwithstanding the previous tentative agreement to let them buy in if we constructed the Grand Coulee line jointly.

BB:h

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UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Almira, Washington
May 23, 1934

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

Dear Sir:

Prints have been secured of the map of survey of location, mile post 0 to 10, of the proposed railway from Odair to the Grand Coulee Dam, as received with your letter of May 16. A blue line print of this has been given to Mr. Gibson and a Van Dyke copy is being mailed to you under separate cover. In accordance with our understanding, the original tracing will be retained in this office.

We note your comment that purchase of additional right of way may be necessary, presumably as a source to borrow from or in order to reach a proper settlement with the land owners. We assume that the data regarding such additional right of way will not be of interest to your department, and we do not contemplate furnishing such supplemental information unless you advise that it is desired.

Van Dyke prints of the remainder of the line will be sent to you promptly after we may receive the completed tracing from Mr. Gibson. We have returned the tracing of the profile to Mr. Gibson in order that he may show thereon the location of culverts, etc., from mile post 10 to the end.

Location, as worked out, is quite satisfactory, and we appreciate the efforts made by your organization to secure a location which will be economical to construct, operate and maintain.

Very truly yours,

F. A. Banks
Construction Engineer

JHM:LRH
Copy to: Mr. J. T. Derrig, Asst. Chief Engineer, Northern Pacific Railway Co., St. Paul, Minnesota.
Mr. Gibson, Northern Pacific Railway Company, Coulee City, Washington.

8731

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Copy to: Mr. J. T. Derrig, Asst. Chief Engineer, Northern Pacific Railway Co., St. Paul, Minnesota.
Mr. Gibson, Northern Pacific Railway Company, Coulee City, Washington.

B

Mr Larson please file with reference
KEG. negative filed.—
#382-26. 5/28/34.

BOB 5/28

St.Paul,Minn.,May 22,1934

File 1842

Mr.B.Blum,

Chief Engineer

Dear Sir:-

Referring to your letters May 17th and 21st to Mr.Yager in regard to material for Grand Coulee Line.

I note we are to furnish them with a limited number of 90# plates. We have in the neighborhood of 18,000 - 90# Lundie plates available and if they are suitable for this line I would suggest that they be furnished.

Will you please advise if we are to also furnish bolts and spikes? We have a very limited quantity of second hand bolts and spikes, and it would probably be necessary for us to buy the entire quantity.

There is some talk about price increase in these two items in the near future and if we are to purchase at the present prices we should know as early as possible about requirements.

Yours truly,

General Storekeeper

S-n
Cy LY

#168

Saint Paul, May 21, 1934.

Mr. Bernard Blum:

I am attaching hereto tabulation of bids received at Spokane by the Reclaimation Service for the construction of railroad leading to Coulee. Summary total of bids was as follows:

David Ryan Co.	$235,570.00
L. Coluccio	236,921.00
Crick & Kuney	247,710.00
Foley & Lawler	250,940.00
Myres & Goulta	258,387.00
Clifton Applegate	276,045.00
Winston Bros.	279,574.00
Guthrie & McDougall	289,947.00
P. L. Crooks	307,965.00
Morrison Knudsen	315,680.00
Sharp & Fellows	342,710.00
L. Romano	358,900.00

In handling the opening of the bids a meeting was called for ten o'clock in the morning and Mr. Banks announced at that time that there would be a change in the classification as against the preliminary estimate, advising the bidders that he now estimated 10,000 cubic yards of solid rock as against 60,000 cuyds. in the original estimate. Likewise he reduced the amount of overhaul from 800,000 cuyds to 560,000 cuyds. He returned the proposals to the contractors advising them to correct their bids for these two revised items and resubmit their bids at two o'clock in the afternoon.

Mr. Blum - #2

After reading the totals as above outlined it appeared that David Ryan was the low bidder, but L. Coluccio made a mistake in the extension of their bid. The common excavation was extended for 22¢, whereas the unit price on this class of work was changed from 24¢ to 22¢ and then to 21¢ but the Commission voted that the 21¢ unit price should govern, and if so Coluccio would be the low bidder by about $3000. There was also one other error in the Coluccio bid in that his price for placing turnouts read 150¢ whereas he contemplated $150.00 for each turnout. Mr. Banks advised me he was recommending the awarding of the contract to L. Coluccio Co. but I understand Ryan is protesting the awarding due to the variation between the unit price and the total of the items, claiming the bid should be thrown out.

J. T. Deny.
Asst. to Chief Engineer.

JTD-w

PROJECT: No 572

DATE: May 17 1934

ITEMS	QUANTITIES	1 Winston Bros 279 572	2 Guthrie McDougall 289 947.50	3 P.L. Crooks 302,965	4 David Ryan 235 570	5	6 Sharp & Fellows 342 710	7 Foley & Lawler 250 940	8 Morrison Knudson 315 680	9 Clifton Applegate 276 045	10 Myers & Coulter 258 387.50	11 Crickon & Kinney 247 710	12 L Roman 358 900	L Colucci & Co 236 921
1 Exc Comm	445 000				.18						.22		.21	
2 " Rock	10 000				.60						1.00		.90	
3 Overhaul	560 000				.01						.03		.01½	
4 Exc for Struct-Comm	800				.50						.50		.60	
5 " " " Rock	500				1.50						1.00		3.00	
6 Backfill around Struct	2500				.40						.30		.40	
7 Concrete	600				15.00						17.00		18.00	
8 Place Reinf. Bars	30 000				.02						.015		.02	
9 Dry-Rock Paving	1200				1.50						1.00		4.00	
10 Lay 18" Corr	100 lin ft				.50						.20		.30	
11 " 24" Corr	550				.50						.30		.40	
12 " 36" Corr.	1900				.50						.50		.55	
13 " 48" Corr	1500				1.00						.80		.70	
14 " 60" Corr	200				2.00						1.00		.90	
15 Place Timber in Br.	50 M				30.00						25.00		20.00	
16 Drive Piles	1800 lin ft				1.50						2.00		50¢	
17 Const R/w Fence	60 Miles				200.00						125.00		150.00	
18 " R/w Gates	40 pc				5.00						7.00		15.00	
19 " Cattle Guards	30				20.00						7.00		20.00	
20 " Highway Xings	28 M				10.00						15.00		15.00	
21 Highway Xing Signs	75 pc				5.00						7.00		10.00	
22 Lay Ties & Track	34.5 mi				1300						1520		1400	
23 Rail Anchors	5000				.05						.10		15	
24 Turnouts	17				100.00						150.00		150.00	
25 Ballasting	50 000				1.25						1.00		.70	
26														
27														
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32														
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34														
35														
36														
37														
38														
39														
40														
TOTALS														

SUMMARY OF BIDS

Project: L. Colucci & C

Location:

Bids opened: , 19

Awarded to:

Remarks:

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

67 SF X

COULEE MAY 21 1934 JTDERRIG

STPAUL

D 42 EXPENSE ACCTS KUGLER AND PALMER OK NO DEDUCTIONS F O BORNE NO DEDUCTIONS

P R GIBSON

116P

Mr Blum
per Rush

N. P. 1386/12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul, May 21, 1934

Paul R Gibson

Coulee, Wash.

Have expense accounts from Kugler and Palmer amounts 58.65 and 57.75 including expenses from Coulee to St.Paul which items are O.K. Also includes meals and lodging at Coulee totaling approximately $2.50 per day May 1st to 15th. Advise if O.K. and if you have any deductions. D-42

J T Derrig

cc - J.H.Rochon
Please submit when reply received.
J.T.D.

8731

Saint Paul, May 21st, 1934

Mr. L. Yager -

Your letter 19th about material for the Grand Coulee line:

We are committed to furnish the Government turnouts with frogs, switches and guard rails. Mr. G.L. Smith i forms me we will recover a 90# turnout from this years relay. I see no reason why we should not furnish them with No. 11 spring rail frogs with the other turnout material that will come from the relayed main line switches. It will cost the Government a little more for switch ties but that is not serious and certainly is less than what would be involved if we would furnish new 90# turnout material.

There should be saved, I think, all of the recovered turnout material in this years relay work as the contractor will have to lay additional tracks to handle his own material and we can most likely lease same to him.

With reference to third A 90# rail: It is my understanding that at this time we do not have a clearly defined third A classification for the reason that the purpose for which this classification was setup, namely sawing, no longer governs. What I had in mind when I wrote my letter of the seventeenth was good third B 90# rail but if the so-called third A 90# rail is not sawed and is not good enough to put back in the main line, we can in effect, it seems to me, degrade it to third B rail; in other words, I think the rail to be furnished the Grand Coulee line should be determined by Mr. Smith having in mind our own requirements and at the same time supplying the Government with rail that is ample for the requirements of the new railroad.

Delivery will be at Odair. It is possible that the contractor for the new line will need a mile or two of track material at an early date but it would not be desirable to flood him w ith material that would not be needed until August or September. Possibly we can store some of the rail recovered from relays this season on cars at Parkwater. That is something we can determine later.

BB:h

cc Mr. H. M. Smith

8731

Saint Paul, May 21, 1934.

Mr. Bernard Blum:

I am attaching hereto tabulation of bids received at Spokane by the Reclaimation Service for the construction of railroad leading to Coulee. Summary total of bids is as follows:

David Ryan Co.	$235,570.00
L. Coluccio	236,921.00
Crick & Kuney	247,710.00
Foley & Lawler	250,940.00
Myres & Goulta	258,387.00
Clifton Applegate	276,045.00
Winston Bros.	279,574.00
Guthrie & McDougall	289,947.00
P. L. Crooks	307,965.00
Morrison Knudsen	315,680.00
Sharp & Fellows	342,710.00
L. Romano	358,900.00

In handling the opening of the bids a meeting was called for ten o'clock in the morning and Mr. Banks announced at that time that there would be a change in the classification as against the preliminary estimate, advising the bidders that he now estimated 10,000 cubic yards of solid rock as against 60,000 cuyds. in the original estimate. Likewise he reduced the amount of overhaul from 800,000 cuyds to 560,000 cuyds. He returned the proposals to the contractors advising them to correct their bids for these two revised items and resubmit their bids at two o'clock in the afternoon.

Mr. Blum - #2

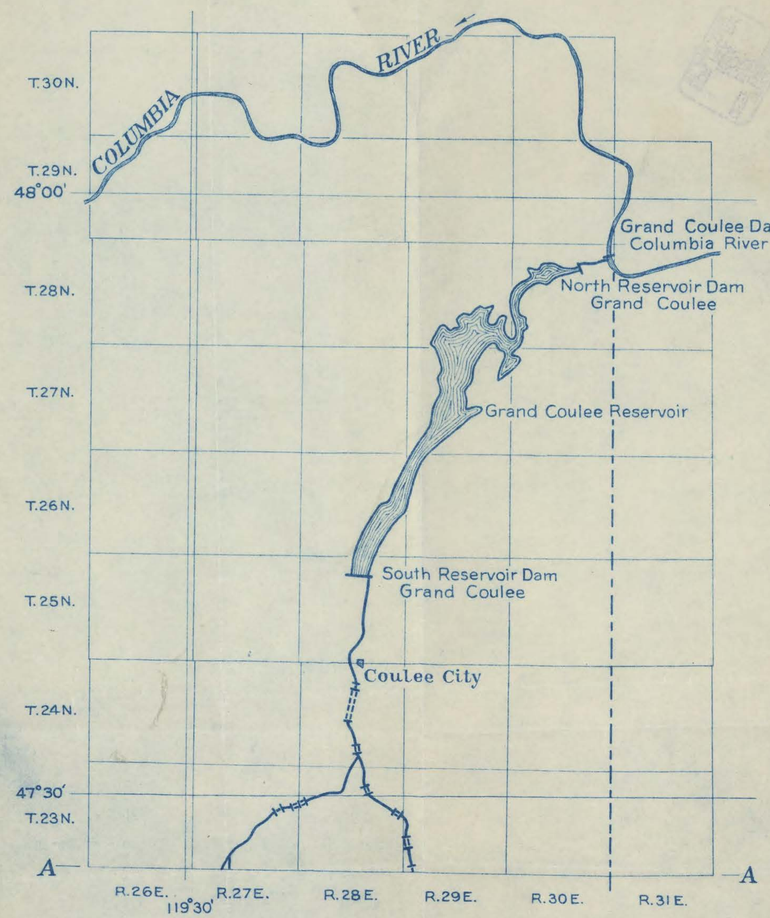
After reading the totals as above outlined it appeared that David Ryan was the low bidder, but L. Coluccio made a mistake in the extension of their bid. The common excavation was extended for 22¢, whereas the unit price on this class of work was changed from 24¢ to 22¢ and then to 21¢ but the Commission voted that the 21¢ unit price should govern, and if so Coluccio would be the low bidder by about $3000. Therewas also one other error in the Coluccio bid in that his price for placing turnouts read 150¢ whereas he contemplated $150.00 for each turnout. Mr. Banks advised me he was recommending the awarding of the contract to L. Coluccio Co. but I understand Ryan is protesting the awarding due to the variation between the unit price and the total of the items, claiming the bid should be thrown out.

Asst. to Chief Engineer.

JTD-w

N.P. File 8731-3 WAR DEPARTMENT DEFENDANT'S EXHIBIT 416-3

CORPS OF ENGINEERS, U.S. ARMY



LEGEND

- IRRIGABLE AREAS UNDER PUMPING
- AREAS COVERED BY SUPPLEMENTAL PUMPING (100 FT. LIMIT)
- NON-IRRIGABLE AREAS
- CANALS AND LATERALS
- TUNNELS
- SIPHONS
- POWER PLANTS

NOTE:
IRRIGABLE ACREAGE IS SHOWN THUS:
1000 – Net Irrigable Area in Township under Pumping.
(1000) – Net Irrigable Area in Township under Supplemental Pumping.

Boundary between Irrigable and Non-Irrigable Areas is only approximate.

COLUMBIA BASIN IRRIGATION PROJECT
PUMPING DIVERSION
DISTRIBUTION SYSTEM

In 1 Sheet — Scale 1 in = 5 0 5 10 15 Mi.

U.S. Engineer Office, Seattle, Wash., July 31, 1931

Submitted: With REPORT ON COLUMBIA RIVER (Section Above Mouth of Snake River) submitted under H.D. 308, 69th Cong. 1st Sess. and dated 7/31/1931

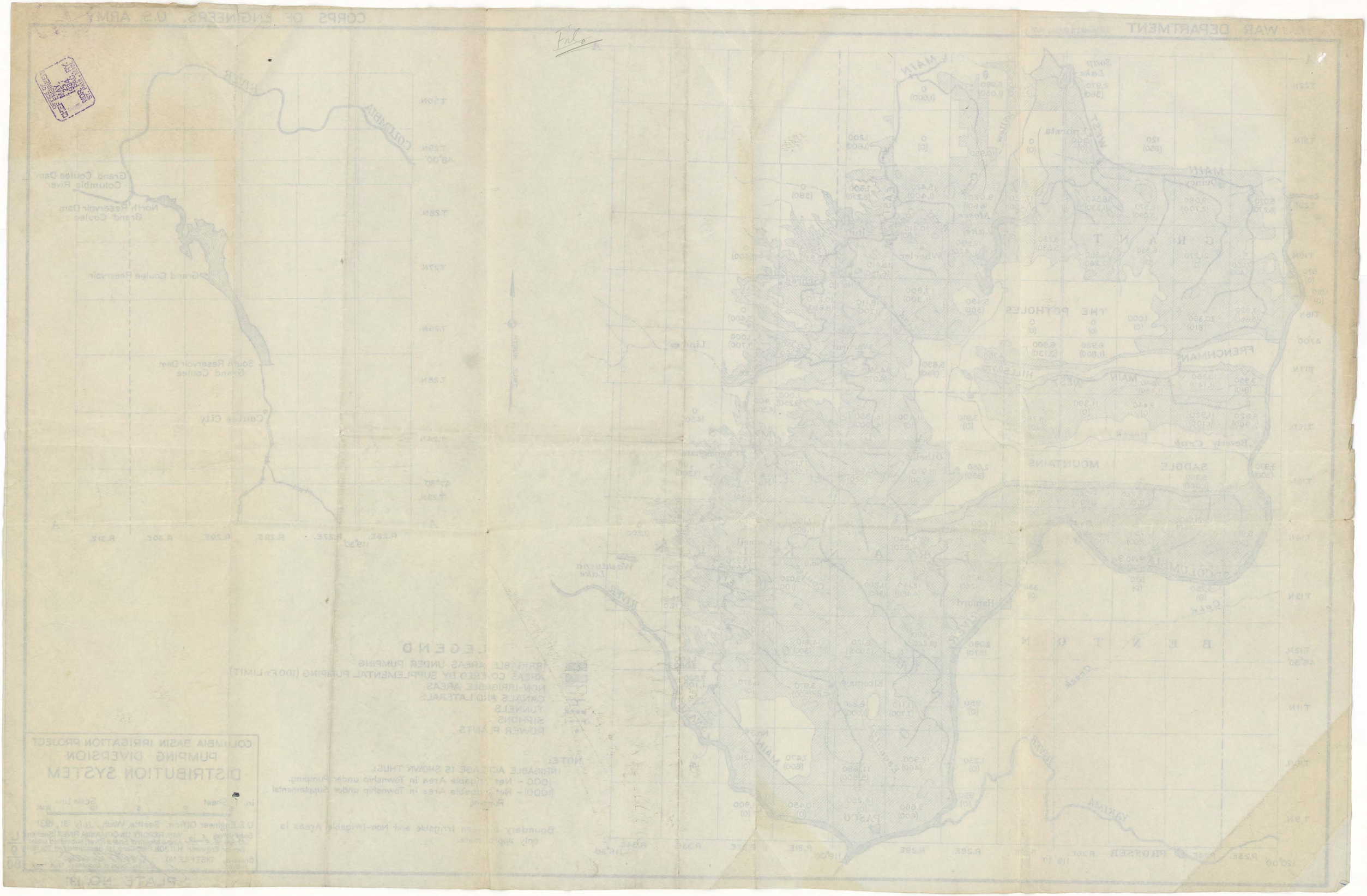
Senior Engineer.

Drawn by: H.G.W. DIST. FILE NO.

Major, Corps of Engineers, Dist. Engr.

L/9/80

PLATE NO. 131


WAR DEPARTMENT
CORPS OF ENGINEERS, U.S. ARMY
COLUMBIA BASIN IRRIGATION PROJECT
PUMPING DIVERSION
DISTRIBUTION SYSTEM
LEGEND
IRRIGABLE AREAS UNDER PUMPING
AREAS COVERED BY SUPPLEMENTAL PUMPING (100 FT. LIMIT)
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U.S. Engineer Office, Seattle, Wash., July 31, 1931
PLATE NO. 137
COLUMBIA RIVER
Grand Coulee Dam
Columbia River
North Reservoir Dam
Grand Coulee
Grand Coulee Reservoir
South Reservoir Dam
Grand Coulee
Coulee City
Wenatchee Lake
MAIN
WEST
THE POTHOLES
FRENCHMAN
HILLS
SADDLE
MOUNTAINS
COLUMBIA
BENTON
PROSSER
PASCO
YAKIMA
RIVER
Beverly Creek
Crab Creek
Hanford
Richland
Kennewick
Pasco
Prosser
Wallula
Umatilla
Pendleton
Hermiston
Boardman
Ione
Lexington
Heppner
Ordnance
Pilot Rock
Stanfield
Milton-Freewater
Walla Walla
Dayton
Pomeroy
Clarkston
Lewiston
Asotin
Moscow
Pullman
Colfax
Ritzville
Sprague
Cheney
Spokane
Medical Lake
Cheney
Fairfield
Rosalia
Tekoa
Colfax
Pullman
Moscow
Lewiston
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Richland
Kennewick
Hanford
Prosser
Pasco
Moscow
Pullman
Colfax
Dayton
Pomeroy
Clarkston
Lewiston
Asotin

Saint Paul, May 21, 1934.

Mr. Bernard Blum:

I am attaching hereto tabulation of bids received at Spokane by the Reclaimation Service for the construction of railroad leading to Coulee. Summary total of bids is as follows:

David Ryan Co.	$235,570.00
L. Coluccio	236,921.00
Crick & Kuney	247,710.00
Foley & Lawler	250,940.00
Myres & Coulta	258,387.00
Clifton Applegate	276,045.00
Winston Bros.	279,574.00
Guthrie & McDougall	289,947.00
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Morrison Knudsen	315,680.00
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Mr. Blum - #2

After reading the totals as above outlined it appeared that David Ryan was the low bidder, but L. Coluccio made a mistake in the extension of their bid. The common excavation was extended for 22¢, whereas the unit price on this class of work was changed from 24¢ to 22¢ and then to 21¢ but the Commission voted that the 21¢ unit price should govern, and if so Coluccio would be the low bidder by about $3000. There was also one other error in the Coluccio bid in that his price for placing turnouts read 150¢ whereas he contemplated $150.00 for each turnout. Mr. Barks advised me he was recommending the awarding of the contract to L. Coluccio Co. but I understand Ryan is protesting the awarding due to the variation between the unit price and the total of the items, claiming the bid should be thrown out.

Asst. to Chief Engineer.

JTD-w

Saint Paul, Minn.,
May 19, 1934w

MR. BERNARD BLUM:

Referring to your letter of the seventeenth concerning material for the Coulee Dam Line.

We have very few, if any, secondhand frogs and switches for the 90 lb. section. We could, however, readily furnish twelve No. 11 spring rail frogs from relays, together with secondhand switches, guard rails, and fastenings. The secondhand angle bars would come from stock and from relays. There should be no difficulty whatever in furnishing secondhand tie plates as you have promised.

I am not quite clear as to the meaning of the last paragraph of your letter in which you stated you would furnish suitable 3rd A 90# rail. We would not be able to furnish enough rail of this classification for the entire line. Perhaps you mean 3rd A 90# rail for turnouts, although in your letter of April 24 you state that possibly a few second class rail for turnouts should be provided.

Do we understand that the rail and fastenings together with switch material to be recovered from relays and applied to this order can be shipped as soon as it is released from the relay, and if so, what is the point of delivery?

H Sayers

cy Mr. H. M. Smith

Liverse

8731

Coulee, Washington.
May 19, 1934.

Re; Grand Coulee Line Location.
Weekly report for the week
Ending Friday May 19, 1934.

Mr. J. T. Derrig,
Asst to the Cheif Engr.,
St. Paul, Minn.

On Wed. May 16th the party was disbanded all leaving with the exception of the draftsman, transitman, levelman and myself.

The field work done this week consisted of laying out the wye at Grand Coulee and taking various section ties. The original map given to the government has been corrected to show the located line and was given to Mr. Banks together with our profile. From these they have taken advanced prints and have returned the tracings to us.

We are now working on section ties between MP 20 and 28 and on the map of the second 10 miles.

It is expected that this party will again be decreased about next Wed. This will leave the draftsman and myself to complete the maps and profile which work will probably take two or three weeks.

The section ties will not be complete but the unfinished ones can be taken by Mr. Bank's men.

Paul R Gibson

Asst. Engr.

J. T. D

S/W B.B.

D

Coulee, Washington,
May 19, 1934.

8731

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Paul R Gibson
Asst. Engr.

8731

C

Coulee, Washington.
May 18th, 1934.

Mr. J. T. Derrig;
Asst. to the Chief Engineer,
St. Paul, Minnesota.

Dear Sir;

Attached herewith are lists of track material necessary for the construction of the Grand Coulee Line. These lists have been made with the idea of showing all the material that might be required in connection with the Grand Coulee Line.

1. Track changes, additions, relay and 1st switch or 112 ft of the Grand Coulee Line, at Odair.

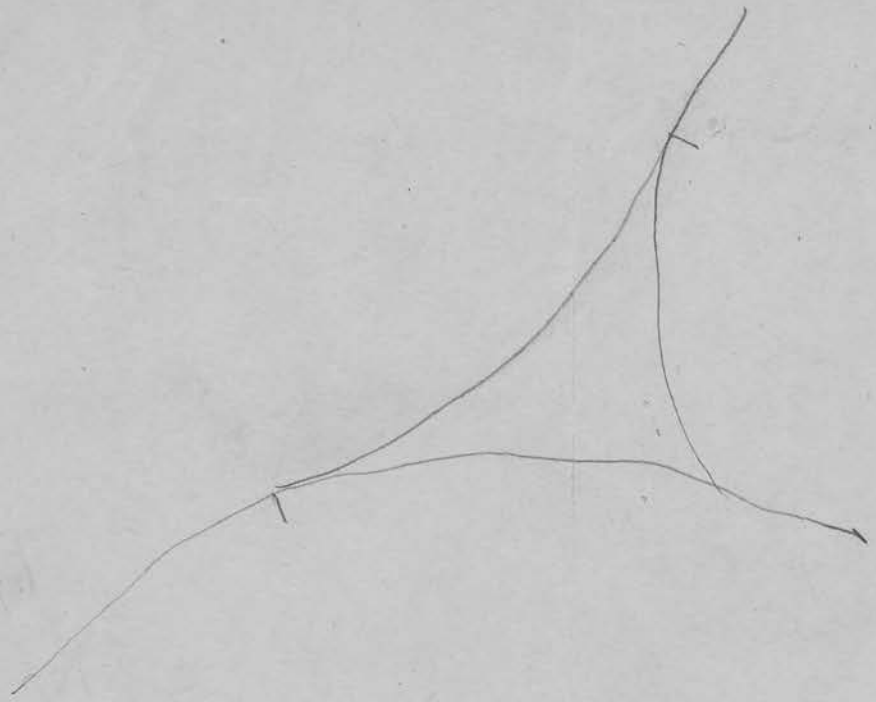
2. Grand Coulee Line station D + 12 to 1495 + 63.6 This includes the Wye and 1 passing or yard track at Grand Coulee.

3. Hauling Contractors Yard consisting of two tracks at Grand Coulee.

4. Government trackage Beyond station 1495 + 63.6 figured on basis of 2 miles of track and 1 switch.

Paul R. Gibson
Asst. Engr.

B



N. P. Ry. Co.

State of Washington — Grand Coulee Line

TRACK MATERIAL

CHANGES & RELAY AT ODAIR (Including first 112 Ft. of Grand Coulee Branch)

Material	Total Required	Removed	Summary	To Order
Cross Ties, Untr't'd	2739 pcs.	1308 pcs.	1431 pcs.	2000 pcs
Switch Ties, Untr't'd.	#9's -8 sets	3 sets	5 sets	#9's -5 sets
66# Rail, 3rd Class	7354.2 L. F.	3369.8 L. F.	3984.4 L. F.	3984.4 l.f
85# Rail, 3rd Class	5940.0 L. F.	2872.4 L. F.	3067.6 L. F.	3067.6 l.f.
66# Angle Bars	258 prs.	118 prs.	140 prs.	200 prs.
85 # " "	198 "	94	104 prs.	150 prs.
85#/90# Comp. Joints	2 "		2 prs.	2 prs.
66#/85 # " "	2 "	2		
66# Track Bolts	1032 Pcs.	476	556 pcs.	1032 pcs.
85# Track Bolts	800	376	424 "	800 "
Track Spikes	15458		15458	5 kegs
85# Tie Plates	3304	1534	1770	1770 pcs.
66# " "	68	950		
Nut Lox- 66#	1032	476	556	1088 pcs.
" " 85#	800	376	424	800 "
66# Rigid Frog - #9	4	2	2	2
85# " " #9	4	1	3	3
66# Split Switch Comp.	4	2	2	2
85# " " "	4	1	3	3
66# Guard Rail	4	2	2	2
85# " "	4	1	3	3
Hi Banner Sw. Std.	6	3	3	3
Economy " "	2		2	2
Switch Locks & Lamps	6	3	3	3

SUMMARY

NEW TRACK	New Track a/c Relay	809.3	track feet	85#
	Grand Coulee Line (To Sta. 1+ 12)	112.0	" "	85#
	Wash.Central Conn.	667.9	" "	85#
	Wye Track	1494.8	" "	85#
	New Yard Tracks	3791.1	" "	66#
TRACK REMOVED	Wash.Central Line	1464.7	track feet	85#
	Yard Track & Sw.	932.6	" "	66#
	Remove Account Relay	809.3	" "	66#

N. P. Ry. Co.

State of Washington | Grand Coulee Line

TRACK MATERIAL

Grand Coulee Line from Station 1412 to 1495+63.6
(Including Wye and 1- 3000 Ft. Passing Track at Grand Coulee, but not including government track to dam, contractor's yard at Grand Coulee, or first 112 ft. of the Branch)

Material	Required to Order
Cross Ties, Untreated	84,000 Pcs.
Switch Ties, Untr't'd, #9's	5 Sets
Bridge Ties, 8x8x12's	428 Pcs.
90# Rail	309,508.8 l. F.
90# Angle Bars	9396 Prs.
90# Track Bolts	37588 Pcs.
90# Nut Locks	37588 "
Track Spikes	1060 Kegs
90# Tie Plates (On Wye only)	2568 Pcs.
90# Rigid Frog - #9	5
90# Split Switch Complete	5
90# Guard Rails	5
Hi Banner Switch Stand	5
Switch Locks & Lamps	4

N. P. Ry. Co.

State of Washington | Grand Coulee Line

TRACK MATERIAL

Contractor's Yard - Two Tracks:

One Track - 2730.8 Track Feet
One Track - 2916.4 " "

Material	Required to Order
Cross Ties - Untreated	2688 Pcs.
Switch Ties - Untreated - #9's	4 Sets
90# Rail	11,066.4 l.f.
90# Angle Bars	348 Prs.
90# Track Bolts	1392 Pcs.
90# Nut Locks	1392 "
Track Spikes	38 Kegs
90# Rigid Frog- #9	4
90# Split Switch Complete	4
90# Guard Rails	4
Economy Switch Stands	4

Government Trackage beyond Station 1495+63.6

Material	Required to Order
Cross Ties, Untreated	6058 Pcs.
Switch Ties, Untreated - #9's	1 Set
90# Rail	22,510.6 l.f.
90# Angle Bars	684 Prs.
90# Track Bolts	2736 Pcs.
90# Nut Locks	2736 Pcs.
Track Spikes	78 Kegs
90# Rigid Frog - #9	1
90# Split Switch Complete	1
90# Guard Rails	1
Economy Switch Stands	1
90# Rail Anchors - 8 per panel	2736 Pcs.

C 8731

Coulee, Washington.
May 18th, 1934.

Mr. J. T. Derrig;
Asst. to the Chief Engineer,
St. Paul, Minnesota.

Dear Sir;

Attached herewith are lists of track material necessary for the construction of the Grand Coulee Line. These lists have been made with the idea of showing all the material that might be required in connection with the Grand Coulee Line.

1. Track changes, additions, relay and 1st switch or 112 ft of the Grand Coulee Line, at Odair.

2. Grand Coulee Line station [illegible] 12 to 1495 + 68.6 This includes, the Wye and 1 passing or yard track at Grand Coulee.

3. Hauling Contractor's Yard consisting of two tracks at Grand Coulee.

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Paul R Gibson
Asst. Engr.

N. P. Ry. Co.

State of Washington — Grand Coulee Line

TRACK MATERIAL

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66# Angle Bars	258 prs.	118 prs.	140 prs.	200 prs.
85 # " "	198 "	94	104 prs.	150 prs.
85#/90# Comp. Joints	2 "		2 prs.	2 prs.
66#/85 # " "	2 "	2		
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85# Track Bolts	800	376	424 "	800 "
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SUMMARY

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N. P. Ry. Co.

State of Washington | Grand Coulee Line

TRACK MATERIAL

Grand Coulee Line from Station 1+12 to 1495+63.6
(Including Wye and 1- 3000 Ft. Passing Track at Grand Coulee, but not including government track to dam, contractor's yard at Grand Coulee, or first 112 ft. of the Branch)

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Bridge Ties, 8x8x12's	428 Pcs.
90# Rail	309,508.8 l. F.
90# Angle Bars	9396 Prs.
90# Track Bolts	37588 Pcs.
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Track Spikes	1060 Kegs
90# Tie Plates (On Wye only)	2568 Pcs.
90# Rigid Frog - #9	5
90# Split Switch Complete	5
90# Guard Rails	5
Hi Banner Switch Stand	5
Switch Locks & Lamps	4

N. P. Ry. Co.

State of Washington | Grand Coulee Line

TRACK MATERIAL

Contractor's Yard - Two Tracks:

One Track - 2730.8 Track Feet
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90# Split Switch Complete	4
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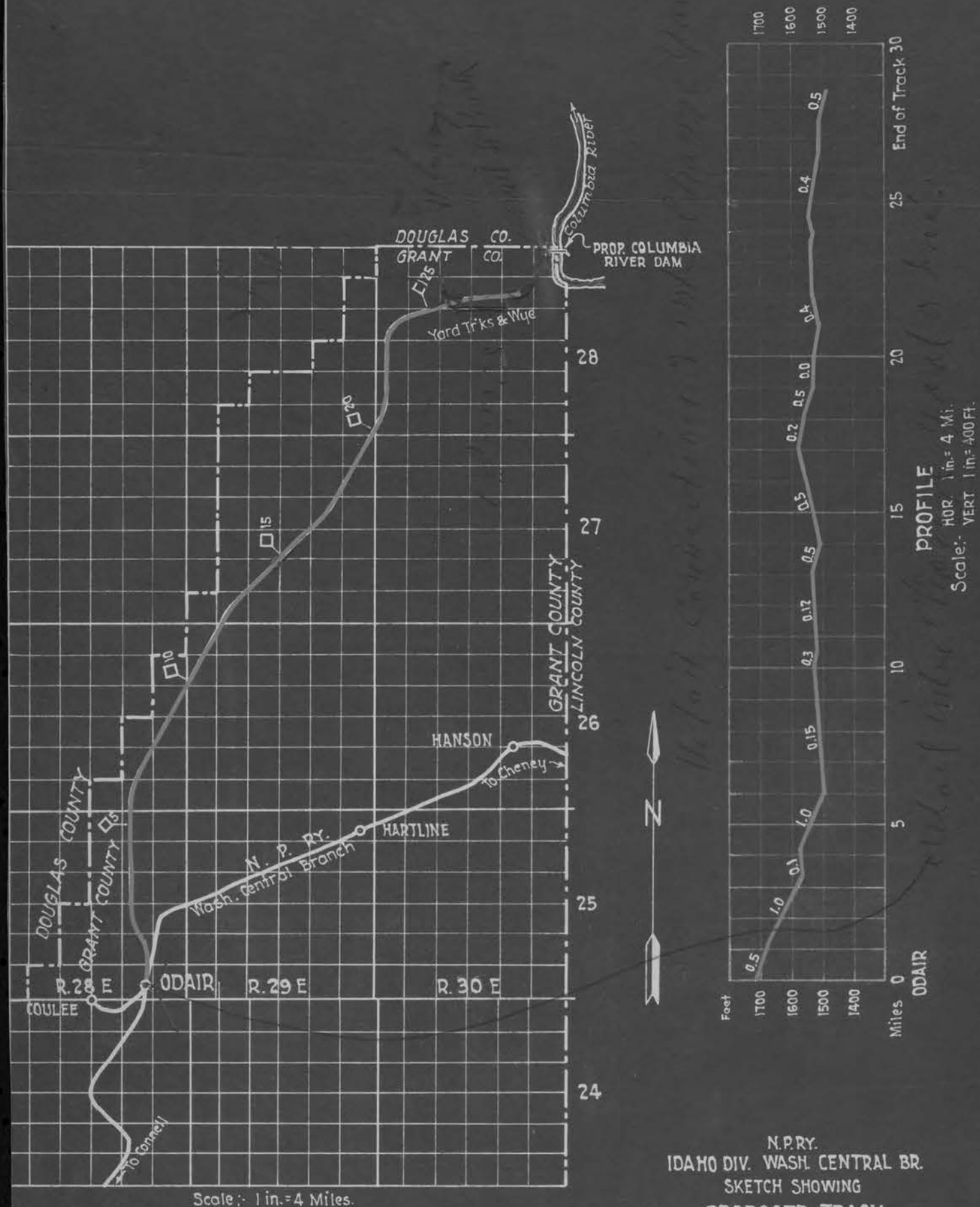


Scale:- 1 in. = 4 Miles.

NOTE:-

1 - 3000 ft. Siding at Odair
2 - 3000 ft. Yard Tracks " End
1 - 2500 ft. Wye " End

Main Track 28.5 Miles long.

N.P.RY.
IDAHO DIV. WASH. CENTRAL BR.
SKETCH SHOWING
PROPOSED TRACK
ODAIR TO GRAND COULEE DAM SITE
WASH.

Scale:- as shown.
Office of Chief Engr., St. Paul. Oct. 24 1933

8731

At Miles City, Mont.,
May 18th, 1934

Mr. H. E. Stevens:

Your letter of the eighth to Mr. Sloan about desire of Mr. Wenn to be served with trackage at his orchard about 3½ miles north of Odair:

It is correct that our located line runs parallel and about 900' from his fence line. The State highway adjoins his property and is parallel with his property line.

Mr. Wenn is entirely mistaken in stating that we can revamp the line and bring it close to his orchard without additional expense. We would have to lengthen the line 900' to reachhis property and then lengthen it an additional 900' to get back on our location. Furthermore it would involve a heavy fill, increasing grading quantities per station, or involve breaking our grade line to a grade more than 1%.

It would entail less cost to construct a spur track from the located line to his property than to do what he suggests. Such a spur track would be of less length than the increased length required for the main track to meet his wishes.

Furthermore to reach his property with the main track the state highway would have to be crossed twice whereas with a spur track one crossing only would be required with the movement of a few cars over same.

I was informed in Spokane that the orchard is in financial straits.

BB :h

cc Mr. Sloan
Mr. Clark

N. P. 1386/12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

Miles City 5-18-34

H E Stevens St Paul

S 183 Our estimate approximately $295000 B 185

Bernard Blum

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

st paul 18 b blum

miles city

b 181 how does this check with your estimate for the items to be covered by the contract s 183

h e stevens 544 pm

H.E.S

S 183 - Our estimate approx $2 95,000

B-B.

	239786	
	21610	
	218,176	
	20	
	198176	
BT&C	13109	
6 c	21500	
[illegible] & 2	48783	
2	10300	
[illegible] & 2	4000	

62583	
13800	
48783	
	295,868

Sil.

Save these figures

B.B.

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

Miles City 5-18-34

H E Stevens St Paul

L Coliccio and three asociates of Seattle low bidder on Coulee dam railroad Banks recommending award to them stop Total their bid $233000 stop David Ryan $235000 stop Click and Kurby $248000 stop Foley $251000 B 181

Bernard Blum

N. P. 1386/12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

SPOKANE 17

B BLUM CAR 12
YS DIVN

ON RECHECK OF ITEMS AND DUE TO ERROR IN EXTENSION L COLICCIO AND 3 ASSOCIATES OF SEATTLE WILL BE LOW BIDDER TOTAL BID ALL ITEMS $233000 AGAINST RYANS BID OF $235000 CLICK AND KURBY BID $ 248000 FOLEY FOURTH WITH $251000 BANKS RECOMMEND AWARD TO COLICCIO AND ASSOCIATES

J T DERRIG 155 A M

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

14

SF S

Spokane 5/17/34

8731

8 B Blum St Paul

9 B Blum Car 12 YS Divn

On recheck of items and due to Error in extension L Coliccio and 3 associates of Seattle will be low bidder total bid all items $233,000 against Ryans bid of $235,000 Crik and Kuney bid $248,000 foley fourth with $251,000, Banks recommending award to Coliccio and associates.

J T Derrig

1242 am 18th

Mr Blum - Assume you received copy directed to the Car 5/18

B.

8731

UNITED STATES

DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION

Almira, Washington
May 18, 1934

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

Dear Mr. Blum:

Receipt is acknowledged with thanks of the vandykes of eight of your standard plans together with copies of your specifications for high carbon track bolts and track spikes as covered in your letter under date of May 14, 1934. We appreciate your cooperation and courtesy very much.

Sincerely yours,
F. A. Banks
F. A. Banks
Construction Engr.

L. S.
note B.B.
5/22

8731

On #4 Yellowstone Divn.,
May 17th, 1934

Mr. A. C. Terrell:

Your letter fifteenth about estimates of the Connell Northern and Washington Central Branches from Connell to Odair:

I am not clear as to what the corrections in the various accounts cover. I understand interest during construction has been arbitrarily added as no interest was charged at the time of construction.

It is not clear what the other corrections are for. Are they to cover A&B as well as an estimated amount for the additional value of treated ties over white ties?

I think we should have statements showing the totals by accounts so that some comparison at least can be made to enable us to explain the major discrepancies. I assume you have drawn off from the books totals by accounts.

MB h

8731

On #4 Rocky Mtn Division,
May 17, 1934

Mr. L. Yager -

Your letter of April 23rd and my reply of the 24th about rail and angle bars for the Coulee dam line:

There will be required possibly 12 turnouts for the line to be built by the Government. We have promised to furnish same and I think it would be advisable for the Store Department to lineup secondhand frog and switch material so it will be available. As you know, they generally scrap such material from relays, and if they do not have it in stock, it will have to be obtained from the relay work which is about to start.

I indicated to Mr. Banks we would furnish them a limited number of 90# plates for the sharp curves on the portion of the line from the head of the Grand Coulee to the dam site, a distance of about two miles. This should require a few thousand plates.

It is my understanding you are arranging to assemble and ear-mark the angle bars.

I told Mr. Banks we would furnish suitable third A 90# rail and I think it would be well to have that picked out and set aside now. Possibly some of it could be obtained from the relay work, if it can readily be classified in the field, and loaded for direct shipment.

BB:h
cc Mr. H. M. Smith

On #4 Rocky Mtn Divn.,
May 17, 1934

Mr. H. E. Stevens:

Your letter twelfth about supplying material to the Government for construction of railroad from Odair to the Grand Coulee Dam:

We have sufficient secondhand angle bars available to meet their requirements and are arranging to earmark same.

I am having question of frogs and switches looked into.

I think they will need some rail anchors on their four and five percent grade but told Mr. Banks that we could not supply same.

Mr. Banks agreed with me that tie plates were not necessary but I did tell him that on his extremely sharp curves on that portion of the line from the head of the Grand Coulee down to the dam site he should have tie plates to hold his track to gauge. This will not require very many plates and we will have available small plates to loan them.

BB h

Mr Blum

10

You wrote Mr Yager April 24th about rail & angle bars for this line - (File 8731 on line) and to have angle bars sorted out into groups etc while Stoller for us to do.

8731

May 16, 1934

Mr. David H. Ryan,
Grand Coulee Dam, Washington

Dear Mr. Ryan:

I have received through our Agent Kreitz at Almira copies of Government specifications 570 and 572 covering the Grand Coulee Dam and Power Plant Project, and the Government Railroad. These I understand were turned over to Mr. Kreitz by the Reclamation office on your orders. Thank you very much for sending them.

I am sorry I was not able to be at Coulee last night to attend your party, having received invitation through Mr. Murphy.

With best wishes and hope for your success.

Sincerely yours,

BB h

8731

May 16th, 1934

Mr. F. A. Banks,
Construction Engineer,
Grand Coulee Dam,
Almira, Washington

Dear Mr. Banks:

I am transmitting to you herewith map of survey of location Mile Post 0 to 10 of proposed railway from Odair to the Grand Coulee Dam. The location survey has been completed and map of the balance of the line, MP 10 to the head of the Grand Coulee will be submitted to you as soon as the section ties are taken and shown on the plat. You have been furnished profile of the line.

I would be glad if you would have vandyke print prepared and sent me of this map.

The survey of definite location shows some improvement over our preliminary survey and I trust you will find it satisfactory.

Mr. Gibson will hurry the completion of the other two plats.

The right of way necessary for the line has been shown on this plat but it may be necessary to buy right of way somewhat in excess of the actual requirements.

Yours very truly,

BB:h
cc Mr. H. E. Stevens

UNITED STATES

DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION

8731

BB

Almira, Washington
May 16, 1934

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

Dear Mr. Blum:

I wish to acknowledge with thanks receipt of your letters of May 9, 1934 and May 13, 1934 relative to ties for the construction of the railroad on this project. We shall be guided in securing ties by your suggestions.

Very truly yours,
F. A. Banks
F. A. Banks
Construction Engineer

B.

8231

May 16, 1934

Mr. F. A. Banks,
Construction Engineer,
Grand Coulee Dam,
Almira, Washington

Dear Sir:

Confirming my conversation with you today in regard to the completion of our location survey to the Grand Coulee Dam:

1. Mr. Blum will formally turn over to you today location map, scale 400 feet to the inch, for the first ten miles of this line Odair to Grand Coulee. This map is complete including all section ties.

2. Our draftsman at Coulee is now working on the map for the balance of the line. This map will be prepared in section, MP 10 to 20, and 20 to the end. It is my understanding that you are desirous of having the section ties shown on the map and Mr. Gibson will therefore arrange to show the section ties as soon as completed and then furnish you with tracings so that you can obtain vandyke negatives. This arrangement will permit you to obtain your right of way in advance of completing the tracings. As soon as you have obtained vandyke negative I will thank you to return the tracing to Mr. Gibson for completion of the map. It is estimated that it will take about two weeks to complete the maps MP 10 to the end but we will be able to have the section ties on the first of next week, at which time the tracing will be turned over to you temporarily.

3. Profile tracing of the location was furnished you by Mr. Gibson in order to obtain prints for the contractors and also to obtain a vandyke copy. This profile is complete including section ties up to MP 10. All details, such as culverts, bridges, road crossings, etc. have been shown. Mr. Gibson will arrange to complete the balance of the profile MP 10 to 20 as soon as possible after the tracing is returned to him. The profile as now completed shows the ground line, grade line, alignment and curvature for the entire distance, and in view of the fact that you have a negative of this tracing we

will give preference to the completion of the map and placing the section ties thereon.

It is my understanding that you have about eight miles of section lines to run out in the field before we can make the ties and I believe the work on our maps can be expedited insofar as obtaining the section ties if your section corners are established.

I am also arranging to have Mr. Gibson prepare detail list of the track material required for the entire line and when this list is checked over in St Paul I will forward you tracing of same.

In connection with the above survey I wish to call your attention to the crossing of the main highway near MP 16¾ where it will be necessary to raise the county road approximately four feet. There is a sag in the highway at this location and the grading can I believe be taken care of to advantage at this time before the Highway Department reach this location with their rock surfacing and oiling. This condition will also apply to a lesser extent at the crossing MP 20x1500 and MP 21½ where the railroad crosses the main highway.

Yours very truly,

Asst. to Chief Engineer.

JTD h

St. Paul, May 15, 1934.

Mr. Bernard Blum -

Replying to your letter of April 25th, in reference to furnishing Investment Account for the Connell Northern Line from Connell to Odair, Milwaukee RR Moses Lake Line crossing to Odair, and Adrian to Odair, to correspond to the reproduction and ICC plus A&B estimates I furnished for those sections of the line.

We could only get the book costs by accounts, as to analyze these jobs would take weeks of work and then probably not prove satisfactory. We have adjusted these book costs for those items which are apparent, from the book costs by accounts, and you will find below what adjustments we have made and the total adjusted amount. The accounting of these lines were not according to our present day accounting and in comparison by accounts, can not well be made, as all transportation charges, rental and repairs of equipment, are bunched, and the other accounts vary from the present day accounting to some extent; but it is apparent that no interest was charged and very little general expenses and the transportation charges seem to be extremely small. We have made estimates for the amount of interest and overhead and added to the book costs, also have made estimate for treated ties and made other minor adjustments indicated by the comparison by accounts.

Book cost Odair to Connell, Washington - - - - - - - - - - - - -		$1857705.43
Corrections to Book Cost		
Fuel station at Adrian	$(154.30)	
Correction to Acct. 20 Shops & EngineHs	718.92	
" " 37 Roadway machines	779.96	
" " 40 Rev. & Opr.Exp.	(845.50)	
" " 76 Int. dur Constr.	172743.45	
" " 71-75 & 77 Gen.Ex.	28940.68	
" " 8 Ties, 185156 pcs treated ties @ .50	92578.00	
Total corrections	$294761.21	294761.21
Total adjusted book cost - - - - - - - - - - - - - -		$2152466.64

O.W.

Book cost from CMStP&P RR Moses Lake Xing to Odair, Wash. - -		$1102266.41
Corrections to Book Cost		
Correction to Acct. 19 Fuel Stations	$(154.30)	
" " 20 Shops & Engine Hs	718.92	
" " 37 Roadway Mach.	80.87	
" " 40 Rev.&Opr.Exp.	(1371.90)	
" " 76 Int. during Con.	110797.02	
" " 71-75&77 Gen.Exp.	18654.55	
" " 8 Ties, 109472 pcs Treated ties @ .50	54736.00	
Total corrections	$183461.16	183461.16
Total adjusted book cost - - - - - - - - - - - - - -		$1285727.57

Milwaukee

Book Cost from Adrian to Odair, Washington - - - - - - - - - -		$ 523414.84
Corrections to Book cost		
Correction to Acct. #18 Water Sta.	$(6889.18)	
" " #19 Fuel Sta.	(154.30)	
" " #20 Shops & Eng.Hs	718.92	
" " #37 Roadway Mach.	81.00	
" " #38 Road. tools	115.00	
" " #40 Rev.&Opr.Exp.	(1810.24)	
" " #76 Int.dur.Cons.	62761.02	
" " 71-75-77 Gen.Exp.	10897.57	
" " 8 Ties, 44170 pcs treated ties @ .50	22085.00	
Total Corrections	$87804.79	$ 87804.79
Total adjusted book cost - - - - - - - - - - - - - -		$ 611219.63

G.N.

COMPARISON OF STATEMENTS

(next sheet)

COMPARISON OF STATEMENTS

(1)	(2) Description	(3) Book Cost	Adjusted Book Cost	(4) I.C.C. Cost Plus A&B	(5) Reproduction Cost
Q.W.	Connell to Odair, Wn.	$1857705	$2152467	$2290693	$3182903
Mil	Milwaukee Xing to Odair	1102266	1285728	1459071	1959745
G.N.	Adrian to Odair, Wn.	523415	611220	809323	1071154

It appears from a comparison of the different estimates that the recorded cost for the line from Adrian to Odair is very light for a line of that character. I am of the opinion that probably quite a bit of the cost has not been recorded at all, and am also of the opinion that our estimate of ICC plus A&B is a more proper estimate of cost of this line, as where we have analyzed the book cost in the past for old work, we have found many items that were not charged out.

A copy of the book cost by accounts for each one of the sections of the line is attached hereto.

Valuation Engineer.

ACT:FJ

FORM 1386

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

SF Coulee 15

B.Blum % 12 on No 311
Arrow
Field work on location completed except for 8 miles section ties about 2 days work for 4 men will take in completed tracing for first 10 miles tomorrow for your approval and transmittal to Govt will see Banks this PM and cut party to 4 men.

J T Derrig

1250 pm

B

8731

Saint Paul, April 25, 1934

Mr. A. C. Terrell:

In regard to estimate you furnished for investment account of the Connell Northern Line from Connell to Adco:

Will you please also advise the book value of the investment account of the line Adco to Odair.

BB h

St. Paul, May 15, 1934.

Mr. Bernard Blum -

Replying to your letter of April 25th, in reference to furnishing Investment Account for the Connell Northern Line from Connell to Odair, Milwaukee RR Moses Lake Line crossing to Odair, and Adrian to Odair, to correspond to the reproduction and ICC plus A&B estimates I furnished for those sections of the line.

We could only get the book costs by accounts, as to analyze these jobs would take weeks of work and then probably not prove satisfactory. We have adjusted these book costs for those items which are apparent, from the book costs by accounts, and you will find below what adjustments we have made and the total adjusted amount. The accounting of these lines were not according to our present day accounting and in comparison by accounts, can not well be made, as all transportation charges, rental and repairs of equipment, are bunched, and the other accounts vary from the present day accounting to some extent; but it is apparent that no interest was charged and very little general expenses and the transportation charges seem to be extremely small. We have made estimates for the amount of interest and overhead and added to the book costs, also have made estimate for treated ties and made other minor adjustments indicated by the comparison by accounts.

Book cost Odair to Connell, Washington - - - - - - - - - - - -		$1857705.43
Corrections to Book Cost		
Fuel station at Adrian	$(154.30)	
Correction to Acct. 20 Shops & EngineHs	718.92	
" " 37 Roadway machines	779.96	
" " 40 Rev. & Opr.Exp.	(845.50)	
" " 76 Int. dur Constr.	172743.45	
" " 71-75 & 77 Gen.Ex.	28940.68	
" " 8 Ties, 185156 pcs treated ties @ .50	92578.00	
Total corrections	$294761.21	294761.21
Total adjusted book cost - - - - - - - - - - - - - -		$2152466.64
Book cost from CMStP&P RR Moses Lake Xing to Odair, Wash. - -		$1102266.41
Corrections to Book Cost		
Correction to Acct. 19 Fuel Stations	$(154.30)	
" " 20 Shops & Engine Hs	718.92	
" " 37 Roadway Mach.	80.87	
" " 40 Rev.&Opr.Exp.	(1371.90)	
" " 76 Int. during Con.	110797.02	
" " 71-75&77 Gen.Exp.	18654.55	
" " 8 Ties, 109472 pcs Treated ties @ .50	54736.00	
Total corrections	$183461.16	183461.16
Total adjusted book cost - - - - - - - - - - - - - -		$1285727.57
Book Cost from Adrian to Odair, Washington - - - - - - - - - -		$ 523414.84
Corrections to Book cost		
Correction to Acct. #18 Water Sta.	$(6889.18)	
" " #19 Fuel Sta.	(154.30)	
" " #20 Shops & Eng.Hs	718.92	
" " #37 Roadway Mach.	81.00	
" " #38 Road. tools	115.00	
" " #40 Rev.&Opr.Exp.	(1810.24)	
" " #76 Int.dur.Cons.	62761.02	
" " 71-75-77 Gen.Exp.	10897.57	
" " 8 Ties, 44170 pcs treated ties @ .50	22085.00	
Total Corrections	$87804.79	$ 87804.79
Total adjusted book cost - - - - - - - - - - - - - -		$ 611219.63

COMPARISON OF STATEMENTS

(next sheet)

COMPARISON OF STATEMENTS

Description	Book Cost	Adjusted Book Cost	I.C.C. Cost Plus A&B	Reproduction Cost
Connell to Odair, Wn.	$1857705	$2152467	$2290693	$3182903
Milwaukee Xing to Odair	1102266	1285728	1459071	1959745
Adrian to Odair, Wn.	523415	611220	809323	1071154

It appears from a comparison of the different estimates that the recorded cost for the line from Adrian to Odair is very light for a line of that character. I am of the opinion that probably quite a bit of the cost has not been recorded at all, and am also of the opinion that our estimate of ICC plus A&B is a more proper estimate of cost of this line, as where we have analyzed the book cost in the past for old work, we have found many items that were not charged out.

A copy of the book cost by accounts for each one of the sections of the line is attached hereto.

Valuation Engineer

ACT:FJ

G. N.

9914

NORTHERN PACIFIC RAILWAY COMPANY

Investment in Washington Central Branch, AFE 592-02 from Adrian to Odair, Washington, as of Feb. 28, 1934, compared with reproduction estimate and I. C. C. plus Additions & Betterments.

****

Acct. No.	Primary Accounts	Construction Charges $	Addns & Bettrms $	Total Investment $	Reproduction Estimate $	I.C.C.plus A.& B. $
1	Engineering	22536.20	(482.73)	22053.47	40790.00	31335.64
2	Land for Trans.Purp.	2477.55	216.40	2693.95	28000.00	933.00
3	Grading	303915.24	1663.57	305578.81	520024.00	461618.00
6	Bridges, Trestles & Culv.	27565.69	1382.76	28948.45	78055.00	49438.22
8	Ties	15321.26	252.25	15573.51	89756.00	48048.00
9	Rail	56038.04	872.77	56910.81	90843.00	68450.79
10	Other Track Material	4479.52	10912.38	15391.90	33065.00	21181.92
11	Ballast	11841.74	255.65	12097.39	20894.00	11471.00
12	Tracklaying & Surfacing	22108.89	756.13	22865.02	60081.00	33526.31
13	Right of Way Fence	1180.32	263.19	1443.51	4663.00	2915.85
15	Crossings & Signs	150.67	-	150.67	745.00	531.00
16	Station & Office Bldgs.	220.93	(10.44)	210.49	779.00	778.26
17	Roadway Buildings	1297.41	(1130.88)	166.53	-	-
18	Water Stations	6260.60	628.58	6889.18	-	-
19	Fuel Stations	154.30	-	154.30	-	-
20	Shops & Engine Houses	5042.08	(5761.00)	(718.92)	-	-
26	Telegraph & Telephone Lines	3558.67	656.02	4214.69	7188.00	5262.61
35	Miscellaneous Structures	238.00	-	238.00	-	-
37	Roadway Machines	-	-	-	141.00	81.00
38	Roadway Small Tools	-	-	-	200.00	115.00
40	Rev.& Opr.Exp.During Constr.	1810.24	-	1810.24	-	-
76	Interest during Construction	-	(31.00)	(31.00)	81722.00	62730.02
77	Other Expenditures General	8.45	-	8.45	14208.00	10906.02
	Trans.Men & Materials	26118.21	36.60	26154.81	-	-
	Rent & Repairs of Equip.	329.93	160.65	490.58	-	-
	Injuries to persons	-	120.00	120.00	-	-
	TOTAL	$512653.94	10760.90	523414.84	1071154.00	809322.64

Office of Valuation Engineer,
Saint Paul, Minnesota,
April 30th, 1934.

Milwaukee

NORTHERN PACIFIC RAILWAY COMPANY

Consolidation of Investment in Washington Central Branch, AFE 592-02, from Adrian to Odair, Washington, and Connell Northern Branch, AFE 843-09 from Adco to Station 1490-00, near crossing of C. M. St. P. & P. R. R. Moses Lake Branch, as of February 28, 1934, compared with Reproduction Estimate and I.C.C. plus Additions and Betterments.

- - - - - - -

Acct. No.	Primary Accounts	Construction Charges	A. & B.	Total Investment	Reproduction Estimate	I. C. C. Plus A. & B.
1	Engineering	$ 49114.34	$ (1321.67)	$ 47792.67	$ 74303.00	$ 55049.00
2	Land for Trans.Purp.	27898.75	449.70	28348.45	59505.00	6164.30
3	Grading	473149.32	7576.45	480725.77	832116.00	719798.94
6	Br.,Tres. & Culv.	85852.79	7633.66	93486.45	120575.00	89774.94
8	Ties	66941.43	(947.37)	65994.06	197228.00	112428.55
9	Rail	191873.95	(1918.35)	189955.60	222591.00	179599.18
10	Other Trk Material	21175.08	24415.75	45590.83	71282.00	48221.99
11	Ballast	11841.74	(259.57)	11582.17	26025.00	14421.81
12	Trklay. & Surfacing	55032.18	(228.11)	54804.07	125323.00	66980.97
13	R/W Fences	1793.08	4358.81	6151.89	9464.00	6913.72
14	Snow & Sand Fcs &S.S.	---	---	---	2144.00	1283.00
15	Crossings & Signs	2518.20	(10.21)	2507.99	2483.00	1636.00
16	Sta. & Off. Bldgs.	2950.98	912.12	3863.10	10347.00	6516.24
17	Roadway Buildings	1297.41	(871.42)	425.99	3428.00	2039.78
18	Waterstations	15170.15	1789.76	16959.91	12785.00	8899.56
19	Fuel Stations	154.30	---	154.30	---	---
20	Shops & Engine Houses	5042.08	(5761.00)	(718.92)	---	---
26	Tel & Tel Lines	7576.33	672.57	8248.90	14563.00	10383.21
35	Miscl. Structures	2055.76	---	2055.76	---	---
37	Roadway Machines	23.13	---	23.13	434.00	104.00
38	Roadway Small Tools	248.93	---	248.93	400.00	230.00
40	Rev.& Opr.Ex.dur.Const.	1371.90	---	1371.90	---	---
74	Stationery & Printing	101.61	---	101.61	---	---
75	Taxes	216.29	---	216.29	---	---
76	Intr. during Constr.	---	(1212.85)	(1212.85)	148867.00	109584.17
77	Other Exp. General	69.04	---	69.04	25882.00	19041.49
	Trans. Men & Material	33038.99	36.60	33075.59	---	---
	Rent & Rep. of Equip.	9024.16	1299.62	10323.78	---	---
	Injuries to persons	---	120.00	120.00	---	---
	TOTAL	$1065531.92	$36734.49	$1102266.41	$1959745.00	$1459070.85

Office of Valuation Engineer
Northern Pacific Railway Co.
Saint Paul, Minnesota.
May 1st, 1934.

O-W.

Northern Pacific Railway Company

Consolidation of Investment in Washington Central Branch, AFE 592-02, from Adrian to Odair, and Connell Northern Branch, AFE 843-09, Adco to Connell, as of February 28, 1934, compared with reproduction estimate and I. C. C. plus Additions and Betterments.

- - - - - - - - - -

Acct. No.	Primary Accounts	Construction: Charges	Additions & Betterments	Total Investment	Reproduc. Estimate	I.C.C. Plus A & B
1	Engineering	$ 83486.06	$ (1784.02)	$ 81702.04	$ 120561.00	$ 85916.17
2	Land for Trans. Purp.	57348.59	544.22	57892.81	99675.00	14849.82
3	Grading	756836.63	11168.99	768005.62	1278509.00	1075653.05
6	Bridges, trestles & Culv.	131757.61	16270.35	148027.96	199232.00	148540.43
8	Ties	128029.05	(1285.86)	126743.19	348614.00	191052.06
9	Rail	352623.00	(3548.98)	349074.02	379790.00	286079.77
10	Other Trk Material	40932.70	40619.88	81552.58	119068.00	82264.28
11	Ballast	11841.74	(223.98)	11617.76	27482.00	15267.81
12	Trackleying & Surfacing	93993.81	(456.40)	93537.41	201273.00	106485.36
13	Right of Way fences	2503.78	11816.77	14320.55	19512.00	14802.34
14	Sno & Sand Fcs & Snosheds	-	455.01	455.01	14839.00	9021.09
15	Crossings & Signs	5264.12	(13.53)	5250.59	5970.00	4532.32
16	Stations & Office Bldgs	5681.02	1546.85	7227.87	17533.00	11033.10
17	Roadway Buildings	1297.41	74.16	1371.57	12085.00	7320.39
18	Water Stations	24079.69	3100.69	27180.38	29960.00	18495.56
19	Fuel Stations	154.30	-	154.30	-	-
20	Shop & Engine Houses	5042.08	(5761.00)	(718.92)	-	-
26	Telegraph & Telephone Lines	12236.17	754.08	12990.25	23098.00	16946.26
27	Signals & Interlockers	-	-	-	66.00	66.07
35	Miscell. Structures	5691.29	1888.45	7579.74	-	-
37	Roadway Machines	69.40	-	69.40	1298.00	849.36
38	Roadway Small tools	746.80	-	746.80	800.00	460.00
40	Revenue & Opr.Exp.dur.Const.	845.50	-	845.50	-	-
74	Stationery & Printing	219.46	-	219.46	-	-
75	Taxes	467.14	-	467.14	-	-
76	Interest dur. construction	-	(1452.15)	(1452.15)	241543.00	171291.30
77	Other Expenses, General	139.31	-	139.31	41995.00	29766.59
	Trans.Men & Material	41065.91	36.60	41102.51	-	-
	Rent & Repair of Equip.	19107.97	2374.76	21482.73	-	-
	Injuries to persons	-	120.00	120.00	-	-
	TOTAL	$1781460.54	$76244.89	$1857705.43	$3182903.00	2290693.13

Office of Valuation Engineer,
Saint Paul, Minnesota,
April 27, 1934/

8731

At Seattle, Wash.,
May 14th, 1934

Mr. H. M. Tronsine:

In connection with the construction of the Grand Coulee Branch Odair to Grand Coulee, and confirming telephone conversation today, Contractors desiring to use Northern Pacific equipment may be quoted the following rates:

Locomotives - one mill per pound tractive power per day, which will mean $35 to $40

Hart cars - $3 per car per day

Flat cars - $1.50 per car per day

Box cars - $3.00 per car per day

Outfit cars - $2.00 per car per day

Cabooses - $4.50 per car per day

Jordan Spreader - $16.00 per day

Water car - $1.50 per day

Ditcher - $20.00 per day

Rates for moving to and from point of delivery are:

Locomotives -	$1.50	per mile
Cranes & steam shovels -	.60	ditto
Freight cars -	.15	"
Miscellaneous equipment -	.30	"

These rates govern where there are no tariffs for handling such shipments. If there are tariffs, they govern. Note that transportation charge applies in both directions.

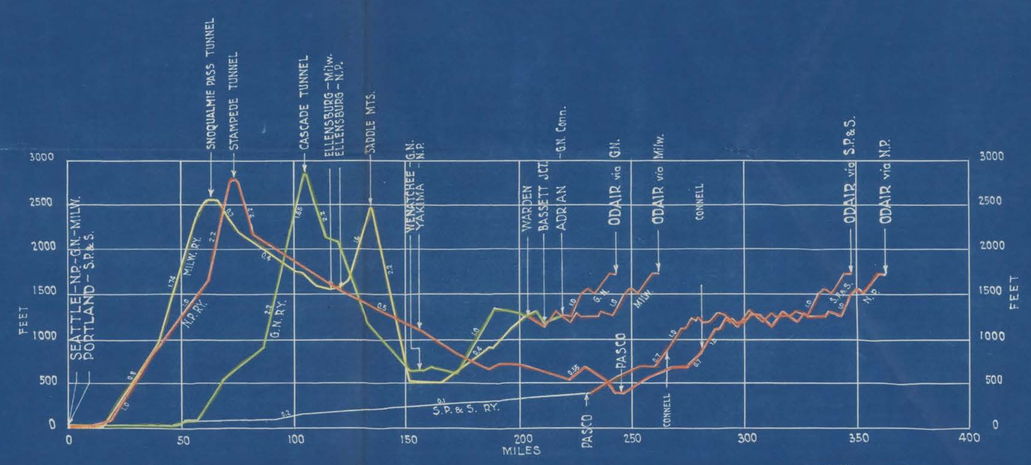
JTD h

cc Mr. W.C. Sloan
Mr. A.F. Stotler
Mr. J.T. Dorrig
Mr. R.T. Taylor

The above rates have been furnished Mr. Taylor and Mr. Crawford by Mr. McCauley.

B.B.

8731



CONDENSED PROFILE

Scale :-
1" = 1000 ft. - Vert.
1" = 40 Mi. - Hor.

N.P. RY.
G.N. RY.
MILW. RY.
S.P. & S. RY.

N

N.P. RY.
Map showing
MAIN TRACKS OF VARIOUS RAILROADS
WITH PRESENT CONNECTIONS AND
POSSIBLE CONNECTIONS THRU ODAIR FOR
HANDLING FREIGHT TO PROPOSED
GRAND COULEE DAM

Office of Chief Engineer, St. Paul. Oct. 9, 1933.
Rev. 5-1-34

Scale :- 1 Inch = 16 Miles

CEMENT PLANTS •		LUMBER POINTS ◎	
STATION	R.R. SERVICE	STATION	R.R. SERVICE
Bellingham	G.N., Milw.	Aberdeen	N.P., Milw.
Concrete	G.N.	Longview	N.P.
Seattle	N.P., G.N., Milw., O-W.	Portland	N.P., S.P.& S.
Metaline Falls	Milw.	Bellingham	N.P., G.N., Milw.
Irvin	N.P.	Everett	" " "
Grotto	G.N.	Seattle	" " "
		Yakima	N.P.
		Spokane	N.P., G.N., Milw.

TRACK CONNECTIONS WITH N.P.

Station	G.N.	Milw.	S.P.&S.
Adrian	Yes		
Bassett Jct.		No	
Bellingham	Yes	Yes	
Cheney		No	No
Cle Elum		No	
Connell	None with O-W.R.&N.Co		
Ellensburg		No	
Everett	Yes	Yes	
Irvin			S.I.Ry.
Lind		No	
Pasco			Yes
Pendleton			O-W.
Portland			Yes
Rathdrum, Ida		Yes	
Renton		Indirect	
Seattle	Yes	Yes	O-W.
Sedro Woolley	Yes		
Snohomish	Yes	No	
Spokane	Yes	Yes	Yes
Tacoma	Yes	Yes	O-W.
Vancouver			Yes
West Warden		No	

TABLE OF DISTANCES TO ODAIR, WASH.

FROM	MATERIAL	N.P.	G.N. via Adrian	MILW. via Warden	S.P.&S. via Pasco & Connell	Remarks
Aberdeen	Lumber	456	373	380		G.N. dist. is via N.P. to Seattle Milw. " " " " " " Renton
Bellingham	Lumber Cement	475	269	356		Milw car barge to Seattle
Concrete	Cement	466	273	338		N.P. dist is via G.N. to Sedro Woolley
Everett	Lumber	403	205	275		
Irvin	Cement	130	142	174		
Longview	Lumber	457	373	354	376	G.N. dist. is via N.P. to Seattle S.P.&S.- " " " " " Vancouver
Metaline Falls	Cement	249	via Newport 241	289		N.P. 249 miles is via Milw. to Spokane
Portland	Lumber	506	422	396	347	G.N. dist. is via N.P. to Seattle
Pueblo, Colo.	Steel	(1) 1455 (2) 1496	(2) 1657			(1) Via C&S. to Denver-U.P. to Pendleton (2) " " " " " C.B.Q. to Laurel
Seattle	Steel Lumber Cement	367	240	259		
Spokane	Lumber	122	133	165		
Yakima	Lumber	206		178		Milw. dist. is via N.P. to Ellensburg.
Grotto	Cement	436	158	291		

LENGTH OF PROPOSED LINES

N.P. Ry.	Odair to Grand Coulee Dam	28	Miles
G.N. Ry.	Mansfield to Grand Coulee Dam	35	Miles
G.N. Ry.	Brewster to Grand Coulee Dam	55	Miles

8731

May 14, 1934

Mr. F. A. Banks,
Project Engineer,
Grand Coulee Dam,
Almira, Washington

Dear Sir:

I am enclosing vandykes of our following standard Plans:

T-3-1 - Ties , Tie Spacing and use.
T-8-3 - 90# Track bolts
T-9-2 - Spring washers for track bolts
T-10-1 - 9/16"x6" Track spikes
T-16-5 - No. 9 Turnout with springrail or rigid frogs and 15'0" points.
T-16-7 - No. 9 Turnout with Rigid Frog and 16'6" points.
T-16-10 - No. 11 Turnout with Rigid Frogs and 16'6" points.
T-11-3 - 16'6" Split Switch.

I am also attaching copies of our specifications for high carbon track bolts and for track spikes.

Yours truly,

LS:wp
enc

N. P. 1386/12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

St. Paul, Minn., May 14, 1934

Bernard Blum
Car 12
Seattle, Wash

B-121 Locomotive one mill per pound tractive power per day which will mean thirty-five to forty dollars stop Hart cars three

dollars per car stop Flat cars one dollar fifty cents stop Box cars three dollars stop Outfit cars two dollars stop Caboose

four dollars fifty cents stop Jordan spreader sixteen dollars stop Water car one dollar fifty cents stop Ditcher twenty

dollars stop Rates for moving to and from point of delivery are Locomotive one dollar fifty cents per mile, cranes and steam

shovels sixty cents stop freight cars fifteen cents stop Other miscellaneous equipment thirty cents stop These rates

govern where there are no tariffs for handling such shipments stop If there are tariffs they govern stop Note that trans-

portation charge applies in both directions stop McCauley has given this information to Crawford and R T Taylor S-20

LOWRY SMITH

Which will mean thirty five to forty dollars per day

B/B.

B-121 - Locomotive one mill per pound tractive power, hart car three dollars per car ~~per day~~, flat cars one dollar fifty cents, box cars three dollars, oil cars two dollars, caboose four dollars fifty cents, Jordan Spreader sixteen dollars, water car one one dollar fifty cents, detector twenty dollars.

Rates for moving to and from point of delivery are locomotive one dollar fifty cents per mile, cranes and steam shovels sixty cents, freight cars fifteen cents, other miscellaneous equipment thirty cent. These rates govern where there are no tariffs for handling such shipments. If there are tariffs they govern. Note that transportation charge applies in both directions.

McCarty has given this information to Crawford and RT Taylor.

PTM give me attached copies
B 5714

T.O.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

4 NP W

St Paul May 14-34 Bernard Blum Car 12

Seeattle

B-121 Locomotive one mill per pound tractive power per day which will mean thirty five to forty dollars Stop. Hart cars three dollars per car stop Flat cars one dollar fifty cents Stop Box cars three dollars Stop. Outfit cars two dollars Stop Caboose four dollars fifty cents Stop. Jordan spreader sixteen dollars Stop Water car one dollar fifty cents Stop Ditcher twenty dollars Stop. Rates for moving to and from point of delivery are locomotive one dollar fifty cents per mile, cranes and steam shovels sixty cents. Freight cars fifteen cents . Other miscellaneous equipment thirty cents. These rates govenr where there are no tariffs for handling such shipments. If there are tariffs they govern. Note that transportation charge applies in both directions.

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

-2-

McCauley has given this information to Crawford and R T Taylor.
S-20

Lowry Smith

946AM

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

39 NP W

St Paul May 14-34

B ernard Blum Car 12
Seattle

B-131 Statement of construction cost to you today T-642

A C Terrell

927AM

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

COPY

St. Paul, Minn., May 13, 1934. R. T. Taylor - Spokane.

Your wire to Mr. Stetekluh. Rental rate for locomotives one mill per pound tractive power; Hart cars three dollars per day; flat cars one dollar fifty cents per day. Regular rates for moving to or from point of service or delivery. Mr. Crawford had wired several days ago for similar information for a contractor. Suggest you check up with him. It may be for same party. W-8482.

P. H. McCauley.

N. P. 1386/12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Seattle 5-13-34

A C Terrell St Paul

What is status of statements of construction costs for Connell Northern and Washington Central Connell to Odair divided as to portions to be used by the three other companies
B 131

Bernard Blum

8731

May 13, 1934

Mr. F. A. Banks,
Project Engineer,
Grand Coulee Dam,
Almira, Washington

Dear Sir:

Referring to our conversation last week at Coulee and letter from my office dated May 9th to you transmitting copies of our specifications for cross and switch ties:

The ties which we are purchasing under these specifications are for treatment. We have found the west coast hemlock gives apparently as good service as douglas fir when treated. However, for untreated ties, such as you will use, you would not desire the west coast hemlock as compared with douglas fir and, therefore, you should specify douglas fir only for such ties as you may purchase on the coast.

In regard to the Inland Empire district: I would likewise recommend for your untreated ties that you eliminate lodge pole pine.

I have discussed with our Purchasing Agent at Seattle matter of prices in the Inland Empire. Effective May 14 the following prices were established:

6x8 - 8' long	$15.00 per M FBM
7x8 - 8' long	16.00 per M FBM
7x9 - 8' long	16.50 per M FBM

For selected grades, add $2 per M FBM.

I do not know what effect the density specification will have on prices in the Inland Empire. That should be discussed with the producers but at any rate it is not as important a matter as with coast fir.

Yours very truly,

BB h

Western Pine Association
Minimum prices
effective May 14, 1934

Larch and/or Douglas Fir
Saron ties - Rough

6" x 8" - 8'	15.00 M FBM
7" x 8" - 8'	16.00 "
7" x 9" - 8'	16.50 "

For Selected Grade add
$2.00 MFBM Say a.R.E.A.
$5.00 for density on West Coast only

N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED
M.

38 CF N

SEATTLE MAY 12 34

LOWRY SMITH

STPAUL

CONTRACTORS BIDDING ON CONSTRUCTION RAILROAD ODAIR TO COULEE DAMSITE ANXIOUS TO OBTAIN BY MONDAY NIGHT RENTAL RATE WE WOULD QUOTE FOR CONSTRUCTION LOCOMOTIVES ABOUT S TYPE ALSO CENTER DUMP BALLAST CARS 40 M FLAT AND BOX CARS STOP PLEASE ASCERTAIN THE RATES WE SHOULD CHARGE AND WIRE ME B 121

BERNARD BLUM

545PM

S-10 = 307.00 T = 333.00
S-4 = 357.00 T = 35.00
S-10 = 266.00 W = 45.00
Y = 39.00

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Seattle 5-12-34

Lowry Smith St Paul

Contractors bidding on construction railroad Odair to Coulee damsite anxious to obtain by Monday night rental rate we would quote for construction locomotives about ~~F4~~ S type also center dump ballast cars 40 M, flat and box cars stop Pls ascertain the rates we should charge and wire me B 121

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

sfa

Spokane May 12 1934 5 Bernard Blum Seattle
6 A F Stotler Seattle

Contractors who are bidding on construction of railroad from Odair to Coulee Damsite very anxious to obtain by Monday night rental rate we would quote for construction locomotives about 54 type also center dump ballast cars 40 M, Flat and box cars , if possible would like to have these rates which can be quoted Monday night . Orig BB Cy AFS
A-16

H M Tremaine 1023 AM

8731

Saint Paul, Minn.,
May 12, 1934.

MR. BERNARD BLUM:

Your letter of the ninth about your conference with Mr. Banks about construction of railroad to the Coulee Dam.

I do not recall that the details mentioned in your letter were specifically discussed at Denver. The term "rail and fastenings" ordinarily means rail and angle bars, and perhaps the bolts. I did not have in mind that we would furnish spikes or tie plates; in fact it is my recollection that tie plates were mentioned and I told them that in my judgment they would not be necessary for the volume of traffic they proposed to handle.

I did not think they would be justified in putting in rail anchors, and certainly we would not be required to furnish them if they are considered necessary.

We should furnish second hand frogs and switches that are necessary for a reasonable layout.

I think your proposed arrangement as to interchange tracks is OK.

The question of main line protection was raised and they cited to me the Union Pacific case. I told them we would not require interlocking or signal protection. The operating details will be worked out after the line is completed.

It is my understanding you have set aside the necessary rail, and as you know I agreed to include the rail for the line between the head of the coulee and the damsite proper.

Have you sufficient secondhand angle bars available to meet the requirements?

Copy Mr. W. C. Sloan

COPY

St. Paul, Minn., May 12, 1934.

Mr. H. E. Stevens:-

The following telegram has been received from the Superintendent at Spokane:

"Contractprs on Coulee Dam Governmemt Railroad asking for quick quotations Rental Rates Class W engine, flat and Hart cars. B-902.

May I suggest that direct reply be made to Mr. Taylor with a copy to this office.

(Signed) F. W. Stetekluh

Auditor Disbursements.

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

4914

COPY

St. Paul, Minn., May 11, 1934. M. G. Crawford- Seattle.

A-173: The rates for moving to and from point of delivery are for freight cars fifteen cents per mile, wrecking cranes and steam shovels sixty cents per mile; other miscellaneous and work equipment thirty cents per mile; locomotives one dollar fifty cents per mile. The above govern where there areno tariffs for handling such shipments. If there are tariffs theygovern. W-8457.

P. H. McCauley.

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

COPY

Seattle, May 11, 1934. P. H. McCauley - St. Paul.

W-8441. Presume the equipment would be subject to transportation charges from point of assembly and return. Can you give me the rate on cars and locomotive. A-173.

M. G. Crawford.

N. P. 1386/12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Minn., May 11, 1934. M. G. Crawford - Seattle.

A-177. Rental rates on the outfit cars two dollars per day, flat cars one dollar fifty cents per day. W-8458.

P. H. McCauley.

N. P. 1386/12-24

TELEGRAM—BE BRIEF

TIME FILED 8 31 M.

32 SF X

COULEE MAY 11 1934

JTDERRIG

STPAUL

TRANSIT LINE PROFILE AND TOPOG COMPLETED TO THE END AT 1496 TODAY

PRGIBSON

1233P 12

N. P. 1386/12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Seattle, May 11, 1934. PHM - St. Paul.

W. Please advise rate on cook or kitchen cars, bunk cars abd 80 M capy flats for same purpose. A-177.

M. G. Crawford.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

ST PAUL MAY 11 1934

P R GIBSON
COULEE WASH

PAY CHECKS AND EXPENSE CHECKS FORWARDED TODAY BY EXPRESS INCLUDING LINELL

J H ROCHON

Coulee, Wash.,
May 11th, 1934.

8731

Re: Proposed Grand Coulee Line
Weekly report for week ending
Friday, May 11th, 1934.

Mr. J. T. Derrig,
Asst. to the Chief Engr.,
St. Paul, Minn.

Today saw the completion of running of center line on the "L" line, ending at Station 1495 + 63.6, which is the end of the railroad contract.

Center line elevations and topography have also been taken to this point.

With the exception of tieing in section lines from MP 10 to the endo of the line, which the Government engineers have partially completed, the field work is now complete. Until the party is disbanded on the fifteenth of this month we will assist the Government engineers in making these section line ties.

Advance copy of ~~completed~~ profile and the Government tracing with new alignment will be turned over to their office today.

Paul R Gibson
Assistant Engineer.

Cy: BB

11

Coulee, Wash.,
May 11th, 1934.

873!

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B.

Paul R. Gibson
Assistant Engineer.

Cy: BB

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Minn., May 10, 1934. M. G. Crawford - Seattle.

A-146: It is our understanding the equipment will not be required until after grading is practically finished. We will be able to supply it as follows: Locomotive rate is one mill per pound of tractor effort; Hart cars three dollars per car per day; caboose four dollars fifty cents per day; Jordan Spreader sixteen dollars per day; water car one dollar fifty cents per day; ditcher twenty dollars per day. We have no track layer W-8441.

P. H. McCauley.

Seattle, May 9 1934. PHM - St. Paul.

Mr. J. R. King representing David Ryan, Inc., of San Diego would like to get information promptly as to whether we will have equipment available and the rental rates on the following: One locomotive with possibility of requiring a second locomotive; forty Hart cars, one caboose, one dozer, one water car, one ditcher which can be used also as a crane, one track layer. Would like to have us furnish the train and engine crews. This equipment wanted for use in constructing railroad to the Grand Coulee dam site and would probably be turned over to the contractor at Odair and required for about sixty days. David Ryan, Inc., figuring ob submitting bid. Understand bids to be opened at Spokane May 17th. A-146.

M. G. Crawford.

8731

At Seattle, Wash.,
May 9th, 1934

Mr. H. E. Stevens:

Mr. Derrig and I went over the Grand Coulee Branch Line Monday and Tuesday and conferred with Mr. Banks and his assistant, Mr. Darland.

Assistant Engineer Gibson is making good progress but there has been some delay in getting section line ties which were promised by the Government Engineers. I anticipate work will be practically completed the fore-part of next week, when the extra men who were hired for the survey will be let go, but Mr. Gibson and two or three men will clean up the work remaining and complete the drawings.

The located line will apparently involve less grading than indicated by the preliminary line. The grade to the dam is maximum 0.5% with 1% grade against the movement of empties.

I discussed with Mr. Banks some of the features involved in the joint arrangement. I explained to Mr. Banks that by utilizing the present main line of the Washington Central between the switches of the present wye, as well as turnin over the siding at Odair for the interchange of business, the Northern Pacific was furnishing more than half of the so-called interchange tracks and, therefore, it would only be reasonable under the arrangement you had with the Government for them to bear the expense of grading, furnishing material, other than steel, and lay and surface the additional tracks. This includes the new leg of the wye and the cutting back of the Coulee City spur track as well as extension of sidings at Odair. Mr. Banks agreed to do this. I believe we will be adequately protected by having the Government's railroad contractor do this work, including placing of switches, under the supervision of our Roadmaster and Section Foreman.

With respect to maintenance of interchange tracks: Mr. Banks agreed to bear 50% of the expense of such maintenance. I have in mind that in formulating the agreement we can incorporate such maintenance expense on an agreed cost per mile and avoid the necessity of keeping meticulous account of such maintenance expense. This will also enable us to include so-called normalized cost which would not show up in a short time arrangement.

With respect to arrangements after the new line is constructed and operation undertaken. Such arrangements will necessarily have to be made with the general contractor of the construction of the dam itself, who is to operate the railroad.

Similarly the contractor for the construction of the railroad

will need to use certain facilities of ours and it will be necessary to make arrangements with him direct.

You advised me that you agreed to furnish free to the Government rails and fastenings. I told Mr. Banks that I interpreted fastenings to mean angle bars and Mr. Derrig and I argued that bolts and spikes were used up in track work and were not readily salvaged; furthermore that it would be necessary for us to purchase those articles and it was our understanding that your agreement covered such secondhand track material as we had in stock. Mr. Banks finally agreed to accept that viewpoint but I did promise him to take up with you to ascertain if that conformed with your understanding at Denver.

With respect to tie plates: I told him in my opinion they were not necessary except on the wye tracks and on some sharp curves that the Government would have in their railroad from the head of the Grand Coulee down to the damsite. On account of the recent slide they are figuring on one 20° curve. I explained to Mr. Banks that the maximum curve we had on our line was 3° and that most of them were 1° and 2° curves and no tie plates were needed on them or on the tangents. Mr. Banks agreed.

With respect to rail anchors: I told him we had none available and suggested that he purchase some especially for the heavy grade down to the damsite. I will assist him in such details.

I brought up the question of frogs and switches. Mr. Banks stated that it was his understanding that they were included in the material to be furnished by the Railway Company. I presume you had that in mind also, supplying him with such secondhand material as we had available.

With respect to the connection of the Government line with the Washington Central Branch. Through the connecting turnout of the new line and the interchange tracks, the contractor for the construction of the dam will have to operate his trains. Mr. Banks raised question if any protection would be needed. He stated that on his last project the Union Pacific required interlocking signals where the Government's construction railroad crossed an unimportant branch line of the Union Pacific by means of turnouts. I told him that those operating details would have to be considered, but I thought with the establishment of a joint agency and obtaining of orders, expensive protective work would not be necessary.

BB h

At Seattle, Wash.,
May 9th, 1934

Mr. H. E. Stevens:

Mr. Derrig and I went over the Grand Coulee Branch Line Monday and Tuesday and conferred with Mr. Banks and his assistant, Mr. Darland.

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May 9th, 1934

8731

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will need to use certain facilities of ours and it will be necessary to make arrangements with him direct.

You advised me that you agreed to furnish free to the Government rails and fastenings. I told Mr. Banks that I interpreted fastenings to mean angle bars and Mr. Derrig and I argued that bolts and spikes were used up in track work and were not readily salvaged; furthermore that it would be necessary for us to purchase those articles and it was our understanding that your agreement covered such secondhand track material as we had in stock. Mr. Banks finally agreed to accept that viewpoint but I did promise him to take up with you to ascertain if that conformed with your understanding at Denver.

With respect to tie plates: I told him in my opinion they were not necessary except on the wye tracks and on some sharp curves that the Government would have in their railroad from the head of the Grand Coulee down to the damsite. On account of the recent slide they are figuring on one 20° curve. I explained to Mr. Banks that the maximum curve we had on our line was 3° and that most of them were 1° and 2° curves and no tie plates were needed on them or on the tangents. Mr. Banks agreed.

With respect to rail anchors: I told him we had none available and suggested that he purchase some especially for the heavy grade down to the damsite. I will assist him in such details.

I brought up the question of frogs and switches. Mr. Banks stated that it was his understanding that they were included in the material to be furnished by the Railway Company. I presume you had that in mind also, supplying him with such secondhand material as we had available.

With respect to the connection of the Government line with the Washington Central Branch. Through the connecting turnout of the new line and the interchange tracks, the contractor for the construction of the dam will have to operate his trains. Mr. Banks raised question if any protection would be needed. He stated that on his last project the Union Pacific required ~~an~~ interlocking signals where the Government's construction railroad crossed an unimportant branch line of the Union Pacific by means of turnouts. I told him that those operating details would have to be considered, but I thought with the establishment of a joint agency and obtaining of orders, expensive protective work would not be necessary.

BB h

N. P. 1386 / 12-24
69 SF X

TELEGRAM—BE BRIEF

TIME FILED
M.

8731

COULEE MAY 9 1934

JTDERRIG

STPAUL

TRANSIT LINE COMPLETE TO MP 25-2100 LEVELS COMPLETE TO MP 25-900 TOPOG COMPLETE TO MP 23-5060

BLUM
--

110P

8731

May 9, 1934

Mr. F. A. Banks,
Project Engineer,
Grand Coulee Dam,
Almira, Washington

Dear Sir:

I am attaching copy of our specifications for cross and switch ties under which we made our purchases for this year's requirements.

You will note that there is a separate specification for Inland Empire cross ties. We only buy switch ties on the coast.

At one time before we completed our purchases it looked like we would have to modify our specification to comply with the West Coast Lumbermen's Specification, Paragraph 205. As it turned out, however, this was not necessary and our purchases were made in accordance with our own requirements. Due to the "Code" complications it is entirely possible that if you make your purchases on the coast that you will have to do so under Paragraph 205 of the standard specification. Material coming under that grading will not be quite as good as required by our specification but would probably answer your purpose satisfactorily. It may not be necessary to give it any consideration if your purchases are made in the Inland Empire. I think you will do better if you will try to confine your dealings with the smaller, rather than the larger mills.

Yours truly,

LS:wp
enc

7

May 9, 1934

Mr. F. A. Banks,
Project Engineer,
Grand Coulee Dam,
Almira, Washington

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Yours truly,

LS:wp
enc

Form 2199

NORTHERN PACIFIC RAILWAY COMPANY

PURCHASING DEPARTMENT

SPECIFICATION FOR CROSS TIES
(Inland Empire District)

Kind of Wood:

Red or Yellow Fir, Larch, Western Yellow and Lodge Pole Pine.

Quality:

All ties shall be made from sound, live timber, free from any defects that may impair their strength or durability as cross ties such as decay, large pitch seams, splits, shakes, large or numerous holes or knots, grain with slant greater than one in fifteen, or other imperfections.

Resistance to Wear:

Ties shall be of compact wood throughout the top fourth of the tie, where any inch of any radius from the pith shall have not less than one third summerwood in six or more rings of annual growth, or not less than one half summerwood in fewer rings. Ties of coarse wood having fewer rings or less summerwood will not be accepted.

Manufacture:

All ties shall be straight, well sawed or hewed, cut square at the ends, and have bottom and top parallel and have bark entirely removed. No wane allowed.

Dimensions:

Grade 3 - - - - - - - - - - - - - 6" x 8" x 8'

Grade 4 - - - - - - - - - - - - - 7" x 8" x 8'

Grade 5 - - - - - - - - - - - - - 7" x 9" x 8'6"

All ties shall measure as above throughout both sections between 20" and 40" from the middle of the tie.

Variations in lengths, thicknesses and widths will be allowed as follows:

Length: 2 inches over and 1 inch under designated length.

Thickness: 1/2 inch over and 1/8 inch under designated thickness.

Width: 3 inches over if hewed, and 1 inch over if sawed and 1/8 inch under designated width.

Office of Timber Agent,
St. Paul, Minn.
November 1, 1931.

NORTHERN PACIFIC RAILWAY COMPANY
Office of Assistant Purchasing Agent

Specification for Cross Ties

Seattle, Wash., January 1, 1932

Kind of Wood:

Douglas Fir, West Coast Hemlock.

Quality:

All ties shall be made from sound, live timber, free from any defects that may impair their strength or durability as cross ties, such as decay, large pitch seams, large splits, large shakes, large or numerous holes or knots, grain with slant greater than one in fifteen, or other imperfections.

Resistance to Wear:

Ties shall be of compact wood throughout the top fourth of the tie, where any inch of any radius from the pith shall have not less than one third summerwood in six or more rings of annual growth, or not less than one half summerwood in fewer rings. Ties of coarse wood having fewer rings or less summerwood will not be accepted.

Manufacture:

All ties shall be straight, well sawed, cut square at the ends, and have bottom and top parallel. No wane allowed.

Dimensions:

Size 3	6" x 8" - 8'
Size 4	7" x 8" - 8'
Size 5	7" x 9" - 8'6"

Inspection:

A large knot is one exceeding in width more than 1/4 of the width of the surface on which it appears, but such a knot may be allowed if it occurs outside the sections of the tie between 20 inches and 40 inches from its middle. Numerous knots are any number equal to a large knot in damaging effect. A shake is a separation of one ring of annual growth from another. One which is not over 4 inches long or 1/4 inch wide will be allowed. A split is a break across annual rings.

Variations in lengths, thicknesses and widths will be allowed as follows:

Length:	2" over or 1/2 inch under the designated length
Thickness:	1/2 inch over or 1/8 inch under the designated thickness
Width:	1/2 inch over or 1/8 inch under the designated width

Paul McKay

Assistant Purchasing Agent

NORTHERN PACIFIC RAILWAY COMPANY
Office of Assistant Purchasing Agent

Specification for Cross Ties

Seattle, Wash., January 1, 1932

Kind of Wood:

Douglas Fir, West Coast Hemlock.

Quality:

All ties shall be made from sound, live timber, free from any defects that may impair their strength or durability as cross ties, such as decay, large pitch seams, large splits, large shakes, large or numerous holes or knots, grain with slant greater than one in fifteen, or other imperfections.

Resistance to Wear:

Ties shall be of compact wood throughout the top fourth of the tie, where any inch of any radius from the pith shall have not less than one third summerwood in six or more rings of annual growth, or not less than one half summerwood in fewer rings. Ties of coarse wood having fewer rings or less summerwood will not be accepted.

Manufacture:

All ties shall be straight, well sawed, cut square at the ends, and have bottom and top parallel. No wane allowed.

Dimensions:

Size 3	6" x 8" - 8'
Size 4	7" x 8" - 8'
Size 5	7" x 9" - 8' 6"

Inspection:

A large knot is one exceeding in width more than 1/4 of the width of the surface on which it appears, but such a knot may be allowed if it occurs outside the sections of the tie between 20 inches and 40 inches from its middle. Numerous knots are any number equal to a large knot in damaging effect. A shake is a separation of one ring of annual growth from another. One which is not over 4 inches long or 1/4 inch wide will be allowed. A split is a break across annual rings.

Variations in lengths, thicknesses and widths will be allowed as follows:

Length:	2" over or 1/2 inch under the designated length
Thickness:	1/2" over or 1/8 inch under the designated thickness
Width:	1/2" over or 1/8 inch under the designated width

Paul McKay

Assistant Purchasing Agent

NORTHERN PACIFIC RAILWAY COMPANY
Purchasing Department

Specification for Switch Ties

Seattle, Wash., February 15, 1926.

Kind of wood:

Douglas Fir.

Quality:

All ties shall be made from sound, live timber, free from any defects that may impair their strength or durability as switch ties, such as decay, large pitch seams, large splits, large shakes, large or numerous holes or knots, grain with slant greater than one in fifteen, or other imperfections.

Resistance to wear:

Ties shall be of compact wood throughout the top fourth of the tie, where any inch of any radius from the pith shall have not less than one third summerwood in six or more rings of annual growth, or not less than one half summerwood in fewer rings. Ties of coarse wood having fewer rings or less summerwood will not be accepted.

Manufacture:

All ties shall be straight, well sawed, cut square at the ends, and have bottom and top parallel. No wane allowed.

Dimensions:

All ties shall be seven inches thick by eight inches wide. The lengths shall be as specified in the order.

Inspection:

A large knot is one exceeding in width more than one quarter of the width of the surface on which it appears; but such a knot may be allowed, if it occurs outside the section between twelve inches from each end of the tie. Numerous knots are any number equalling a large knot in damaging effect.

A shake is a separation of one ring of annual growth from another. One which is not over four inches long, or one quarter inch wide will be allowed.

A split is a break across annual rings.

Variations in lengths, thicknesses and widths will be allowed as follows:

Length: 2 inches over and 1 inch under the designated length.

Thickness: 1/2 inch over and 1/8 inch under the designated thickness.

Width: 1/2 inch over and 1/8 inch under the designated width.

P. McKay

Assistant Purchasing Agent.

Coulee 5-8-34

Mr J H Rochon

Party is to be laid off the fifteenth or soon after. Wish you would see what you can do about having paychecks here by the fifteenth and also expense accounts, if possible.

P R Gibson

E. O. Linell

Pay checks to Coulee 5-11

Expense checks to Treas this pm 5/11

B13

Saint Paul, Minn.,
May 8, 1934.

MR. W. C. SLOAN:

This orchard is located about one mile west and three miles north of Odair. Its yield runs from sixty to one hundred twenty-five cars per annum. Mr. Wonn claims the survey passes within nine hundred feet of his gate and that by revamping the line it can be brought very close to his orchard without additional expense.

He would want an unloading spur which he would of course have to build himself.

Wish you would advise me approximate additional operating cost in case the Government give us authority to operate over their railroad from Odair to this orchard for handling Mr. Wonn's business.

Copy Mr. Bernard Blum

Wish you would check up and advise if it is a fact that the line can be placed more closely to the orchard without increased cost. Possibly Mr. Wonn is in a position to make some concession in right of way costs if this is done.

H. E. Stevens

Saint Paul, Minn.,
May 8, 1934.

MR. R. W. CLARK:

Your letter of May fifth about making arrangements with the Government to provide service to the orchard of Mr. Wonn, about four miles north of O dair.

I have written Mr. Walter as per attached copy. You will note the bids for the dam are returnable on June eighteenth and I presume it will be a week or ten days later before award of contract is made. Naturally on receipt of a contract of this magnitude the contractor will not care to be bothered immediately with a minor detail of this character, but I have no doubt something satisfactory could be worked out with him later on.

Incidentally you appreciate the fact that the railroad will not be completed before December and I doubt very much if it is completed before the early part of next year, so it will not be available for handling this year's crop.

You state Mr. Wonn is anxious to get railroad transportation partly on account of damage suffered in transporting the fruit the three or four miles between his orchard and Coulee City by truck. If that be true it does not check very well with Mr. Wonn's claim that he is seriously considering the purchase of a cold storage plant, which I assume is located in either the Wenatchee or Yakima Valleys, and trucking his fruit from the orchard to the plant. Personally I would not take the cold storage plant talk very seriously with a railroad passing within a few hundred feet of his orchard.

If the contractor does not desire to handle the switch movement from the orchard to Odair, possibly we could do so, but if we once establish service of this character we would have much difficulty getting rid of it after the Government abandons the railroad, and before making any such suggestion I would want Mr. Sloan to check up as to what is involved in the way of additional expense. A three or four mile move of this kind is both inconvenient and expensive.

For your information, I am also attaching copy of letter I wrote Mr. Walter on May second.

Copy Mr. W. C. Sloan
Mr. Bernard Blum

H. E. STEVENS

May 8, 1934.

Dear Mr. Walter:

On the attached small scale blueprint sketch of the Coulee Dam location, I have indicated in yellow the location of a large pear orchard, opposite Station 180, about 3.3 miles north of Odair. This orchard is owned by Mr. Wonn of Coulee City, who is very anxious to work out some arrangement whereby his fruit will be handled direct from his orchard by rail.

We have told him the Government railroad will be in operation only during the period of actual construction work on the dam and no one can say what length of time that would be, but presumably not more than four or five years, unless it should later be decided to go ahead with the high dam. Nevertheless he is very insistent that he be given more direct information and claims that he now has opportunity to buy a cold storage plant at extremely favorable terms, and that he will arrange to do so and handle his fruit by truck if he cannot be given definite assurance of railroad transportation in the very near future.

We have explained that the operation of the railroad will be in the hands of the contractor and that the successful contractor will not be known until some date subsequent to closing of the bids on June eighteenth.

I note your specifications limit the Government's right to demand service to materials required for the dam construction, but I assume there would be very small chance that the contractor would object to handling commodities at a reasonable rate if offered him, particularly if this request was made through the Bureau of Reclamation.

Under the circumstances would it be presumptuous for us to say to Mr. Wonn that we have no doubt he will be able to work out a satisfactory arrangement with the contractor for handling the products of his orchard after the railroad is completed and placed in operation by the contractor?

Our traffic people called the matter to the attention of Mr. Banks and he stated it was something Mr. Wonn should take up with the ultimate contractor, but it had been done in other locations and he saw no reason why it could not be worked out here.

Yours truly,

H E STEVENS

Mr. R. F. Walter,
Chief Engineer,
United States Dept. of Interior,
Bureau of Reclamation,
Denver, Colo.

COPY

May 2, 1934.

Dear Mr. Walter:

I am just in receipt of specification No. 570 covering the Grand Coulee Dam but have not yet had time to study it in detail. One cannot fail to be impressed with the amount of detailed work that was necessary in its preparation.

I hope you have or soon will be able to forward to us draft of the contract covering the arrangement worked out with you for the railroad. It is my understanding the favorable rates quoted you cannot be made effective until contract is executed.

In view of the effort we have made to arrive at a solution of your transportation problem which would be to your satisfaction, we hope some plan can be worked out whereby the Northern Pacific will participate to the maximum extent practicable in the movement of materials prior to completion of the railroad, as well as subsequently thereto.

Yours truly,

(Signed) H. E. Stevens

Mr. R. F. Walter,
Chief Engineer,
United States Dept. of Interior,
Bureau of Reclamation,
Denver, Colo.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

44 SF X

COULEE MAY 8 1934

FA Banks
Project Engr
Grand Coulee Dam
Almira, Wash

LOWRY SMITH

STPAUL

CONFER WITH WEISENBURGER SO AS TO GET LATEST SPECIFICATIONS AND SEND SAME COVERING CROSS AND SWITCH TIES TO MR BANKS AT ALMIRA STOP IF ANY DIFFERENCE SEGREGATE BETWEEN WEST COAST AND INLAND EMPIRE TIES B-71

BERNARD BLUM

1242P

We did not have to change our spec. for this season. Dont know what we may have to do next year. Will probably have to buy on the Coast under TP 205.

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED 8231 M.

St Paul May 7, 1934

Bernard Blum

Car 12 - Coulee, Wash.

Specifications for railroad Odair to Dam not returned with your letter to Mr. Stevens. He would like to have same back.

M-157

R E Gemmell

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Coulee 5-7-34

8731

Lowry Smith St Paul

Confer with Weisenburger so as to get latest specifications and send same covering cross and switch ties to Mr Banks at Almira stop If any difference segregate between West Coast and Inland Empire ties B 71

Bernard Blum

8731

May 7th, 1934

Dear Mr. Olson:

Please send at once to Mr. Frank Banks, Construction Engineer, U. S. Reclamation Service, Almira, Washington, literature, prices, etc. covering 90# RB rail anchors. I mentioned to Mr. Banks especially the Fair anchor.

It is quite possible that Mr. Banks will be interested in purchasing a limited number for use on the construction railroad from Odair to the Grand Coulee dam.

Yours very truly,

Mr. George Olson,
St. Paul Athletic Club,
St. Paul, Minnesota

EB h

N.P. File 8731-3

DEFENDANT'S EXHIBIT 4161

At Coulee, Washington,
May 7th, 1934

Mr. Lowry Smith:

Please send at once to Mr. Banks at Almira vandykes of the following:

90# track bolt, track spike and track nut lock; also specifications to cover each.

Standard turnout and switch plans 90# No. 9 and No. 11.

85# No. 9 turnout.

Standard plan of number of ties per panel.

Bernard Blum

Mr Larson - Please furnish

T-8-3
T-10-1
T-9-2
T-16-7
T-16-10
T-11-3
T-16-5
T-3-1

Herewith negatives
PAh. 5/11

Mr Smith - Herewith vandykes & specifications bolts & spikes
Have none for nut locks
RJG 5/11

8731

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May 7th, 1934

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Standard turnout and switch plans 90# No. 9 and No. 11.

85# No. 9 turnout.

Standard plan of number of ties per panel.

HB h

8731

On #3 Idaho Division,
May 6, 1934

Dear Mr. Murphy:

Thank you very much for your thought in sending me copy of the Coulee Dam edition of the Spokesman Review of April 29. This is very interesting and will be of value for our files.

Yours very truly,

Mr. T. A. Murphy,
General Agent,
Spokane, Wash.

BB h

On #3 Yellowstone Division,
May 4, 1934

8731

Mr. H. E. Stevens:

Your letter of the second transmitting copy of specifications for the construction of the Grand Coulee dam:

The main thing in the specifications from a transportation standpoint is that the Government will furnish to the Contractor at Odair practically all of the construction materials entering into the work. This indicates that the material will move from the point of origin on Government bills of lading, which will mean land grant rates.

A rough check of the construction items shows that the quantities of material entering the work have increased considerably. Following is a tabulation of a few of the more important items:

Total concrete 3,600,000 cubic yards, involving about 870,000 tons of cement.

Reinforcing steel 12,500 tons.

Steel for pen stocks, valves, cranes, metal work, structural steel in power house, tubing, piping, etc. 16,000 tons.

The weight of these three items alone is considerably in excess of the original estimate of total materials entering into the work.

The contract provides that the Government will furnish the interchange tracks at Odair and a single track line of railroad from Odair to the Head of the Grand Coulee and down to the dam site. The only sidings to be furnished by the Government in addition to those at Odair, is one siding at the Head of the Grand Coulee and one siding at the dam site to serve Government material yards. All other tracks at the Head of the Grand Coulee and at the dam site are to be furnished by and at the expense of the contractor. I take it from this that there will be an opportunity for us to sell some track material to the contractor.

As you know, the contractor is to operate the railroad hauling the material delivered to him by the Government at Odair, the price for which haul is to be included in his unit price for the dam construction. In addition the contractor is to provide transportation from Odair to the Head of the Grand Coulee for 300 cars of Government material. He is also to furnish transportation at a stipulated price for Government material from Odair to the

Government warehouse at the dam site. In addition to the above carload lots, he is to furnish transportation of Government material from Odair to the Head of the Grand Coulee and to the dam site on 25,000 cwt of LCL materials.

The Government will furnish free of charge to the contractor a gravel deposit 1½ miles below the site of the dam from which the contractor is to obtain all of his aggregate material. This indicates that we can hope for no haul on sand or gravel.

At a location to be agreed upon with the Government, contractor is to build a cement blending plant of 40,000 barrels capacity, having eight silos of 5,000 barrels of cement capacity each. This plant in itself will involve a large tonnage of construction materials.

A suitable gravel washing and crushing plant is to be constructed at the gravel deposit which likewise will furnish a large tonnage of material in construction, not listed in the items of material entering the job.

These figures indicate that our former setup of tonnage moving to the job will be substantially increased.

The operation of the Government constructed road is to be by the contractor and therefore it will be necessary to have an operating agreement with the successful contractor for the interchange and other trackage arrangements at Odair.

The specifications limit the weight of cars to move over the construction railroad at 300,000# although under special permission a limited number of cars weighing in excess of 300,000# may be handled under the supervision of the contracting officer. I mention this as it indicates the possibility of some very heavy loads moving over Northern Pacific lines.

Specifications provide that the contractor shall, within ninety days after the railroad is turned over to him, inaugurate regular train service at least twice each week. This may have some bearing on the size of the storage yard at Odair especially in view of the rather limited space at the Head of the Grand Coulee.

On #3 Yellowstone Division,
May 4, 1934

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The operation of the Government constructed road is to be by the contractor and therefore it will be necessary to have an operating agreement with the successful contractor for the interchange and other trackage arrangements at Odair.

The specifications limit the weight of cars to move over the construction railroad at 500,000# although under special permission a limited number of cars weighing in excess of 500,000# may be handled under the supervision of the contracting officer. I mention this as it indicates the possibility of some very heavy loads moving over Northern Pacific lines.

Specifications provide that the contractor shall, within ninety days after the railroad is turned over to him, inaugurate regular train service at least twice each week. This may have some bearing on the size of the storage yard at Odair especially in view of the rather limited space at the Head of the Grand Coulee.

KB h

Coulee, Wash.,
May 4th, 1934.

8731

Re: Proposed Grand Coulee Line.
Weekly Letter Report for Week
Ending Friday May 4th, 1934

Mr. J. T. Derrig,
Asst. to theChief Engineer,
St. Paul, Minn.

At the close of this week "L" line has been run to Station 1180, MP 22.4. Center line elevations have been taken to Station 1167, MP 22.0, and topography to Station 1147, MP 21.7.

Due to the slowness of the Government engineers in furnishing us section line ties the whole party, on Tuesday of this week, was utilized in running these out for the first ten miles, so that map could be completed.

Thursday of this week an alternate line was run from Station "L" 1095 to Station "L3" 1269. This is the line that cuts over the hill. The main reason in running this line was to try and shorten the "L" line as projected. The line was finally abandoned due to the following causes: excessive grade, 0.7 being the best obtainable; excessive yardage and culvert requirement, and that this line, known as the "L3" Cut Off, would only be 800 feet shorter than the line as projected.

Maps, profiles and drawings of the first ten miles are practically completed. Some delay due to the fact thatsecti on line ties were not at hand, holding up the placing of roads, fences, etc. on maps.

Weather has been very unsettled; rain and heavy wind hampering the field parties.

Paul R. Gibson
Assistant Engineer.

8731 5

Coulee, Wash.,
May 4th, 1934.

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Paul R Gibson
Assistant Engineer.

Lu Blum
Copy

B

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

SF X

COULEE MAY 4 1934

72 JTDERRIG
73 B BLUM

STPAUL

TRANSIT LINE COMPLETE TO MP 22 PLUS 1600 LEVELS COMPLETE TO MP 22 PLUS 300

TOPOG COMPLETED TO MP 21 PLUS 3500 L THREE CUT OFF RUN BETWEEN 1167 AND 1280

BUT ABANDONED ACCOUNT EXCESSIVE GRADING AND CULVERT QUANTITIES

P R GIBSON

132PM 5

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

SF X

COULEE MAY 4 1934.

72 JTDERRIG
73 B BLU

STPAUL

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P R GIBSON

132PM 5

Saint Paul, Minn.,

May 2, 1934.

MR. BERNARD BLUM:

Herewith specifications for the construction of the Grand Coulee Dam.

Wish you would check it over and return with any comments you have to make which would be of interest from a transportation standpoint.

St. Paul, Minn., May 2nd, 1934

Mr. H. E. Stevens:

Your letter of April 30th transmitting copy of printed specifications of the Bureau of Reclamation Service for construction of their railroad between Odair and the Grand Coulee canyon:

The specifications appear to be gotten out in quite complete detail. If these specifications are rigidly lived up to I am afraid it is going to make the cost of their railroad high.

Page 12, fourth paragraph, under item 31 requires the contractor to make protest within 20 days after receipt of monthly estimate. 10 days are given to request detail statement and 10 days are given him for filing any objection. This would seem to require the contractor to watch his measurements monthly which is an unusual procedure.

Page 13, under item 35 Construction of Embankments, requires the placing of successive layers of not more than 12" of thickness, except embankments built of rock may be 2' thick. Further, contractor is required to route his hauling equipment over the layers already in place, distributing this travel evenly over the entire width of the embankment. In my opinion that is an unnecessary provision, and as above stated if rigidly adhered to will increase the cost of the work considerably.

I cannot find under track laying and surfacing that specifications describe how the miles shall be measur It has been our practice to measure track through turnou without deduction for same. In calling this to atten the government will probably refuse to pay distance t turnout and contractors may claim it as the usual me computing track laying and surfacing.

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Mr. Stevens, #2

I do not see anything particular to call to the attention of the Bureau, except possibly that of measuring the track laying and that can be called to Mr. Banks' attention verbally.

Under paragraph 12, which provides for stoppage of work due to lack of funds, no protection is afforded to contractors, but this apparently is a standard governmental method of handling.

BB:wp

Yellowstone
May 4, 19[illegible]

Mr. H. E. Stevens:

Your letter of the second transmitting [illegible] of specifications for the construction of the Grand Coulee [illegible]:

The main thing in the specifications from a transportation standpoint is that the Government will furnish to the Contractor at Odair practically all of the construction materials entering into the work. This indicates that the material will move from the point of origin on Government bills of lading, which will mean land grant rates.

A rough check of the construction items shows that the quantities of material entering the work have increased considerably. Following is a tabulation of a few of the more important items:

Total concrete 3,600,000 cubic yards, involving about 870,000 tons of cement.

Reinforcing steel 12,500 tons.

Steel for pen stocks, valves, cranes, metal work, structural steel in power house, tubing, piping, etc. 16,000 tons.

The weight of these three items alone is considerably in excess of the original estimate of total materials entering into the work.

The contract provides that the Government will furnish the interchange tracks at Odair and a single track line of railroad from Odair to the Head of the Grand Coulee and down to the dam site. The only sidings to be furnished by the Government in addition to those at Odair, is one siding at the Head of the Grand Coulee, one siding at the dam site to serve Government material yards. All other tracks at the Head of the Grand Coulee and at the dam site are to be furnished by and at the expense of the contractor. I take it from this that there will be an opportunity for us to sell some track material to the contractor.

As you know, the contractor is to operate the railroad hauling the material delivered to him by the Government at Odair, the price for which haul is to be included in his unit prices for dam construction. In addition the contractor is to provide transportation from Odair to the Head of the Grand Coulee for 500 cars of Government material. He is also to furnish transportation at a stipulated price for Government material from Odair to the

Government warehouse at the dam site. In addition to the above carload lots, he is to furnish transportation of Government material from Odair to the Head of the Grand Coulee and to the dam site on 25,000 cwt of LCL materials.

The Government will furnish free of charge to the contractor a gravel deposit 1½ miles below the site of the dam from which the contractor is to obtain all of his aggregate material. This indicates that we can hope for no haul on sand or gravel.

At a location to be agreed upon with the Government, contractor is to build a cement blending plant of 40,000 barrels capacity, having eight silos of 5,000 barrels of cement capacity each. This plant in itself will involve a large tonnage of construction materials.

A suitable gravel washing and crushing plant is to be constructed at the gravel deposit which likewise will furnish a large tonnage of material in construction, not listed in the items of material entering the job.

These figures indicate that our former setup of tonnage moving to the job will be substantially increased.

The operation of the Government constructed road is to be by the contractor and therefore it will be necessary to have an operating agreement with the successful contractor for the interchange and other trackage arrangements at Odair.

The specifications limit the weight of cars to move over the construction railroad at 300,000# although under special permission a limited number of cars weighing in excess of 500,000# may be hauled under the supervision of the contracting officer. I mention this as it indicates the possibility of some very heavy loads moving over Northern Pacific lines.

Specifications provide that the contractor shall, within ninety days after the railroad is turned over to him, inaugurate [illegible] service at least twice each week. This may have some [illegible] size of the storage yard at Odair especially in view [illegible] limited space at the Head of the Grand Coulee.

8731

St. Paul, Minn., May 2nd, 1934

Mr. H. E. Stevens:

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Under paragraph 12, which provides for stoppage of work due to lack of funds, no protection is afforded to contractors, but this apparently is a standard governmental method of handling.

BB:wp

St. Paul, May 2, 1934.

Mr. Bernard Blum -

Referring to Mr. Stevens' letter of April 30th transmitting specifications for the construction by the Reclamation Service of a railroad between Odair and the head of the Grand Coulee Canyon, which you handed me this morning.

I have hurriedly read over the entire specifications. It is quite difficult for a railroad man to grasp the contents of a government specification hurriedly as it is gotten up in an entirely different manner than railroad specifications.

These specifications are very thorough, and cover the matter fully as far as I can see. I call your attention to only a few points that I have observed.

In their schedule for price bids, they do not state what the work includes very specifically, such as for example ballasting, Section 25. In that they go back to the old accounting classification we had a great number of years ago. This includes not only the ballast itself, but the placing of the ballast and surfacing the track, but they fully cover this matter in the body of the specifications.

In Fencing, Section 17, they say "constructing right of way fence - Miles". We usually say "Miles of single fence".

I notice in Tracklaying & Surfacing, Section 22, laying ties in track, they do not specify how these miles should be measured. As you know we have always measured on other tracks through the turnout. They do not bring this out in the specifications.

Also wish to call your attention to Section 30 under Grading, paragraph 5, stating how estimates shall be made. The contractor will call to their attention any discrepancies before ten days on monthly estimates. This would require the contractor to watch his measurements monthly, which is very stiff and unusual.

Also in Section 35, construction of embankments. Under these specifications they could make the construction very expensive.

Taking the specifications as a whole, they will probably cause the contractors to bid a very high unit price, that is, ordinarily higher than ~~ordinary~~ railroad prices, in order to take care of all the items which he has to take care of in his unit price.

In conclusion I would say the specifications are well written for the ideas they have in view. I notice from several familiar sentences in them, it makes it appear as though they had a copy of Northern Pacific specifications and some of their plans.

A. C. Tunell.
Valuation Engineer

ACT:FJ

8731

St. Paul, Minn., May 2, 1934

Mr. C. C. Kyle:

Please refer to Engineering Department requisition 528, GSK-15846, covering 80,000 pieces of ties to be purchased for the proposed railroad from Odair to the Head of the Grand Coulee, Washington -

Now that the government has decided to build the road as part of the construction of the dam itself we will not need these ties and you may cancel the requisition.

BB:wp

N. P. 1386 / 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

St Paul, May 2, 1934

P R Gibson

Coulee, Wash.

Would like to have tracing of map and profile for first ten miles completed on arrival at Coulee. D-32

J T Derrig

N. P. 1386/12-24

TELEGRAM—BE BRIEF

TIME FILED 8 751 M.

St Paul, May 2, 1934.

P. R. Gibson
Coulee, Wash.

Mr. Blum and I will leave St. Paul number three Thursday May 3rd arriving at Coulee Sunday or Monday. Will advise later.

D-32

J T Derrig

N. P. 1386 / 12-24

54 SF X

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

COULEE MAY 2 1934

JTDERRIG

STPAUL

TRANSIT LINE L COMPLETED TO MP 19 PLUS 27 PLUS 00 LEVELS ON L LINE COMPLETED TO MP 19 PLUS 200 TPOG COMPLETED TO MP 17 PLUS 4200 FULL PARTY TODAY TIEING IN SECTION LINES

P R GIBSON

1247P

Mr Blum
note
B.B.

8731

Saint Paul, May 1st, 1934

Mr. H. E. Stevens:

Herewith revised prints of mileage chart of Washington showing distances for the various products to the Grand Coulee dam.

RB h

Print "Map showing main tracks of various Railroads with present connections and possible connections through Grain for handling freight to proposed Grand Coulee Dam
office Chief Engineer St Paul Oct 9 1933
Rev. 5-1-34
Scale 1 inch = 16 miles -

8731

Saint Paul, May 1st, 1934

Mr. J. T. Derrig:

Our discussion about terminal facilities at Odair for Government branch railroad:

Mr. Stevens informs me that he told Mr. Walter and Mr. Banks that we would construct the interchange tracks at Odair on the basis of the Northern Pacific standing half the expense and the Government the other half.

In regard to material yard for handling construction material. We will furnish them lease at a nominal price on such right of way as we own, they to construct their own trackage to serve same. Possibly, however, that might be handled by their constructing the interchange tracks at Odair and using them for the material yard. That, of course, depends on the layout of the ground and we can go into that with Mr. Banks on our coming trip.

We will also discuss with Mr. Banks matter of wye, and use of our tracks and arrange for an agreement to cover. I think we should hold out for the Government to pay for the wye together with rental of tracks they will have to use to turn their locomotives.

Bernard Ellman

✓ Mr Gibson
note & Return
ATD 5/2

OK May 5
PRG

8731

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BB h