

Northern Pacific Railway Company. Engineering Department Records.

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Version 3
August 20, 2018

N. P. 757
6-24

OFFICE OF Chief Engineer

FILE NO. 8731-4

SUBJECT: Grand Coulee

Dam Close Par 5

Also See 8731 "C" re Contract

8731
4

N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED
M.

8731

St Paul 11-30-34

H M Tremaine Spokane

A 37 and 38 Suggest Ryan cover locomotive with insurance protecting railway company and himself jointly in amount five thousand dollars stop Railway company will assume any damage beyond that amount but in our judgment that will probably cover possible damage B 302

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul 11-30-34

W C Sloan Seattle

A 281 All rail for reclamation service has been billed to Coulee stop Will advise those interested so condemned and damaged classification is not used B 304

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

[redacted]CFR

SEATTLE NOV 28 1934 B BLUM

STPAUL

MR BANKS SOMEWHAT DISTURBED BECAUSE 90 LB RAIL FOR COULEE BILLED AS CONDEMNED RAIL MATTER HAS BEEN EXPLAINED TO HIM BUT THINK FUTURE BILLING SHOULD BE CHANGED A-281.

W C SLOAN

652PM

N. P. 1386 12-24

X29 SF S

TELEGRAM—BE BRIEF

TIME FILED

M.

Spokane 11/28/34

Bernard Blum

St Paul

My A-37 about Renting S-4 Locomotive 1383 to Ryan.

Stop Ryan wants to cover this locomotive with insurance and wants to know what figure he should use. A 38

H M Tremaine

737 pm

N. P. 1386 12-24

105 SF S

TELEGRAM—BE BRIEF

TIME FILED

M.

Spokane 11/28/34

Bernard Blum

St Paul

Have Just made arrangements with David H Ryan to rent him locomotive S 4 No 1383 for use in hauling ballast on Coulee dam railroad at rates quoted in your letter of May fourteenth

Cy BB JHJ TAM. A-37

H M Tremaine

445 pm


OFFICE OF
CHIEF ENGINEERS
NOV
1928

Nov. 28, 1934.

Mr. David H. Ryan,
Contractor,
Davenport Hotel,
Spokane, Washington.

Dear Sir:-

Confirming our conversation at noon today in the Davenport Hotel:

Our locomotive type S-4 #1383 will leave Spokane this afternoon for delivery to you at Odair, for use in construction of the Coulee Dam Railroad. The engine crew will deliver this engine to your foreman, Mr. Weber, at your interchange tracks, Odair. It is understood that these men are not to remain in service on the locomotive after this delivery to you.

The rental rates for the use of this locomotive are as follows:

Rental rate per day, $35.70, being one mill per pound of tractive power.

A charge for delivery to and from Odair will be made at the rate of $1.50 per mile.

The engine will leave Spokane with a full tank of coal which should be sufficient to run it until a car can come up from Pasco, about tomorrow evening. If you run short of coal in the meantime, an additional supply may be obtained from our coal dock at Coulee.

In accordance with your request, I am asking Superintendent Johnson, with this letter, to deliver another car of coal for this engine, at Odair, in about four days. It is understood that you will take care of the ordering of any coal required, after the second car is received.

In accordance with your request also, I have asked our Master Mechanic Egbers to have two of our suspended enginemen and two of our suspended firemen call upon you at the Davenport Hotel, to make application for jobs of running this locomotive, in your service.

Very truly yours,

HMT-T
Cpy-BB-JHJ-TAM-ERW

Signed. H. M. TREMAINE
District Engineer.

OFFICE OF CHIEF ENGR. DEC 2 1934 GR. PAC. RY. CO. SEATTLE, WN.

Tacoma, Washington,

11/27/34

Mr. B. T. Bloom Chief Engr
c/o Agent Coulee Wash

The following consignee advices covering material furnished you have not been received. Kindly arrange to have them certified as to receipt of material and forwarded to this office promptly, or advise why they are being held:

Parkwater 8-150
✓ 9-66
✓ 9-106
✓ 9-118

R. A. Dicks
Coulee

E. R. WALES

District Accountant

8731

A140

November 27, 1934

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

Dear Sir:

The Northern Pacific have delivered or have under load on the Idaho Division all of the material listed on requisitions ED-318 and ED-422, as detailed on the attached statement, including one additional No. 9 frog for the delivery yard at Odair, but have not delivered two No. 7 90# crossing frogs for the siding at the dam site. The reason for not delivering the two No. 7 90# frogs is that after checking over our entire stock of material we find that we do not have second-hand No. 7 90# frogs available.

Under the terms of our agreement with the Government, it was understood that we would furnish rail material, switches, etc., insofar as this material was available. Inasmuch as it is necessary to purchase the two No. 7 90# frogs, I presume that you would prefer to purchase these two frogs from the manufacturer direct, and for your use in ordering this material I am attaching hereto four prints of our detail Plan T-13-1 covering our No. 7 Rigid Bolted 90# frogs which would be suitable for your use at this location. These frogs can be purchased from the Pacific Coast Steel Company or the Ajax Company located in Seattle, or Pettibone Mulliken Company, 4710 W. Division St., Chicago.

If it is your understanding that the Government will purchase these frogs since we do not have second-hand frogs of this type available, I will thank you to kindly advise if you will arrange for the purchase direct.

Yours truly,

JTD:wp
one

8731

St. Paul, Minn., Nov. 27, 1934

Mr. J. H. Johnson:

It is my understanding that all of the material covered by requisitions ED-318 and ED-422 has been delivered at Odair, or is now on cars on the Idaho Division, with the exception of a small amount of rail which you will load out as required by the Government. There is also short two No. 7 90# frogs as referred to in my letter to Mr. Banks of this date, copy of which is attached.

I find that we do not have second-hand frogs of this size available on the system, and in accordance with our understanding with the Government they were to purchase the new material required. I have forwarded Mr. Banks print for obtaining these frogs and hope that he will arrange to make the necessary purchase. On account of the recent slide at the dam it is probable that these No. 7 frogs will not be required until some time next spring.

JTD:wp
enc

Assistant to Chief Engineer

cc Mr. H. M. Tremaine
Mr. H. M. Smith

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

St. Paul, Minn., Nov. 22, 1934

W C Sloan

Seattle, Wash

A-213 Sale of old iron tub water tank at Sawyer to Contractor Ryan ~~was~~ is authorized at price of $220 FOB Odair M-221

BERNARD BLUM

OFFICE OF ENGINEER NOV 23 1934 ST. PAUL, MINN.

Mr Blum
Noted BMB 11/23

Mr Quine
L-S

J.T.D.

11/22

Noted B.B.

Saint Paul, November 22nd, 1934

MR. BERNARD BLUM:

You may sell the old iron tub water tank at Sawyer to contractor Ryan for $220, f o b Odair, as recommended in your letter of the 21st.

x

AFE when convenient 11/22

8731

Saint Paul, November 21, 1934

Mr. H. E. Stevens:

At Sawyer, on the Sunnyside Line, we have an iron tub water tank a little over 7000 gallon capacity with a wood floor which is no longer in use. The tank was built in 1911 and on account of the substructure reaching the end of its life, the tank will have to be removed.

Our 1917 valuation allowance was $220 which, with depreciation, makes its present value about $170.

Contractor Ryan desires to obtain a water tank for use at the halfway point on the Coulee Line and has taken the matter up with Mr. Sloan. Mr. Sloan wired me to have the sale authorized with a price of $220 quoted f.o.b. Odair. He estimates it will cost $15 to take down the tub and load it. Considering the actual cost of hauling, this will net us approximately $200. I recommend this be authorized.

BS h

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

50 CF GI

SEATTLE NOV 21 1934 B BLUM

STPAUL

CONTRACTOR RYAN WANTS TO PURCHASE WATER TANK FOR USE AT HALFWAY HOUSE ON HIS LINE SUPT JOHNSON REPORTS HAVE 7124 GAL CAPY IRON TUB WITH WOOD FLOOR AT ABABDONED SAWYER WATER STATION WHICH IS SUITABLE. TANK BUILT IN 1911 AND ACCOUNT ROTTED OUT SUBSTRUCTURE WILL HAVE TO BE REMOVED AND STORED IF NOT SOLD. UNDERSTAND 1917 VALUATION $220. PLEASE HAVE SALE AUTHORIZED AND PRICE QUOTED F O B ODAIR. ESTIMATED COST TO TAKE DOWN AND LOAD $15. A 213

W C SLOAN.

131PM

7572

8731-

Saint Paul, Nov. 20, 1934.

Mr. E. G. Wales:

With reference to your letter of Oct. 23 with attached bill in pencil form for $118.33 covering cost of work incurred in raising telegraph line at Odair in order to provide proper clearance for the Government Railroad:

The moving and raising of this line was made necessary by the construction of the Government Railroad and contractor Ryan has no interest in providing standard clearance. The bill therefore, should be made against the U.S.Reclamation Dept. c/o F.A. Banks, Project Engineer, Grand Coulee Dam, Almira, Wash.

While the contract between the Government and railway company has not as yet been executed, I see no reason why this bill should not be presented to the Reclamation Service at this time and pending execution of the contract.

I am unable to determine from memorandum bill attached whether you have included Store Expense and freight charges. If not these items should properly be absorbed in the bill.

I would thank you to advise in due time what results you have in collecting this bill from the Reclamation Service.

Asst. to Chief Engineer.

JTL-w
cc - Mr. F.W. Stetekluh
Mr. W. W. Mildine
Mr. J.N. Johnson

8731

St.Paul, Minn., November 14, 1934.

Mr. J. T. Derrig,
Assistant Chief Engineer.

Thank you very much for your telegram from Mandan yesterday about award of contract for some hoisting machines and derricks to the Clyde Company at Duluth.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

Mandan 11-13-34

R. W. Clark,
St.Paul.

Mr Blum

Note. 11/14

O'Brien of American Hoist Company advised me this morning that contract for four large hoisting machines and derricks has been awarded by the Mason-Walsh Co. to the Clyde Company at Duluth. First machine to be delivered in thirty days, total delivery in sixty days. O'Brien did not know who controlled routing. D-13.

J. T. DERRIG

8-731

St.Paul, Minn., November 13, 1934.

Mr. Bernard Blum,
Chief Engineer.

I am glad to have copy of your letter of October 25 to Mr. Stevens, with which you enclosed copy of Mr. Derrig's report of October 24 about the Grand Coulee dam work.

As usual, Mr. Derrig's analysis of the situation is very interesting.

While we have had some concern about the activities of certain representatives of the Great Northern, it has not resulted in any diversion, and I think our people have the matter well in hand.

cc-Mr. H. E. Stevens,
Vice President.

N. P. File 8731-4

DEFENDANT'S EXHIBIT 4117

#5 reads from a branch Commission of Washington Central?

#6 the word protemum might be omitted

#19 State R. Co ~~court~~ maintain delivery trucks?

~~#17~~ called down to Mr Bloom attention

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

sfhn

Spokane Nov. 13-34

Bernard Blum
Care Car 12 Livingston

Agent Almira advises that approximately fourteen Miles of main track have been laid to date on coulee dam RR and that reclamation service advise tie supply sufficient at this time with about thirteen thousand yet to buy A-23

H M Tremaine

353p

hytel 11/15

J.T.D.

note - Ryan hopes to get on at least to Head of Coulee Dec 1.

Sheet 1 Form 418 8731

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification territories, March 15, 1922, as amended August 1, 1930)

UNIFORM STRAIGHT BILL OF LADING

Shipper's No.

ORIGINAL--Not Negotiable

Agent's No.

NORTHERN PACIFIC RAILWAY COMPANY.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at Jamestown North Dakota November 13th, 1934, 193

from Railyard Jamestown

The property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to B. Blum, Chief Engineer Northern Pacific Ry

Destination Odair, Wash State of County of

Route NP Ry

Delivering Carrier HOLD AT PARKWATER Car Initial NP Car No. 61661

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
73	Pcs 33' 3/B Condemned 90# rail (2409')	72270		
5	Pcs 33' 3/B 90# rail (165')	4950		
	Bill on revenue billing charges collect			
	To apply on ED 312-34			
	Placement Order FD-22070			
	Cy- F A Banks, Construction Engineer, Elmira, Wash.			
	G H Lemke - St. Paul			
	H Heleen - Fargo			
	File - Bartz			

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per

(The signature here acknowledges only the amount prepaid.)

Charges advanced)

$

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

W.S. McCarthy - Rm Shipper. Agent.

Per Per

Permanent postoffice address of shipper

Sheet 1 Form 418

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification territories, March 15, 1922, as amended August 1, 1930)

UNIFORM STRAIGHT BILL OF LADING

Shipper's No.

ORIGINAL--Not Negotiable

Agent's No.

NORTHERN PACIFIC RAILWAY COMPANY.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at Jamestown North Dakota November 13th, 1934., 193

from Jamestown railyard

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to B. Blum, Chief Engineer Northern Pacific Ry

Destination Odair, Wash State of County of

Route NP Ry

Delivering Carrier HOLD AT PARKWATER Car Initial NP 69686 Car No. ~~61661~~

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
71	Pcs 33' condemned 3/B rail 90#			
	(2343')	70290		
	Bill on Revenue billing - charges collect			
	To apply on ED 312-34			
	Placement order FD-22070			
	Cy - F A Banks, Construction Engineer, Elmira, Wash			
	G H Lemke St Paul			
	H Heleen- Fargo			
	File - Bartz			

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per

(The signature here acknowledges only the amount prepaid.)

Charges advanced:

$

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding per

W. S. McCarthy - Rm Shipper. Agent.

Per Per

Permanent postoffice address of shipper

Sheet 1 Form 413

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification territories, March 15, 1922, as amended August 1, 1930)

UNIFORM STRAIGHT BILL OF LADING

ORIGINAL--Not Negotiable

Shipper's No.

Agent's No.

NORTHERN PACIFIC RAILWAY COMPANY.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at Jamestown North Dakota November 13th 1934, 193

from Jamestown Railyard

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to B Blum, Chief Engineer Northern Pacific Ry

Destination Odair, Wash State of County of

Route NPRy

Delivering Carrier HOLD AT PARKWATER Car Initial NP 67469 Car No.

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
18	pcs short condemned 3/R 90# rail (545')	16380		
	Bill on Revenue billing - charges collect			
	To apply on ED 312-34			
	Placement order ED-22070			
	Cy - F A Banks, Construction Engr, Elmira, Wash			
	G H Lemke - St. Paul			
	H Heleen - Fargo			
	File - Bartz			

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per

(The signature here acknowledges only the amount prepaid.)

Charges advanced:

$

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

per

W. S. McCarthy - Pm Shipper. Agent.

Per Per

Permanent postoffice address of shipper

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

Spokane 11-12-34

H E Stevens Car 9 Seattle

Tremaine advises Banks is sending to him tonight plan and profile

Coulee Dam RR B 121

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

22 SF J Spokane Nov 12 1934

Bernard Blum Car 12 Train 4 Pasco

B 113 banks is sending plan and profile tonight B-21

H M Tremaine

411 PM

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Seattle 11-11-04

H M Tremaine Spokane

Get print from Banks plan and profile Coulee Cam Railroad to hand to Mr Stevens when he arrives Spokane possibly Tuesday or Wednesday B 113

Bernard Blum

8731

November 10, 1934.

Mr. F. A. Banks,
Project Engineer,
U. S. Reclamation Service,
Almira, Wash.

Dear Sir:

With reference to shipment of one additional #9 R.H. spring rail frog for lead in your delivery yard at Odair:

I am now advised that one 90-lb. secondhand frog was shipped in NP car 69338.

Yours truly,

Asst. to Chief Engineer.

JTD-w

St.Paul,Minn.,Nov.9,1934

ED-422

Mr.J.T.Derrig,

Asst. to Chief Engineer

Dear Sir:-

Again referring to your letter Nov.5th.

One No.9 right hand spring rail frog 90# second hand was shipped to B.Blum at Odair,Wn. from Parkwater November 8th on NP 69338.

Yours truly,

H M Smith

General Storekeeper

N-n

Cy RTT

N. P. 1386 12-24

119 CFD

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

PORTLAND NOV 9 1934 BERNARD BLUM

ST PAUL

M-328. NO DEFINITE ORDER AS YET MERELY WANT TO RESERVE RAIL UNTIL PLANS ARE COMPLETED. COPY BB SEATTLE AND ST PAUL S-98

H E STEVENS

411 PM

Im yours - To note

BBB 11/12

11/12

NOV 1 34

OFFICE OF ENGINEER NOV 9 1934 NOR. PAC. ST. PAUL

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

ST PAUL NOV 9 1934

BERNARD BLUM
CAR 12
SEATTLE

REFERRING TO STEVENS WIRE S-84 RAIL FOR SILAS MASON COMPANY HAVE REPLIED STOP S-84 HAVE AVAILABLE SEVEN MILES THIRD NINETY POUND B RAIL ON IDAHO DIV AT PASCO AND PARKWATER AND THREE MILES EACH ON ROCKY MOUNTAIN AND TACOMA DIVISIONS AT MISSOULA AND AUBURN RESPECTIVELY STOP SUGGEST SUPPLY FOUR MILES PASCO & PARKWATER AND ONE MILE EACH FROM MISSOULA AND AUBURN STOP CAN SHIP AT ONCE STOP M-327

R E GEMMELL

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8-731 M.

ST PAUL NOV 9 1934

H E STEVENS
CAR 9
SPOKANE

S-84 HAVE AVAILABLE SEVEN MILES THIRD NINETY POUND B RAIL ON IDAHO DIV AT PASCO AND PARKWATER AND THREE MILES EACH ON ROCKY MOUNTAIN AND TACOMA DIVISIONS AT MISSOULA AND AUBURN RESPECTIVELY STOP SUGGEST SUPPLY FOUR MILES PASCO AND PARKWATER AND ONE MILE EACH FROM MISSOULA AND AUBURN STOP CAN SHIP AT ONCE M-328

BERNARD BLUM

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL NOV 9 1934

H E STEVENS

SPOKANE

S-84 WE HAVE AVAILABLE SEVEN MILES THIRD NINETY POUND B RAIL ON IDAHO DIV AND THREE MILES EACH ROCKY MOUNTAIN AND TACOMA DIVISIONS STOP SUGGEST SUPPLY FOUR MILES FROM IDAHO AND ONE MILE EACH FROM ROCKY MOUNTAIN AND TACOMA DIVISIONS Y-935

L YAGER

8731

St.Paul,Minn.,Nov.9,1934

ED-318

Mr.J.T.Derrig,

Asst. to Chief Engineer

Dear Sir:-

Referring to your letter October 31st requesting balance of material shipped on requisitions ED-318 and ED-422.

483 pairs 90# second hand angle bars were shipped from Livingston November 2nd on NP car 63456 and 2273 pairs from Brainerd November 6th on NP 57569. This completes shipment of all material on these requisitions with the exception of two No.7, 85# second hand frogs on ED-422.

I phoned you November 3rd that Mr.Driscoll was unable to furnish these from Red Lodge, and you thought that you might get them from the Lake Superior Division. Please advise if this has been arranged.

Yours truly,

H M Smith

General Storekeeper

N-n

Cy ED-422

RTT

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

[redacted]2 SF S

Spokane 11/8/34

Bernard Blum

St Paul

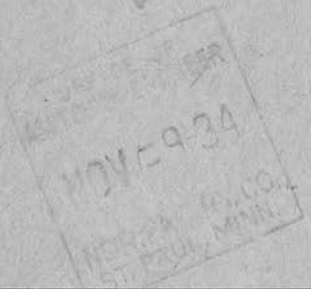
Silas Mason Company Wishes to lease about six miles third ninety pound rail. From What point can it be shipped and when Cy B B Seattle and St Paul S 84

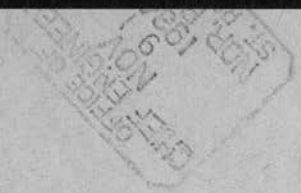
H E Stevens

749 pm

Im yager - Please advise

B B 11/9





as there available 9 miles in Idaho Div & three miles each
Rocky Mtn & Tacoma Divisions.
Request supply 11 miles from Idaho & one mile each
from Rocky Mtn & Tacoma Divisions

L. Y

8731

Saint Paul, November 8, 1934.

MR. J. H. JOHNSON:

Referring to my letter of Oct. 30th to Mr. H.M.Smith, copy to you, in regard to shipment of 8800 lin.ft. 3/90# B rail, "red" ends, and 43332 lin.ft. 3/90# B rail to Bernard Blum, Chief Engineer, Odair, Wn., to apply on ED reqn. 318-34.

Please ship cars as loaded according to your telegram A-60 and mark B/L "hold at Parkwater" from which point Supt. Taylor will make delivery when required.

Advise Supt. Taylor and this office car numbers and contents as forwarded. Acknowledge.

Ass't.Chief Engineer.

CC-AFS JTD CHB RTT PHMcC

PJP-vml

8131

Saint Paul, Nov. 8, 1934.

Mr. R. W. Clark:

With reference to Mr. Murphy's letter of Oct. 31 to Mr. Blum which was forwarded to me from Spokane requesting two prints of map showing freight connections leading to the Grand Coulee Dam.

I have had this print revised to show proposed United States Railroad more clearly and I am attaching hereto two prints as referred to in Mr. Murphy's letter attached.

If you approve, will you please arrange to forward these two prints to Mr. Murphy for handling with Mr. Perrow.

Asst. to Chief Engineer

JTD-w

8731

November 8, 1934.

Mr. F. A. Banks,
Project Engineer,
U. S. Reclamation Service,
Almira, Wash.

Dear Sir:

I am advised that you will require one additionnal No. 9 frog for your delivery yard at Odair in order to avoid relaying the load now in place.

Our General Storekeeper has arranged to have a #9 R.H. spring rail 90-lb. frog delivered from Parkwater store and this will reach you within a few days.

Yours truly,

JTD-w

Asst. to Chief Engineer.

cc - Mr. R.T. Taylor
Mr. H.M. Tremaine

St. Paul, Nov. 8, 1934..

Mr. E. R. Wales:

As requested in your form letter of October 26th I have certified the following store invoices as to receipt of material shipped to Odair for use in connection with construction of branch line into the Coulee Dam District:

South Tacoma	8-706
	707
	708
	709
	710
Parkwater	8-166

Chief Engineer.

r

enc

ID 22377

Storekeeper at: Material Reqn. ED 318

R.T.Taylor, Supt.

Ship to - B.Blum, Chf. Engr. 11/8/34

At - Odair, Wash.

Quantity Required	Description	Purpose
	Parmenter Rail Yard	Construction Coulee Dam Line
13813	Lin. Ft. 3/90# A Rail	
5485	" " 3/90# B " ends painted "red" condemned heats removed from track acct. transverse fissure history.	
	Fusco Rail Yard	
12622	Lin. Ft. 3/90# B Rail - ends painted red, condemned heats removed from track acct. transverse fissure history.	
	Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order. No split heads, crushed heads, broken base, pipe or badly flared rails from the low side of curve to be shipped.	
	If there is not sufficient rail in the above classes, ship selected 3/90# B rail to complete the order.	
	Forward on revenue billing and send copies of waybills to F.A.Banks, Construction Engr., Almira, Wash.	
KHW MR-CAM-MR-PCT-PJP	To be loaded on cars immediately and held subject to shipping instructions from Supt.Taylor. Letter L.Yager, 11/6/34	

BB copy

Sheet 1

Form 418

8731

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification territories, March 15, 1922, as amended August 1, 1930)

UNIFORM STRAIGHT BILL OF LADING

Shipper's No.....

ORIGINAL--Not Negotiable

Agent's No.....

NORTHERN PACIFIC RAILWAY COMPANY.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at Dilworth, Minn. November 8, 1934, 193

from ~~xxxxxx~~ Northern Pacific Railway Company

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to B. Blum, Chief Engineer,

Destination Odair State of Wash. County of

Route NP Hold at Parkwater, Wash.

Delivering Carrier Car Initial NP Car No. 69724

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
	50 pcs. (1650') 33' ft 3/B 90# condemned rail			
	9 pcs. (288') 32' 3/B 90# condemned rail			
	3 pcs. (93') 31' 3/B 90# condemned rail			
	1 pc. 28' 3/B 90# condemned rail			
	1 pc. 26' 3/B 90# condemned rail	62550		
	This shipment to move on revenue billing			
	Send copies of waybill to F. A. Banks, Construction Engineer, Elmira, Wash.			

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $..... to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per.....

(The signature here acknowledges only the amount prepaid.)

Charges advanced:

$.....

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

.....per.....

.....Shipper. .....Agent.

Per..... Per.....

Permanent postoffice address of shipper.....

Sheet 1

Form 418

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification territories, March 15, 1922, as amended August 1, 1930)

UNIFORM STRAIGHT BILL OF LADING

Shipper's No.....

ORIGINAL--Not Negotiable

Agent's No.....

NORTHERN PACIFIC RAILWAY COMPANY.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at Dilworth, Minn. November 8, 1934, 193

from Northern Pacific Railway Company

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to B. Blum, Chief Engineer,

Destination Odair State of Wash. County of

Route Northern Pacific Hold at Parkwater, Wash.

Delivering Carrier Car Initial NP Car No. 69315

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
	80 pcs. (2640') 33' 3/B 90#			
	condemned rail	79200	90	
	This shipment to move on revenue	billing.		
	Send copies of waybill to F. A.	Banks,		
	Construction Engineer, Elmira,	Wash.		

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $..... to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per.....

(The signature here acknowledges only the amount prepaid.)

Charges advanced:

$.....

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

.....per.....

.....Shipper. G. H. Baker Agent.

Per..... Per.....

Permanent postoffice address of shipper.....

Sheet 1

Form 418

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification territories, March 15, 1922, as amended August 1, 1930)

UNIFORM STRAIGHT BILL OF LADING

ORIGINAL--Not Negotiable

Shipper's No.....

Agent's No.....

NORTHERN PACIFIC RAILWAY COMPANY.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at Dilworth, Minn. November 8, 1934, 193...

from Northern Pacific Railway Company

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to B. Blum, Chief Engineer

Destination Odair State of Wash. County of

Route NP Hold at Parkwater, Wash.

Delivering Carrier Car Initial NP Car No. 69896

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
	80 pcs. (2640') 33' 3/B 90#			
	condemned rail	79200		
	This shipment to move on ~~xxxxx~~ revenue billing			
	Send copies of waybill to F. A. Banks, Construction Engineer, Elmira, Wash.			

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $..... to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per.....

(The signature here acknowledges only the amount prepaid.)

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

..... per .....

Charges advanced:

$.....

..... Shipper. ..... Agent.

Per..... Per.....

Permanent postoffice address of shipper.....

8731

Spokane, November 7, 1934 g

Mr. David H. Ryan,
Coulee, Washington.

Dear Sir:

The following tools and materials have been shipped you on your request, subsequent to my letter of September 18, 1934:

Date	Material	Shipped to
10-23-34	2 track jacks, small	Coulee
	2 " " large	"
	6 lining bars	"
	20 tamping bars	"
10-16-34	2 pairs rerailing frogs	"
11- 5-34	6 lining bars	"

Will you kindly acknowledge receipt on carbon copy of this letter, returning copy to me at your earliest convenience?

CC J.T.Derrig

Yours truly,

E. T. TAYLOR

Superintendent

N. P. 1012 6-24

8T31

G 22333

CLASS NO. _____ MATERIAL REQUISITION NO. ED 422 G. S. K. NO. _____

STOREKEEPER AT Glendive

SHIP TO B.Blum, Chf. Engr. 11/7/34 DATE

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		
			1	Clamp for 90 lb. guard rail S.H.	Grand Coulee Dam	
				Conf. wire 10/31/34 File ED 422		
				Shipped from Glendive 11/2/34 on N.P. 69719		
				BB-CAN-GMP-WHR-FCT		
				Canceled on M 16229		

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

22378

ED 22378

Material Reqn. ED 318

Storekeeper - L.F.Newton, Supt. 11/8/34

Shipped to - Bernard Blum, Chf. Engr.

AT - Coeur d'Alene, Wash.

Quantity	Description	Purpose
3,474	Lin.Ft. 3/90# B Rail, ends painted red condemned heats removed from track sect. transverse fissure history.	Construction Coulee Dam Line

This rail is to apply on ED reqn. 318-34 and to be loaded immediately and shipped. B/Ls are to be marked "Held at Pasco" from which point Supt. Taylor will make delivery when material is required.

Short rails 24 to 32 ft. long to be loaded separately & not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flared rails from the low side of curve to be shipped.

If there is not sufficient red end rails ship selected 3/90# B rail to complete the order.

Forward on revenue billing and send copies of way bills to F.A.Banks, Construction Engr. Almira, Wash.

Letter L. Yager 11/6/34

SHIP FROM AUBURN RAIL YARD

RD-LAN-PJP-ERW-RTT-HHB-LSMpFCT

COPY COPY COPY

N. P. 1012 6-24

S 22376

CLASS NO. _____ MATERIAL REQUISITION NO. ED 422 G. S. K. NO. _____

STOREKEEPER AT Parkwater

SHIP TO B.Blum, Chf. Engr. 11/8/34 DATE

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		
			1	No. 9 right hand spring rail frog 90# second hand. Load on flat car and forward under revenue billing. Send copy of waybill to F.A.Banks, Construction Engineer, Almire, Wash. Confirming wire 11/7/34 file ED -422 BB-CAN-FCT	Grand Coulee Dam	

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. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Robinson

Nov.7

Parkwater

Your wire 6th A-3786. Ship at once to B.Blum, Chief Engineer, Odair,Wash. one No.9, right hand spring rail frog 90# second hand. Load on flat car and forward under revenue billing. Send copy of waybill to F.A.Banks, Construction Engineer, Almire,Wash. ED-422

HMS

Cy JTD- Your letter November 5th.

H W Smith

9

St.Paul, November 6, 1934.

8731

MR. H. M. SMITH:

Please place order with the Idaho Division to ship the following rail to Bernard Blum, Chief Engineer, Odair, Wn. This rail is to apply on ED reqn. 318-34 and is to be loaded on cars immediately and held subject to shipping instructions from Supt. Taylor:

Parkwater Rail Yard:
13513 lin.ft. 3/90# A rail
5485 " 3/90# B rail

ends painted "red" condemned heats removed from track account transverse fissure history.

Pasco rail yard:
12682 lin.ft. 3/90# B rail - ends painted red, condemned heats removed from track account transverse fissure history.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped.

If there is not sufficient rail in the above classes, ship selected 3/90# B rail to complete the order.

L. YAGER

Ass't.Chief Engineer.

CC-BB JTD RTT CWC PHMcC

PJP-vml

8731 9

St.Paul, Nov. 6, 1934.

MR. H. M. SMITH:

Please place order with the Tacoma Div. to ship from Auburn rail yard, the following rail to Bernard Blum, Chief Engineer, Odair, Wn.

3474 lin.ft. 3/90# B rail, ends painted "red", condemned heats removed from track account transverse fissure history.

This rail is to apply on ED reqn. 318-34 and is to be loaded immediately and shipped. B/Ls are to be marked "hold at Pasco" from which point Supt. Taylor will make delivery when material is required.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped.

If there is not sufficient red end rails, ship selected 3/90# B rail to complete the order.

L. YAGER

Ass't.Chief Engineer.

BB JTD
CC-MFN WGS

PJP-vml

B

St.Paul, Nov. 6, 1934.

8731

MR. H. M. SMITH:

Please place order with the Tavoma Div. to ship from Auburn rail yard, the following rail to Bernard Blum, Chief Engineer, Odair, Wn.

3474 lin.ft. 3/90# B rail, ends painted "red", condemned heats removed from track account transverse fissure history.

This rail is to apply on ED reqn. 318-34 and is to be loaded immediately and shipped. B/Ls are to be marked "hold at Pasco" from which point Supt. Taylor will make delivery when material is required.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped.

If there is not sufficient red end rails, ship selected 3/90# B rail to complete the order.

L. YAGER

Ass't.Chief Engineer.

BB JTD
CC-HFN WGS

PJP-vml

8731

St.Paul, November 6, 1934.

MR. H. M. SMITH:

Please place order with the Idaho Division to ship the following rail to Bernard Blum, Chief Engineer, Odair, Wn. This rail is to apply on ED reqn. 318-34 and is to be loaded on cars immediately and held subject to shipping instructions from Supt. Taylor:

Parkwater Rail Yard:
13513 lin.ft. 3/90# A rail
5485 " 3/90# B rail

ends painted "red" condemned heats removed from track account transverse fissure history.

Pasco rail yard:
12682 lin.ft. 3/90# B rail - ends painted red, condemned heats removed from track account transverse fissure history.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped.

If there is not sufficient rail in the above classes, ship selected 3/90# B rail to complete the order.

L. YAGER

Ass't.Chief Engineer.

CC-BB JTD RTT CWC PHMcC

PJP-vml

8731

Saint Paul, Nov. 5, 1934.

Mr. H. M. Smith:

With reference to furnishing switch material on requisitions 318 and 422 for government railroad at Odair:

It develops that two #9 springs and two #11 were furnished for the material yard in place of four #11 as called for on requisition 422. These switches are in place and in order to take care of placing additional frog in the delivery yard and avoid relaying the switch lead will you please arrange to furnish one #9 R.H. spring rail frog second hand or one #9 secondhand rigid, making immediate delivery.

If you do not have a secondhand #9 spring rail frog available please arrange to ship a secondhand #9-90-lb. rigid, advising which you can furnish and when shipment will be made.

We will arrange to salvage the #11 heretofore shipped.

JTD-w

Asst. to Chief Engineer.

cc - Mr. R.T. Taylor
Mr. H.M Tremaine

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

St Paul Nov. 5, 1934.

R. T. Taylor

Spokane, Wash.

B-777 Rental rate includes caboose fully equipped. D-162

J T Derrig

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

St Paul, Nov. 5, 1934

R T Taylor,

Spokane

Will request Storekeeper to furnish one additional No. nine frog. Balance switch points etc. due on requisitions 318 and 422 are now moving to job. D-164

J T Derrig

8231

St. Paul, Minn., Nov. 5, 1934

Mr. R. T. Taylor:

For your information I am attaching hereto copy of General Storekeeper's letter of November 3rd referring to the delivery of the balance of switch material on requisitions ED-318 and ED-422.

You will note that one clamp for 90# guard rail which was short in shipment from Missoula is loaded on NP car 69719 with 90# rail from Glendive.

JTD:wp

Assistant to Chief Engineer

cc Mr. F. A. Banks
Mr. H.M.Tremaine

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

Idaho Divn 11-3-34

J T Derrig St Paul

D 159 Do not know what rental rate you are referring to or what it is to cover Presume from second sentence it covers cabo If so it should be equipped B 35

Bernard Blum

SF B St Paul Minn3

Bernard Blum,
Care NO 5
Connell, Wash

Following wire from Taylor M 311 Advise if rental rate will include water cooler and caboose stove which are considered permanent fixtures B- 777. " Unless you have understanding otherwise Suggest Taylor be advised rate includes Caboose fully equipped

advise D 159

J T Derrig.

940AM

N.P. 834 5-24

TRAINGRAM—IMPORTANT

8731

Train Service should be used in preference to the telegraph, when it is known that the train service will effect delivery at a time which will serve the Company's interests.

THIS BLANK should be passed to the Telegraph Operator at point of origin; he will place the blank in an envelope, marked Traingram, addressed to the Operator at point of destination. The Receiving Operator will give the Traingram immediate delivery to the addressee, or service it in the same manner a telegram is serviced.

Coulee, Wash. Nov. 3rd. 1934.

Mr. Bernard Blum,
Chief Engr. St. Paul,

Your letter 30th regarding NP 61785.

Received Odair Siding Sept 1st, put on New Govt road and unloaded Oct 3rd.

R. A. Dierkes,
Agent.

Mr Blum
Assume you
can draw OK
these way bills
JSK 11/8



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED
M.

8731

On Idaho Divn 11-3-34

H E Stevens St Paul

S 32 Subsequent my letter thirty first had conference Silas Mason and Colonel Whittson and supplementary report to you train two to-day from Spokane which will reach St Paul Monday morning stop Sending you copy supplementary report care of Taylor at Spokane stop I discussed o] and they promised to haul our commercial freight if their request that we operate railroad falls through stop Did not cover question of rates as thought best to have settled question of who would operate railroad and if I held out for low rate would have influence on what we might charge if we took over operation B 53

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

SF MC St Paul Minn Nov 3

Bernard Blum

Care No 5

Ritzville Wash

Your letter thirty first about Progress Coulee Dam

you make no mention of Operation was this subject discussed

I will be in Spokane Wednesday and take it up with them

S--32

H E Stevens

904 AM

St.Paul,Minn.,Nov.3,1934

ED-318

Mr.J.T.Derrig,

Asst. to Chief Engineer

Dear Sir:-

Again referring to your letter October 26th requesting balance of switch material shipped on requisitions ED-318 and ED-422.

We were short one clamp for 90# guard rail in shipment from Missoula, and I arranged to have one shipped from Glendive.

The clamp has been loaded on NP 69719 with 90# rail being loaded at that point.

This for your information.

Yours truly,

H M Smith

General Storekeeper

N-n

Cy ED-422

RTT

N. P. 1386 12-24

117 SF X

TELEGRAM—BE BRIEF

TIME FILED

M.

PASCO NOV 3 1934

J T DERRIG

STPAUL

D 159 DO NOT KNOW WHAT RENTAL RATE YOU ARE REFERRING TO OR WHAT IT IS TO COVER PRESUME FROM SECOND SENTENCE IT COVERS CABOOSE IF SO IT SHOULD BE EQUIPPED. B-35

B BLUM

326P

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Nov. 3, 1934

Bernard Blum

Car 12 - Train #5 - Idaho Divn

Following wire from Taylor: M-311 advise if rental rate will include water cooler and caboose stove which are considered permanent fixtures B-777"

Unless you have understanding otherwise suggest Taylor be advised rate includes caboose fully equipped. Advise. D-159

J T Derrig

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

103 SF X

SPOKANE NOV 3 1934

J T DERRIG

STPAUL

D 150 ENGINEER SMITH ADVISES THEY HAVE PLENTY NO 11 FRGS ON THE JOB BUT NEED ONE NO 9 RH SPRING RAIL FROG OR THAT A RIGID WILL ANSWER IF NO SPRING FROGS AVAILABLE ALSO STATED THEY WILL NEED SOME SWITCH POINTS BUT WILL ADVISE LATER HOW MANY B-786

RTT

230P

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Minn., Nov. 3, 1934

R T Taylor

Spokane, Wash

A-150 Please advise if No. 11 lead now in place Odair delivery yard is on east or west end stop This information desired so I can order additional frog of right type and kind for third track D-161

J T DERRIG

8731

Saint Paul, Nov. 3, 1934.

Mr. L. Yager:

Mr. Blum writes under date of October 31 that Ryan has six miles of track laid on Coulee Branch and putting down one mile per day.

Will you therefore, please arrange to place order for the loading of additional rail due on requisitions 318 and 422 at once in order to avoid any possible delay on the part of the railway company.

Asst. to Chief Engineer.

JTD-w

Sheet 1

Form 418

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification territories, March 15, 1922, as amended August 1, 1930)

UNIFORM STRAIGHT BILL OF LADING

Shipper's No.....

ORIGINAL--Not Negotiable

Agent's No.....

NORTHERN PACIFIC RAILWAY COMPANY.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at Livingston, Montana. November 2nd, 193 4

from J. W. Anderson, D. S. K.

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to B. Blum, Chief Engr.

Destination Odair State of Washington County of

Route Northern Pac. Ry.

Delivering Carrier NP Car Initial Car No. NP 63456

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
480	Pr. 90# RH angle bars Plan T-20-106	24000#		
	Group 2 and 3 bars			
	Regn. L-15677			

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $..... to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per.....

(The signature here acknowledges only the amount prepaid.)

Charges advanced:

$.....

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

.....per.....

.....Shipper. .....Agent.

Per..... Per.....

Permanent postoffice address of shipper.....

CONTRACT TERMS AND CONDITIONS

Sec. 1. (a) The carrier or party in possession of any of the property herein described shall be liable as at common law for any loss thereof or damage thereto, except as hereinafter provided.

(b) No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, the authority of law, or the act or default of the shipper or owner, or for natural shrinkage. The carrier's liability shall be that of warehouseman, only, for loss, damage, or delay caused by fire occurring after the expiration of the free time allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination, or tender of delivery of the property to the party entitled to receive it, has been made. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon the request of the shipper, owner, or party, entitled to make such request, or resulting from a defect or vice in the property, or for country damage to cotton, or from riots or strikes.

(c) In case of quarantine the property may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations or authorities, or for the carrier's dispatch at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when property is so discharged, or property may be returned by carrier at owner's expense to shipping point, carrying freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be a lien thereon. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts required or done by quarantine regulations or authorities even though the same may have been done by carrier's officers, agents, or employees, nor for detention, loss, or damage, of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in case of negligence, for any mistake or inaccuracy in any information furnished by the carrier, its agents, or officers, as to quarantine laws or regulations. The shipper shall hold the carriers harmless from any expense they may incur, or damages they may be required to pay, by reason of the introduction of the property covered by this contract into any place against the quarantine laws or regulations in effect at such place.

Sec. 2. (a) No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and the point of destination, in all cases not prohibited by law, where a lower value than actual value has been represented in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value plus freight charges if paid shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence.

(b) As a condition precedent to recovery, claims must be filed in writing with the receiving or delivering carrier, or carrier issuing this bill of lading, or carrier on whose line the loss, damage, injury or delay occurred, within nine months after delivery of the property (or, in case of export traffic, within nine months after delivery at port of export) or, in case of failure to make delivery then within nine months after a reasonable time for delivery has elapsed; and suits shall be instituted against any carrier only within two years and one day from the day when notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof specified in the notice. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, no carrier hereunder shall be liable, and such claims will not be paid.

(c) Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance: **Provided**, That the carrier reimburse the claimant for the premium paid thereon.

Sec. 3. Except where such service is required as the result of carrier's negligence, all property shall be subject to necessary cooperage and lading at owner's cost. Each carrier over whose route cotton or cotton linters is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership (and prompt notice thereof shall be given to the consignor), and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 4. (a) Property not removed by the party entitled to receive it within the free time allowed by tariffs, lawfully on file (such free time to be computed as therein provided), after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination has been made, may be kept in vessel, car, depot, warehouse or place of delivery of the carrier, subject to the tariff charge for storage and to carrier's responsibility as warehouseman, only, or at the option of the carrier, may be removed to and stored in a public or licensed warehouse at the place of delivery or other available place, at the cost of the owner, and there held without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

(b) Where nonperishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it, or said consignee or party entitled to receive it fails to receive it within 15 days after notice of arrival shall have been duly sent or given, the carrier may sell the same at public auction to the highest bidder, at such place as may be designated by the carrier; **Provided**, That the carrier shall have first mailed, sent, or given to the consignor notice that the property has been refused or remains unclaimed, as the case may be, and that it will be subject to sale under the terms of the bill of lading if disposition be not arranged for, and shall have published notice containing a description of the property, the name of the party to whom consigned, or, if shipped order notify, the name of the party to be notified, and the time and place of sale, once a week for two successive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published: **Provided**, That 30 days shall have elapsed before publication of notice of sale after said notice that the property was refused or remains unclaimed was mailed, sent, or given.

(c) Where perishable property which has been transported hereunder to destination is refused by consignee or party entitled to receive it, or said consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale: **Provided**, That if time serves for notification to the consignor or owner of the refusal of the property or the failure to receive it and request for disposition of the property, such notification shall be given, in such manner as the exercise of due diligence requires, before the property is sold.

(d) Where the procedure provided for in the two paragraphs last preceding is not possible, it is agreed that nothing contained in said paragraphs shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.

(e) The proceeds of any sale made under this section shall be applied by the carrier to the payment of freight, demurrage, storage, and any other lawful charges and the expense of notice, advertisement, sale, and other necessary expense and of caring for and maintaining the property if proper care of the same requires special expense, and should there be a balance it shall be paid to the owner of the property sold hereunder.

(f) Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed freight agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and, except in case of carrier's negligence, when received from or delivered to such stations, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from locomotive or train or until loaded into and after unloaded from vessels.

Sec. 5. No carrier hereunder will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

Sec. 6. Every party, whether principal or agent, shipping explosives or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for and indemnify the carrier against all loss or damage caused by such goods, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 7. The owner or consignee shall pay the freight and average, if any, and all other lawful charges accruing on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier by railroad shall deliver or relinquish possession at destination of the property covered by this bill of lading until all tariff rates and charges thereon have been paid. The consignor shall be liable for the freight and all other lawful charges, except that if the consignee stipulates, by signature, in the space provided for that purpose on the face of this bill of lading that the carrier shall not make delivery without requiring payment of such charges and the carrier, contrary to such stipulations, shall make delivery without requiring such payment, the consignee (except as hereinafter provided) shall not be liable for such charges. **Provided, that**, where the carrier has been instructed by the shipper or consignor to deliver said property to a consignee other than the shipper or consignor, such consignee shall not be legally liable for transportation charges in respect of the transportation of said property (beyond those billed against him at the time of delivery for which he is otherwise liable) which may be found to be due after the property has been delivered to him, if the consignee (a) is an agent only and has no beneficial title in said property, and (b) prior to delivery of said property has notified the delivering carrier in writing of the fact of such agency and absence of beneficial title, and, in the case of a shipment reconsigned or diverted to a point other than that specified in the original bill of lading, has also notified the delivering carrier in writing of the name and address of the beneficial owner of said property; and, in such cases the shipper or consignor, or, in the case of a shipment so reconsigned or diverted, the beneficial owner, shall be liable for such additional charges. If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. Nothing herein shall limit the right of the carrier to require at time of shipment the prepayment or guarantee of the charges. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

Sec. 8. If this bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature to the prior bill of lading as to the statement of value or otherwise, or election of common law or bill of lading liability, is or in connection with such prior bill of lading, shall be considered a part of this bill of lading as fully as if the same were written or made in or in connection with this bill of lading.

Sec. 9. (a) If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to all the terms and provisions of, and all the exemptions from liability contained in, the Act of the Congress of the United States, approved on February 13,1893, and entitled "An act relating to the navigation of vessels, etc.," and of other statutes of the United States according carriers by water the protection of limited liability, and to the conditions contained in this bill of lading not inconsistent therewith or with this section.

(b) No such carrier by water shall be liable for any loss or damage resulting from any fire happening to or on board the vessel, or from explosion, bursting of boilers or breakage of shafts, unless caused by the design or neglect of such carrier.

(c) If the owner shall have exercised due diligence in making the vessel in all respects seaworthy and properly manned, equipped, and supplied, no such carrier shall be liable for any loss or damage resulting from the perils of the lakes, seas, or other waters, or from latent defects in hull, machinery, or appurtenances whether existing prior to, at the time of, or after sailing, or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And, when for any reason it is necessary, any vessel carrying any or all of the property herein described shall be at liberty to call at any port or ports, in or out of the customary route, to tow and be towed, to transfer, trans-ship, or lighter, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving life or property, and for docking and repairs. Except in case of negligence such carrier shall not be responsible for any loss or damage to property if it be necessary or is usual to carry the same upon deck.

(d) General Average shall be payable according to the York-Antwerp Rules of 1924, Sections 1 to 15, inclusive, and Sections 17 to 22, inclusive, and as to matters not covered thereby according to the laws and usages of the Port of New York. If the owners shall have exercised due diligence to make the vessel in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from faults or errors in navigation, or in the management of the vessel, or from any latent or other defects in the vessel, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of shipment or at the beginning of the voyage (provided the latent or other defects or the unseaworthiness was not discoverable by the exercise of due diligence), the shippers, consignees and/or owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common beneat or to relieve the adventure from any common peril.

(e) If the property is being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the provisions of this section shall be modified in accordance with the tariff provisions, which shall be regarded as incorporated into the conditions of this bill of lading.

(f) The term "water carriage" in this section shall not be construed as including lighterage in or across rivers, harbors, or lakes, when performed by or on behalf of rail carriers.

Sec. 10. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

Effective August 1, 1930.

N. P. 1012 6-24

8731
YD 22069

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

STOREKEEPER AT D.M.Driscoll, Supt. 11/2/34 DATE

SHIP TO B.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		
		Glendive Rail Yard:	Construction Coulee Dam Line	
	7904	Lin. Ft. 3/90# A Rail		
	9837	" " 3/90# B " - ends painted red condemned heats removed from track account transverse fissure history.		
		Laurel Rail Yard:		
	4300	Lin. Ft. 3/90# B Rail, ends painted "red" condemned heats removed from track account transverse fissure history.		
		If the above amount cannot be furnished, substitute 3/90# B Rail to make up total.		
		Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.		
		No split heads, crushed heads, broken bases, piped or badly flawed rails from the low side of curve to be shipped.		

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

YD 22069

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

STOREKEEPER AT D.M.Driscoll 11/2/34 DATE

SHIP TO B.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		

This rail is to apply on ED 318-34 and bill of ladings are to be marked "Hold at Parkwater" from which point Supt. Taylor will make delivery when required.

Forward onrevenue billing and send copies of way bills to F.A.Banks, Construction Engr., Almira, Wash.

Shipment to be made immediately.

Letter L.Yager, 10/29/34

BB-PJP-CAN-GHK-ERW-RTT-WHR-FCT-RGB

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

ST 22067

CLASS NO. _____ MATERIAL REQUISITION NO. ED 422 G. S. K. NO. _____

STOREKEEPER AT So.Tacoma 11/2/34 DATE

SHIP TO B.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		
	3	Sets 90 lb. guard rails, complete 8 ft. 3" long second hand	Grand Coulee Dam	
	1	Clamp for 90# guard rail second hand		
	2	No. 2 plates for ditto		
	2	RM-43 wedges for ditto		
	4	R-422 end blocks ditto		
	2	Straps 3/4x24" for 90# split switch		
		Confirming wire 10/29/34 file ED 422		
		Shipped from So.Tac. Oct. 30, N.P. 69181		
		BB-PJP-CAN-ERW-WHR-FCT Canceled on M 16229		
		PJP		

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
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N. P. 1012
6-24

G-22066

CLASS NO. _____ MATERIAL REQUISITION NO. ED 422 G. S. K. NO. _____

STOREKEEPER AT Glendive 11/2/34 DATE

SHIP TO B.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		
			2	Compromise Joints 90 lb. to 85 lb. ℄ right hand	Grand Coulee Dam	
			2	" " 90 lb. to 85 lb. left hand		
				Confirming wire 10/29/34 file ED 422		
				BB-BAN-GHK-WHR-FCT		
				SHIPPED FROM GLENDIVE 10/20/34 on N.P. 62374		
				BJP		

APPROVED O. K. SIGNED

ASST. GENERAL STOREKEEPER. GENERAL STOREKEEPER DISTRICT STOREKEEPER. DIVISION

USE OF SHIPPING STORE ONLY

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N. P. 1012 6-24

ID 22065

CLASS NO. ____ MATERIAL REQUISITION NO. ED 422 G. S. K. NO. ____

STOREKEEPER AT R.T.Taylor, Supt. 11/2/34 DATE

SHIP TO B.Blum, Chf. Engr.

AT Odair, Wash.

USE OF SHIPPING STORE ONLY SHIPMENTS 4 | 3 | 2	QUANTITY REQUIRED	DESCRIPTION	PURPOSE	ON HAND AND DUE
	4	NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK Pcs. Selected 3rd Class "B" Rails 85# Furnish from Parkwater Confirming wire 10/29/34 file ED 422 BB-PJP-CAN-ERW-WHR-FCT	Grand Coulee Dam	

JTP

APPROVED O. K. SIGNED

ASST. GENERAL STOREKEEPER. GENERAL STOREKEEPER DISTRICT STOREKEEPER. DIVISION

USE OF SHIPPING STORE ONLY

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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

RM 22068

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

STOREKEEPER AT J.H.Johnson

11/2/34
DATE

SHIP TO B.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		
	8800	Lin. Ft. 3/90# B Rail, ends painted "red" condemned heats removed from track account trans. fissure history	Construction of Coulee Dam Line	
	43332	Lin. Ft. 3/90# B Rail Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order. No split ~~xxxbx~~,heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped. Forward on revenue billing and send copies of way bills to Mr. F.A.Banks, Construction Engr., Almire, Wash. To be loaded on cars immediately and held for future shipping instructions from Engr's Office. SHIP FROM MISSOULA RAIL YARD Letter L.Yager, 10/30/34 BB-PJP-CAN-GHK-ERW-GMP-WHR-FCT	8 JD	

APPROVED O. K. SIGNED

ASST. GENERAL STOREKEEPER. GENERAL STOREKEEPER DISTRICT STOREKEEPER. DIVISION

USE OF SHIPPING STORE ONLY

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N. P. 12-24

TELEGRAM—BE BRIEF

M.

145 SF S

Spokane 11/2/34 Bernard Blum

St Paul

M-311 advise if Rental rate will include water cooler and caboose stove which are considered permanent fixtures. B-777

RTT

541 pm

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

St.Paul October 31 1934 R T Taylor

Spokane

B 756- Same rental rate applies to all cabooses whether steel sill or otherwise M 311

Bernard Blum.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

St. Paul, Minn., Oct. 31, 1934

R T Taylor

Spokane, Wash

Government will place one additional track in delivery yard at Odair stop In order to avoid removing turnouts now in place will be necessary to furnish one additional No. 11 frog stop Advise whether right hand or left hand is required D-150

J T Derrig

8731

At Spokane, Washington,
October 31st, 1934

Mr. H. E. Stevens:

Yesterday with Mr. R. T. Taylor I went to the Coulee Dam and over the railroad to Coulee City, calling on Mr. Banks enroute. The picture has changed considerably since I was here six weeks ago. The so-called "wild cat" towns on the left side of the west bank of the river have grown in number and size. The building of the engineers camp on the left bank of the river just below the dam site is progressing but rather slowly and Mr. Banks does not expect to be able to move there until next spring.

On the other hand the MWAK activities which have started only since I was here are progressing rapidly. Their camp is on the right bank of the Columbia opposite the engineers camp. The MWAK have constructed a pile trestle bridge for vehicles across the Columbia. They are laying sewer and water pipes, grading streets, laying out houses and have practically completed a large number of 24 man bunk houses. These consist of 12 rooms for two men each. The office building, a 2-story frame structure on concrete foundation, is practically completed and it is said that they will move in this week. The mess hall, which is a very large structure, has reinforced concrete floor and cellar, and will take care of many hundreds of men at one sitting, is approaching completion. They are using one wing now for feeding the men engaged in the construction of the camp. They are laying out and getting ready to construct a large number of individual houses for their foreman, members of the firm, etc. Messrs. Mason, Walsh, Donaldson, Whittson and Atkinson are here with their families and evidently intend to make this their home during the period of construction. The camp buildings are arriving on the job in sections, being fabricated by the White Pine Sash Mill in Spokane. The parts are being trucked from Spokane but apparently we are getting the inbound business to the White Pine plant of the lumber that is being used in the manufacture of the buildings.

The Washington Water Power Company are building a high tension line along the railroad from Coulee City to the dam site and the MWAK Company have made a contract for purchase of power for construction and camp purposes. The MWAK camp buildings are to be heated by electricity and Monday they closed a contract for 150 electric ranges for the individual houses. I had hopes that we would have a large market for Roslyn coal but that evidently is out.

Construction of the dam has not yet commenced but they are making heavy purchases of equipment, etc. Mr. Donaldson told

me that they have purchased about two miles of 60" transmission belting which will handle practically all of the excavation material. In other words, they are going to employ the scheme of Mr. Nelson on the Denny Hill regrade work. They have a number of trucks and two or three shovels at work in connection with the camp work.

The Crick and Kuney contract for grading the highway and railroad from the head of the Coulee down to the dam site is progressing in good shape. They have several shovels and a number of trucks at work.

Mr. Ryan's work is now going along in very much better shape. Yesterday evening they had laid about six miles of track from Odair. Ties were distributed about one mile ahead. Eight cars of ties, enough for about two miles of track, have been tied up on a branch line of the Milwaukee behind a washout. These are part of the 30,000 ties being supplied by Dant and Russell and are needed at once. Mr. Ryan is handling the tracklaying in excellent shape. He distributes the ties by truck on the grade for about a mile in advance of tracklaying. He has a Heisler locomotive which brings the cars of rail and ties up to the front. Laying of rail is done with about 18 or 20 men and a large Ohio locomotive crane. Angle bars and bolts are distributed ahead and he has a car of rail behind the crane. Ahead of the crane, three men with a special gauge drive the outside spikes which serve as a guide for placing the rail. These spikes are driven about every tenth tie. The joints are loosely bolted and the crane moves up on this skeleton track pulling one car of rail with it. The past week they have laid at the rate of 5000 feet per day. When a car of rail is unloaded the crane lifts it off the track and the Heisler pushes up another car of rail. About half a mile back of the locomotive crane is an air compressor set on a push car furnished by us and with a few men and pneumatic spikers and boltors the tracklaying is completed. The locomotive crane supplies air for the preliminary spiking and bolting.

Ballasting of track is to start this morning and he has obtained four Hart cars from us. He has devised a portable bar grizzly which will set over the Hart cars, running along the top rail on rollers, through which gravel will be dumped from his stock pile and the oversize will roll off into the ditch alongside the track. This oversize later will be loaded for riprap purposes along the lake.

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Mr. Stevens #3

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Coulee City and Almira are quite busy. There are a number of cars of lumber and other material arriving which is being trucked to the dam. There is now an excellent road from Coulee to the head of the Dry Coulee.

B.B.

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Bernard Blum

8731

N. P. 1703 / 6-32

INSTRUCTI[ON] 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-D[UPLI]CATE (SECOND COPY) TO BE FORWARDED TO CONSIGNE[E] 3-TRIPLICATE (THIRD COPY) AND QUADRUPLIC[ATE] (FOURTH COPY) TO BE FORWARDED TO DIVISION OR SHOP ACCOUNTANT FOR PRICING. 4-SHIPPING RECEIPT (FIFTH COPY) TO BE RETAINED BY SHIPPER.

COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

FROM Parkwater Store

TO Coulee, Wash.

FOR David Ryan, Contractor

DATE OF WAYBILL 10-31-34 19

NUMBER OF WAYBILL Expr. 3785

CAR INITIALS _____ CAR NO. _____

STORE RECORD

INVOICE 10-188

1ST TRANSFER MADE AT _____ DATE _____ 19 ____ INTO CAR INITIALS _____ CAR NUMBER _____

2ND TRANSFER MADE AT _____ DATE _____ 19 ____ INTO CAR INITIALS _____ CAR NUMBER _____

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAYBILL ONLY WHEN SUPPLIES ARE FORWARDED ON FREIGHT TRAINS. WHEN SUPPLIES ARE FORWARDED ON PASSENGER TRAINS NO REPORTS WILL BE REQUIRED, BUT WAYBILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT IS MADE.

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REQ'N	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT
	Track Levels	S-631-F to follow		28#	1 new 1 SH		
	10-ft Spot Boards, complete TT-49			59#	2		
	Tank Hose with fittings, 80-202 (this item shipped on tender of engine 1359, Oct. 29th)	S-632-F to follow			1		

RECEIVED NOV 2 - 1934 OFFICE OF Assistant Chief Engineer SEATTLE, WASH.

cy-David Ryan-Coulee
A.F.Stotler

DATE _____ 19 ____ TRAIN NO. _____ TIME _____ M. TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.

DATE _____ 19 ____ TRAIN NO. _____ TIME _____ M. TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION.

AGENT AT _____ DESTINATION WILL HEREIN THE DATE RECEIVED

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE PROPERTY DESCRIBED ON THIS WAYBILL.

_____ 19 ____

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

94 NP CH St Paul Oct 31 1934 Bernard Blum Car 12 8731

Spokane

B-314 Original requisition contemplated three tracks at Delivery Yard stop I am arranging to send one additional No 11 frog to fit in with No 11 lead now in place on one end of delivery yard. D-151

J T Derrig

230pm

B

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8 7 31 M.

Spokane 10-31-34

J T Derrig St Paul

D 149 Sending you today copy my report stop No immediate change in schedule except hurry two complete turnouts for third interchange track Odair which has been ordered in Also allow for rail B 314

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

53 NP CH St Paul Oct 31 1934 Bernard Blum

Car 12 Spokane

Have you looked over track laying work on Coulee branch and have you any suggestions to make about my schedule for rail delivery D-149

J T Derrig

1013am

8731

At Spokane, Washington,
October 31st, 1934

Mr. H. M. Stevens:

Yesterday with Mr. R. T. Taylor I went to the Coulee Dam and over the railroad to Coulee City, calling on Mr. Banks enroute. The picture has changed considerably since I was here six weeks ago. The so-called "wild cat" towns on the left side of the west bank of the river have grown in number and size. The building of the engineers camp on the left bank of the river just below the dam site is progressing but rather slowly and Mr. Banks does not expect to be able to move there until next spring.

On the other hand the MWAK activities which have started only since I was here are progressing rapidly. Their camp is on the right bank of the Columbia opposite the engineers camp. The MWAK have constructed a pile trestle bridge for vehicles across the Columbia. They are laying sewer and water pipes, grading streets, laying out houses and have practically completed a large number of 24 men bunk houses. These consist of 12 rooms for two men each. The office building, a 2-story frame structure on concrete foundation, is practically completed and it is said that they will move in this week. The mess hall, which is a very large structure, has reinforced concrete floor and cellar, and will take care of many hundreds of men at one sitting, is approaching completion. They are using one wing now for feeding the men engaged in the construction of the camp. They are laying out and getting ready to construct a large number of individual houses for their foreman, members of the firm, etc. Messrs. Mason, Walsh, Donaldson, Whittson and Atkinson are here with their families and evidently intend to make this their home during the period of construction. The camp buildings are arriving on the job in sections, being fabricated by the White Pine Sash Mill in Spokane. The parts are being trucked from Spokane but apparently we are getting the inbound business to the White Pine plant of the lumber that is being used in the manufacture of the buildings.

The Washington Water Power Company are building a high tension line along the railroad from Coulee City to the dam site and the MWAK Company have made a contract for purchase of power for construction and camp purposes. The MWAK camp buildings are to be heated by electricity and Monday they closed a contract for 150 electric ranges for the individual houses. I had hopes that we would have a large market for Roslyn coal but that evidently is out.

Construction of the dam has not yet commenced but they are making heavy purchases of equipment, etc. Mr. Donaldson told

me that they have purchased about two miles of 60" transmission belting which will handle practically all of the excavation material. In other words, they are going to employ the scheme of Mr. Nelson on the Denny Hill regrade work. They have a number of trucks and two or three shovels at work in connection with the camp work.

The Crick and Kumsy contract for grading the highway and railroad from the head of the Coulee down to the dam site is progressing in good shape. They have several shovels and a number of trucks at work.

Mr. Ryan's work is now going along in very much better shape. Yesterday evening they had laid about six miles of track from Odair. Ties were distributed about one mile ahead. Eight cars of ties, enough for about two miles of track, have been tied up on a branch line of the Milwaukee behind a washout. These are part of the 30,000 ties being supplied by Dant and Russell and are needed at once. Mr. Ryan is handling the tracklaying in excellent shape. He distributes the ties by truck on the grade for about a mile in advance of tracklaying. He has a Heisler locomotive which brings the cars of rail and ties up to the front. Laying of rail is done with about 18 or 20 men and a large Ohio locomotive crane. Angle bars and bolts are distributed ahead and he has a car of rail behind the crane. Ahead of the crane, three men with a special gauge drive the outside spikes which serve as a guide for placing the rail. These spikes are driven about every tenth tie. The joints are loosely bolted and the crane moves up on this skeleton track pulling one car of rail with it. The past week they have laid at the rate of 5000 feet per day. When a car of rail is unloaded the crane lifts it off the track and the Heisler pushes up another car of rail. About half a mile back of the locomotive crane is an air compressor set on a push car furnished by us and with a few men and pneumatic spikers and bolters the tracklaying is completed. The locomotive crane supplies air for the preliminary spiking and bolting.

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H138

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Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

St Paul, Oct. 25, 1934.

R. T. Taylor

Spokane, Wash.

Superintendent Johnson advises track foreman Martin who laid Bitter Root Branch is not in vicinity of Missoula. D-139

J T Derrig

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Minn., Oct. 31, 1934

8731

Bernard Blum
Car 12
Spokane

B-314 Original requisition contemplated three tracks at delivery yard stop I am arranging to send one additional No. 11 frog to fit in with No. 11 lead now in place on one end of delivery yard ~~X~~ D-151

J T DERRIG

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

118 SF X

SPOKANE OCT 31 1934

J T DERRIG

STPAUL

D 149 SENDING YOU TODAY COPY MY REPORT STOP NO IMMEDIATE CHANGE IN SCHEDULE EXCEPT HURRY TWO COMPLETE TURNOUTS FOR THIRD INTERCHANGE TRACK ODAIR WHICH HAS BEEN ORDERED IN ALSO ALLOW FOR RAIL ☒ B 314

BERNARD BLUM

219P

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

St. Paul, Minn., Oct. 31, 1934

Bernard Blum
Car 12
Spokane, Wash

Have you looked over track laying work on Coulee Branch and have you any suggestions to make about my schedule for rail delivery D-149

J T DERRIG

8731

St. Paul, Minn., Oct. 31, 1934

Mr. R. T. Taylor:

You have copy of Mr. Smith's letter of October 31st to me advising balance of switch material for the Grand Coulee line has been shipped.

I am this date forwarding you copy of my letter to Mr. Smith advising him to ship the balance of the angle bars. This will complete the delivery of all material except rail which we are handling on schedule heretofore furnished.

JTD:wp
enc

Assistant to Chief Engineer

8731

St. Paul, Minn., Oct. 31, 1934

Mr. H. M. Smith:

Referring to your letter this date concerning the delivery of balance of switch material on requisitions ED-318 and ED-422, including tie plates and angle bars:

I note that you are arranging to send two No. 7 85# frogs in place of 90# frogs. This arrangement will be satisfactory, and with the use of two rails on each end of the frog we can use 90# switches as included in the original requisition. Therefore it will not be necessary to send out the 85# switches.

I understand there is still due 2756 second-hand 90# angle bars to complete this order. I suggest that you arrange to make shipment on the balance of these angle bars at once as the material can be unloaded at Odair if necessary, and I do not wish the delivery of the material to tie up the contractor.

JTD:wp

Assistant to Chief Engineer

cc Mr. R.T.Taylor

Track Material still due on E.D.

Roans 318-422

2 - # 7 - 85# Frogs.

~~2 - Sets # 7 - 80# Split Switches~~

~~2 - Sets # 7 - 85# Guard Rails~~

483 Anglebars from Livingston
300 " " " Jamestown
2073 " " " Brd.

2756

10/31-37

St.Paul,Minn.,Oct.31,1934

ED-422

Mr.J.T.Derrig,

Asst. to Chief Engineer

Dear Sir:-

Referring to your letter October 26th regarding two No.7, 90# rigid frogs, second hand on ED-422.

I have canvassed the line again and cannot locate any available. Have requested Mr.Driscoll to ship the two No.7, 85# frogs and Mr.Taylor to ship four 85# rails, selected, 3rd class "B".

The four compromise joints 85# to 90#, right hand and left hand were forwarded from Glendive October 27th on NP 62374.

Will let you know when the frogs are shipped.

Yours truly,

H M Smith

General Storekeeper

N-n

Cy RTT

ED-318

M Fenton
pls check with
Reg Swiss Railroad

St.Paul,Minn.,Oct.31,1934

ED-318

Mr.J.T.Derrig,

Asst. to Chief Engineer

Dear Sir:-

Referring to your letters October 26th requesting balance of switch material shipped on requisition ED-318 and ED-422; also 5342 tie plates and 4000, 90# angle bars on ED-318.

NP cars 69662, 69635 and 69034 were billed from Parkwater and Pasco October 30th with 1294 pairs 90# angle bars, 5342, 90# tie plates, four Economy switch stands and two switch locks. NP 69181 was billed from South Tacoma October 30th with switch material. NP 69611 from Missoula October 29th with switch material. NP cars 69201 and 62374 from Glendive October 27th with 2400 pair 90# angle bars. NP 62374 also contained two compromise joints 90# to 85#, left hand and two right hand.

This completes shipments of all material on requisitions ED-318 and ED-422 with the exception of two No.7 - 85# ~~90#~~ rigid frogs, second hand to be forwarded from the Yellowstone Division and four 85# rails, selected 3rd Class "B" from Parkwater,also 2756 pair 90# angle bars.

Yours truly,

H W Smith

General Storekeeper

N-n Cy RTT - ED-422

St.Paul, Oct. 30, 1934.

8731

MR. R. T. TAYLOR:

The following is a list of cars and contents covering the shipment of 90# rail to Bernard Blum, Chief Engineer, Odair, Wash., cars to be held at Parkwater, shipped from the Lake Superior Division on various dates:

NP 66648	2310 lin.ft.	3/90#	B	Red end	10/19-34
66204	2343	Do.		RE rail	10-19
64653	2310	Do.		RE	Do.
61223	2508	Do.	A	rail	10-20
61796	1847	Do.	B	rail	"
	187 lin.ft.	3/90#	A	RE rail	"
65363	2541	Do.	B	RE "	10-22
66658	2640	Do.	B	RE "	10-22
62579	1980	Do.	B	RE "	
	165	Do.	A	10-23rd	
67680	1914	Do.	B	RE 10-23rd	
	462	Do.	B	10-23rd	

L. YAGER.
Ass't.Chief Engineer.

CC-PHMcC
J T D

PJP-vml

St.Paul, Oct. 30, 1934.

MR. H. M. SMITH:

Please place order with the Rocky Mtn. Division to ship from Missoula rail yard the following rail to Bernard Blum, Chief Engineer, Odair, Wn. This rail is to apply on ED requisition 318-34 and is to be loaded on cars immediately and held for future shipping instructions from this office:

8800 lin.ft. 3/90# B rail, ends painted "red" condemned heats removed from track account trans.fissure history.

43332 lin.ft. 3/90# B rail.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped.

L. YAGER

Ass't.Chief Engineer.

CC-BB JTD JHJ CHB RTT PHMcC

PJP-vml

8231

St.Paul, Oct. 30, 1934.

MR. P. H. McCAULEY:

The following is list of car numbers and quantities of 3/90# B rail shipped to B.Blum, Chief Engineer, Odair, Wn. to be held at Parkwater, shipped from Staples, Minn. as of Oct. 27, 1934:

NP 63799	2475 lin.ft. 3/90# B rail	74250#
62379	Do.	"
68345	Do.	"
65847	Do.	"
65307	Do.	"
63178	Do.	"
66700	Do.	"
63516	Do.	"
61142	Do.	"
66004	Do.	"
63920	Do.	"
61145	Do.	"
63962	1982 lin.ft. 3/90# B rail	59460

L. YAGER.
Ass't.Chief Engineer.

PJP-vml
CC-J T Derrig

8731

October 30, 1934

Mr. F. A. Banks,
Project Engineer,
U. S. Reclamation Service,
Almira, Washington

Dear Sir:

Mr. R. T. Taylor, our Superintendent at Spokane advises that he loaned the following track material to Mr. D. H. Ryan, your contractor for Grand Coulee Branch:

	Date	Material	Shipped to
(*)	9-1-34	6 kegs track spikes, new	Odair, Wash.
(*)	"	1 keg bolts 90# new, with nut locks	
(*)	"	1 keg bolts 85# do	
	9-4-34	12 track chisels	Coulee, Wash
		8 lining bars	
		2 spike mauls	
		6 spike maul handles	
		3 claw bars	
		8 #2 track shovels	
		4 rail tongs	
		4 bits 85#	
		2 85# track wrenches	
		4 bits 90#	
		2 90# track wrenches	
		2 pair goggles	
(*)	9-5-34	2 single head blocks 8x14-16 treated or untreated	Odair, Wash
(*)	9-5-4	1 track gauge	Coulee, Wash
(*)	9-11-34	10 kegs track spikes, new	Odair, "
(*)		8 kegs 90# bolts	
(*)	9-13-34	1500 90# lock nut washers	Coulee, "

299 m.o.m.

Mr. Donlan, #2

Date	Material	Shipped to
9-13-34	2 90# track wrenches	Coulee, Wash.
(*) 9-17-34	10 kegs track spikes	Odair "
(*) 9-18-34	20 kegs track spikes	" "

NOTE: (*) Items used in track construction.

The tools listed in the above statement is of course a transaction between the Northern Pacific Railway Company and Mr. Ryan.

I have indicated the items which were used in connection with the construction of track for the U. S. Government, and it is my understanding you will arrange through your contractor to refund this material and avoid the necessity of billing thereof. The material, as you know, was loaned your contractor in order to facilitate the work.

I presume you will wish to withhold the return of this material until you have determined what surplus, if any, you will have. In the mean time I will thank you to advise how you wish to handle.

Yours truly,

JTD:wp

cc R.T.Taylor
D.H.Ryan - Coulee, Wash
E.R.Wales

October 30, 1934

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Project Engineer,
U. S. Reclamation Service,
Almira, Washington

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	6 lining bars	
	2 spike mauls	
	6 spike maul handles	
	5 claw bars	
	6 #2 track shovels	
	4 rail tongs	
	4 bits 85#	
	2 85# track wrenches	
	4 bits 90#	
	2 90# track wrenches	
	2 pair goggles	
(*) 9-5-34	2 single head blocks 8x14-16 treated or untreated	Odair, Wash
(*) 9-5-4	1 track gauge	Coulee, Wash
(*) 9-11-34	10 kegs track spikes, new	Odair, "
	8 kegs 90# bolts	
(*) 9-13-34	1500 90# lock nut washers	Coulee, "

Mr. Ryan, #2

Date	Material	Shipped to
9-13-34	2 90# track wrenches	Coulee, Wash.
(*) 9-17-34	10 kegs track spikes	Odair "
(*) 9-13-34	20 kegs track spikes	" "

NOTE: (*) Items used in track construction.

The tools listed in the above statement is of course a transaction between the Northern Pacific Railway Company and Mr. Ryan.

I have indicated the items which were used in connection with the construction of track for the U. S. Government, and it is my understanding you will arrange through your contractor to refund this material and avoid the necessity of billing thereof. The material, as you know, was loaned your contractor in order to facilitate the work.

I presume you will wish to withhold the return of this material until you have determined what surplus, if any, you will have. In the mean time I will thank you to advise how you wish to handle.

Yours truly,

JFD:vp

cc R.T.Taylor
D.M.Ryan - Coulee, Wash
E.R.Wales

Sheet 1 Form 418 8731 61

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification territories, March 15, 1922, as amended August 1, 1930)

UNIFORM STRAIGHT BILL OF LADING

Shipper's No. 10-120

ORIGINAL--Not Negotiable

Agent's No.

NORTHERN PACIFIC RAILWAY COMPANY.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at SOUTH TACOMA WASHINGTON 10/30/34, 193

from D S K NOR PAC RY CO

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to B. BLUM - CHIEF ENGR.

Destination ODAIR State of WASH County of

Route

Delivering Carrier Car Initial NP Car No. 69181

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
	LETTER H.A.H. 10/30/34 FILE 256 - E.D.-422			
3 SETS	90# GUARD RAILS PLAN T-15-3 AS FOLLOWS-			
	6 - 90- 8FT 3" GUARD RAILS NEW	1332#		
	6 - 90# ROLLED STEEL OR CAST IRON FILLER BLOCKS NEW	108#		
	6 - 90# ROLLED STEEL OR CAST IRON FILLER BLOCKS S.H.	108#		
	12-R-422 END BLOCKS NEW	336#		
	7 - #1 - 90# GUARD RAIL PLATES S.H.	264#		
	5 - #1 - 90# GUARD RAIL PLATES NEW			
	9 - #2 - 90# GUARD RAIL PLATES S.H.	264#		
	3 - #2 - 90# GUARD RAIL PLATES NEW			
	2 - #3 - 90# GUARD RAIL PLATES S.H.	132#		
	4 - #3 - 90# GUARD RAIL PLATES NEW			
	12- 1-1/8X8-1/2" SQ HD HCHT BOLTS NEW	44#		
	12- 1-1/8X10-1/4" DO DO DO	52#		
	24- 1-1/8" SQ #1 GRIP NUTS	5#		

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per

(The signature here acknowledges only the amount prepaid.)

Charges advanced:

$

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

/DEDUCT ALL ITEMS FROM INVENTORY./

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

-CONTINUED-

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

per

Shipper. Agent.

Per H A HUMES MJM Per

Permanent postoffice address of shipper

Sheet 1

Form 418

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification territories, March 15, 1922, as amended August 1, 1930)

UNIFORM STRAIGHT BILL OF LADING

Shipper's No. 10-121

ORIGINAL--Not Negotiable

Agent's No.

NORTHERN PACIFIC RAILWAY COMPANY.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at SOUTH TACOMA WASHINGTON 10/30/34, 193

from D S K NOR PAC RY CO

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to B. BLUM - CHIEF ENGR.

Destination ODAIR State of WASH County of

Route

Delivering Carrier Car Initial NP Car No. 69181

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
	CONTINUED-			
	90# GUARD RAILS PLAN T-15-3 CONT.-			
	24 - 1-1/8" NUT LOCKS NEW	5#		
	24 - 90# HEAD LOCKS NEW	12#		
	24 - 90# 3/4 BEVELED WASHERS NEW	30#		
	1 - CLAMP 90# S.H. PLAN T-15-1	55-1/2#		
	2 - #2 GUARD RAIL PLATES NEW PLAN T-15-3	44#		
	2 - RM-43 WEDGES NEW PLAN T-15-1	16#		
	4 - R-422 BLOCKS 90# GUARD RAIL ENDS NEW PLAN T-15-3	112#		
	2 - STRAPS 90# 3/4X24" PLAN T-11-3 NEW	28#		
	/DEDUCT ALL ITEMS FROM INVENTORY./			

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per

(The signature here acknowledges only the amount prepaid.)

Charges advanced:

$

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

per

Shipper. Agent.

Per H A HUMES MJM Per

Permanent postoffice address of shipper

St. Paul, October 30th, 1934..

Mr. R. A. Dierkes, Agent,

Coulee, Washington:

Will you please advise your record of NP car 61785 containing trackmaterial for use by the U S Government for construction of spur into the Coulee Dam Site. The material on this car is covered by the following SouthTacoma Waybills all dated August 27, 1934.

8-706
8-707
8-708
8-709
8-710

Would like to have you tell me the dates they were received at Odair and unloading record.

Chief Engineer.r

r

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

114 SF S

Spokane 10/30/34

B Blum

St Paul

Your letter May 14 to Tremaine Listing equipment rentals shows $4.50 per day for caboose Will this cover steel sill caboose now requested by Ryan. B-756

RTT

511 pm

OFFICE OF NAVAL RESEARCH
OCT 1952
CHICAGO

Aug 1853

8731

St.Paul, Oct. 30, 1934.

MR. H. M. SMITH:

Please place order with the Rocky Mtn. Division to ship from Missoula rail yard the following rail to Bernard Blum, Chief Engineer, Odair, Wn. This rail is to apply on ED requisition 318-34 and is to be loaded on cars immediately and held for future shipping instructions from this office:

8800 lin.ft. 3/90# B rail, ends painted "red" condemned heats removed from track account trans.fissure history.

43332 lin.ft. 3/90# B rail.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped.

L. VADER.

Ass't.Chief Engineer.

CC-BB JTD JHJ CHB RTT PHMcC

PJP-vml

B

8731

St.Paul, October 29, 1934.

MR. H. M. SMITH:

Please place order with the Yellowstone Division to ship the following rail to Bernard Blum, Chief Engineer, Odair, Washington, shipment to be made immediately.

Glendive Rail Yard:
7904 lin.ft. 3/90# A rail
9837 lin.ft. 3/90# B rail
ends painted "red" condemned heats removed from track account transverse fissure history.

Laurel Rail Yard:
4300 lin.ft. 3/90# B rail, ends painted "red" condemned heats removed from track account transverse fissure history.

If the above amount cannot be furnished, substitute selected 3/90# B rail to make up the total.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped.

This rail is to apply on ED 318-34 and bill/ladings are to be marked, "Hold at Parkwater" from which point Supt. Taylor will make delivery when required.

L. YAGER
Ass't.Chief Engineer.

CC-BB JTD DMD LMH RTT PHMcC
PJP-vml
cf

8731

Saint Paul, October 29, 1934.

2

MR. H. M. SMITH:

Please place order with the Fargo Division to ship the following rail to Bernard Blum, Chief Engineer, Odair, Washington, shipment to be made immediately:

Dilworth Rail Yard:
7350 lin.ft. 3/90# B rail, ends painted "red" condemned heats removed from track account transverse fissure history.

Jamestown Rail Yard:
5462 lin.ft. 3/90# B rail ends painted "red" condemned heats removed from track account trans.fissure history.

If the above amounts cannot be furnished, substitute selected 3/90# B rail to make up the totals.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped.

This rail is to apply on ED 318-34 and bill/ladings are to be marked, "Hold at Parkwater" from which point Supt. Taylor will make delivery when required.

L. YAGER

Ass't.Chief Engineer.

CC-BB JTD FB HH RTT PHMcC
PJP-vml

B

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

78gie

Glendive Oct 29 1934

L Yager

St Paul

C-190 Rail Odair Wash acknowledged M-233

DMD

1206pm

J.T.D

Note

P.J.P

10/29-34

OCT 29 11

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL OCT 29 1934

D M DRISCOLL

GLENDIVE

SHIP BERNARD BLUM CHIEF ENGINEER ODAIR WASHINGTON FROM GLENDIVE RAIL YARD 7904 LINEAL FEET THIRD NINETY "A" RAIL, 9837 LINEAL FEET THIRD NINETY "B" RAIL ENDS PAINTED RED STOP LAUREL RAIL YARD 4300 LINEAL FEET THIRD NINETY "B" RAIL ENDS PAINTED RED APPLY REQUISITION ED-318 CONFIRMING LETTER TODAY ACKNOWLEDGE C-190

L YAGER

St.Paul, October 29, 1934.

8731

MR. H. M. SMITH:

Please place order with the Yellowstone Division to ship the following rail to Bernard Blum, Chief Engineer, Odair, Washington, shipment to be made immediately.

Glendive Rail Yard:
7904 lin.ft. 3/90# A rail
9837 lin.ft. 3/90# B rail
ends painted "red" condemned heats removed from track account transverse fissure history.

Laurel Rail Yard:
4300 lin.ft. 3/90# B rail, ends painted "red" condemned heats removed from track account transverse fissure history.

If the above amount cannot be furnished, substitute selected 3/90# B rail to make up the total.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped.

This rail is to apply on ED 318-34 and bill/ladings are to be marked, "Hold at Parkwater" from which point Supt. Taylor will make delivery when required.

Ass't.Chief Engineer.

CC-BB JTD DMD LMH RTT PHMcC
PJP-vml

Saint Paul, October 29, 1934.

MR. H. M. SMITH:

Please place order with the Fargo Division to ship the following rail to Bernard Blum, Chief Engineer, Odair, Washington, shipment to be made immediately:

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7350 lin.ft. 3/90# B rail, ends painted "red" condemned heats removed from track account transverse fissure history.

Jamestown Rail Yard:
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If the above amounts cannot be furnished, substitute selected 3/90# B rail to make up the totals.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped.

This rail is to apply on ED 318-34 and bill/ladings are to be marked, "Hold at Parkwater" from which point Supt. Taylor will make delivery when required.

L. YAGER

Ass't. Chief Engineer.

CC-BB JTD FB HH RTT PHMcC
PJP-vml

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

75SFE

SPOKANE OCT 28 1934 B BLUM

ST PAUL

M-308 THIS SHOULD MAKE A TOTAL OF APPROXIMATELY 83 CARS OF RAIL WHICH WOULD BE SUFFICIENT TO LAY ABOUT 21 MILES OF TRACK AND YOU SHOULD HOLD UP LOADING ANY MORE CARS UNTIL I ADVISE YOU FURTHER OF RYANS PROGRESS

A 958

RTT

334PM

J.T.D. 10/27-34

- 90# Rail for Odair -

15 cars out of Staples. 10/27-34

Expect to Load 20 cars Oct 29-30-31

P.J.P.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

R.T.T. St Paul

Spokane

A-948 - 10 cars nail out Carlton 20th, total of 25 cars out staples nail yard 31st. if you can load additional cars on div 2 will complete loading advise M-308

B. Blum

Load out staples Rail soon as possible.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

M.

136 3F 3

Spokane 10/26/34

B Blum

St Paul

34 cars Odair rail on division now and Ryan says wants delivered to him at rate 5 cars per day. Additional rail should be moved to us promptly at rate up to ten cars per day and will store handy on Washington Central Branch. Very important there be no delay for rail. A 948

R T Taylor

751 pm



Tacoma, Washington,

10/26/34

Mr. B. Blum Chief Engr
c/o agent Boulder

The following consignee advices covering material furnished you have not been received. Kindly arrange to have them certified as to receipt of material and forwarded to this office promptly, or advise why they are being held:

Parkwater		8-166	To Order	
So Tacoma		8-706	-	✓
✓	✓	8-707	✓	✓
✓	✓	8-708	✓	✓
✓	✓	8-709	✓	✓
✓	✓	8-710	✓	✓

Mr Dunn who is to certify to receipt of this material BB 10/30

E. R. WALES

District Accountant

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

8731

Almira, Washington
October 26, 1934

Mr. J. T. Derrig
Asst. to Chief Engineer
Northern Pacific Ry. Co.,
Saint Paul, Minnesota

Dear Mr. Derrig:

Transmitted herewith is copy of a letter just received from Mr. Ryan relative to the furnishing of steel for the Grand Coulee Railroad. Will you please see to it that steel is furnished Mr. Ryan at the rate of six (6) miles of steel per week beginning today. Thanking you for your attention to this matter, I am

Very truly yours,
F. A. Banks
F. A. Banks
Construction Engr.

CC Mr. Ryan
Mr. R. T. Taylor

C O P Y

DAVID H. RYAN
General Contractor
Coulee, Washington

October
24
1 9 3 4

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

Dear Sir:

Referring to yours under date of October 22nd regarding supply of steel from the Northern Pacific, this is to advise you that I will use not less than six miles of steel per week from this day on.

Kindly pass this information to the Northern Pacific and if possible insist that the three weeks notice referred to in your letter hereinabove mentioned be not enforced.

Thanking you for your prompt attention to this matter, I am

Very truly yours,

DAVID H. RYAN

By E. Paul Ford.
General Supt.

October
24
1934

Copy

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

Dear Sir:

Referring to yours under date of October 22nd regarding supply of steel from the Northern Pacific, this is to advise you that I will use not less than six miles of steel per week from this day on.

Kindly pass this information to the Northern Pacific and if possible insist that the three weeks notice referred to in your letter hereinabove mentioned be not enforced.

Thanking you for your prompt attention to this matter, I am,

Very truly yours,

DAVID H. RYAN

By_____
E. Paul Ford
General Supt.

EPF:F

4 encs



ADDRESS ALL COMMUNICATIONS TO
THE CHIEF ENGINEER

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

OFFICE OF THE CHIEF ENGINEER

October 26, 1934.

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

Dear Mr. Blum:

In the matter of the proposed contract between the United States and the Railway Company in regard to the construction railroad from Odair, Washington, to the Grand Coulee Dam site, a letter has just been received from the commissioner to the effect that the Public Works Administration has suggested that there be added to the second sentence of Article 15 of the draft of contract transmitted to this office with your letter of August 10, 1934, the following: "but such demurrage charge shall not be made after the United States has notified the Company that such cars and equipment are available for the use of the Company and may be removed from such interchange yard", making the sentence, as amended, read:

> The United States shall pay the Company demurrage accruing on all cars and equipment owned by the Company and on cars and equipment owned by others for which the Company is responsible while such cars and equipment are in the possession of the United States, but such demurrage charge shall not be made after the United States has notified the Company that such cars and equipment are available for the use of the Company and may be removed from such interchange yard.

The commissioner has requested this office to ascertain whether the addition is satisfactory to the Company, and it would be appreciated if you will advise by wire so that early approval of the draft of contract by the Secretary may be facilitated.

Very truly yours,

S. O. Harper,
Acting Chief Engineer.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

St Paul October 26, 1934. H. T. Taylor

Spokane, Wash.

NP car 76973 and 69599 out of Glendive 19th with three thousand pair angle bars for government road Odair. D-141

J T Derrig

cc H M Tremaine

T A Murphy

8731

October 26, 1934.

Mr. W. A. Banks,
U. S. Project Engineer,
Almira, Wash.

Dear Sir:

Along the lines of my discussion with you I am arranging to have our Storekeeper ship immediately the balance of the switch material on our requisitions ED 318 and 422.

We have found there has been some delay in centralizing this switch material at Odair as it has to be picked up from various points on our line. It is my understanding you will arrange to call on Mr. Ryan and unload this switch material when it arrives at Odair so that he can pick it up and use it at his convenience and avoid possible delay due to non-arrival of material.

Delivery of above material will include all items on requisitions 318 and 422 except the rail and angle bars which we are loading to meet your requirements while laying track in order to avoid congestion at Odair.

Youre truly,

Asst. to Chief Engineer.

JTD-w

8231

Saint Paul, October 26, 1934.

Mr. H. M. Smith:

Will you please arrange to ship at once balance of the switch material on requisitions ED 318 and 422 for the Grand Coulee railroad, material to be shipped to Bernard Blum, Chief Engineer at Odair, advising when shipments are made. Also arrange to ship the balance of the tie plates totaling 5342 pieces.

Asst. to Chief Engineer.

JTD-w

cc - Mr. R. T. Taylor

Mr. F. A. Banks

8731

Saint Paul, October 26, 1934.

Mr. H. M. Smith:

Please arrange to ship at once 4000 pairs additional 90-lb. secondhand anglebars to apply on requisition ED-318 for the government railroad at Odair, angle bars to be shipped to Bernard Blum, Odair, Wash.

Kindly advise when shipment has been made giving car numbers and point of shipment.

Asst. to Chief Engineer.

JTD-w

cc - Mr. R. T. Taylor

Mr. F. A. Banks.

8731

October 26, 1934.

Mr. F. A. Banks,
U. S. Project Engineer,
Almira, Wash.

Dear Sir:

I am attaching hereto copy of my letter of this date to our General Storekeeper, requesting immediate shipment of 4000 pairs additional angle bars. Our record of shipments to date is as follows:

Shipments made during September	1800	pr.
" Oct.18, NP-69743 and 69599	3000	"
Total shipment on this order	4000	"
Shipments to date	8800	
Balance due	2700	"

Angle bars shipped and unloaded will take care of approximately 23 miles of track. I will arrange to ship the balance of the anglebars on or about November 15, unless you advise otherwise.

Yours truly,

Asst. to Chief Engineer.

JTD-W

cc - Mr. R.T. Taylor

8231

October 26, 1934.

Mr. F. A. Banks,
U. S. Project Engineer,
Almira, Wash.

Dear Sir:

I am attaching hereto in duplicate statement showing status of rail shipped to Odair, Wash. for the construction of your Grand Coulee Branch Line railroad.

You will note we have on cars at Parkwater or sidings Parkwater to Odair and enroute to Odair 22.2 track miles of steel and 8800 pairs of angle bars. There remains to be shipped approximately 11½ track miles of rail and 2700 pairs of angle bars. It is possible our total order for angle bars will be a little short on account of short lengths of rail, but we will be prepared to make immediate delivery of the angle bars if a shortage develops.

In view of the fact that we have approximately 20 miles of rail now under load I will withhold the loading of additional rail until I hear further from you in order to avoid congestion at Coulee.

Yours truly,

Asst. to Chief Engineer.

JTD-w

cc - Mr. R. T. Taylor
Mr. H. M. Tremaine
Mr. T. A. Murphy
Mr. Bernard Blum

N. P. RY. CO.

STATUS OF RAIL TO BE SHIPPED ODAIR WASHINGTON AS OF OCT. 26th, 1934.

Rail Required.

	Lineal Feet 85#	90#	Track Miles
Reqn. #518	180	350000	33.2
" #422		7500	.7
	180	357500	33.9
Rail delivered at Odair, and in storage on cars at Parkwater or on sidings, Washington Central Branch	180	141909	13.7
Rail enroute from Carlton		21200	2.0
Rail enroute from Staples		31680	3.0
Rail underload at Staples		40614	3.5
Total Shipped & Enroute	180	235403	22.2
Balance Rail Due	-	122097	11.5

Angle Bars

Shipped to date	4300 pr.	
Enroute to Odair	4000 "	
	8300 pr.	
Total under order	11500	33.9
Bal. to be shipped	2700 pr.	7.9

Office of Chief Engineer,
St. Paul, Minnesota,
October 26, 1934.

Sheet 1 Form 418 8731

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification territories, March 15, 1922, as amended August 1, 1930)

UNIFORM STRAIGHT BILL OF LADING

Shipper's No. 9-69

ORIGINAL--Not Negotiable

Agent's No.

NORTHERN PACIFIC RAILWAY COMPANY.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at SOUTH TACOMA WASHINGTON 9/26/34, 193

from D S K NOR PAC RY CO

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to B. BLUM-CHIEF ENGR.

Destination ODAIR State of WASH County of

Route

Delivering Carrier Car Initial NP Car No. 67278

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
	CONSTRUCTION OF REQ. GRAND COULEE DAM. ST-15227			
	1-#9 SPRING RAIL 90# FROG L.H.-S.H.	1420#		
	1-#9 SPRING RAIL 90# FROG R.H. S.H.	1420#		
	ST-15675			
	250 PRS. - 90# RB ANGLE BARS PLAN T-20-106 COMMON S.H.	13500#		
	XXXX 4- 16FT 6" 90# SPLIT SWITCHES COMP. PLAN T-11-3 S.H. AS FOLLOWS-			
	4-90# 16FT 6" R.H. SWITCH POINT S.H.	1920#		
	4-90# 16FT 6" L.H. SWITCH POINT S.H.	1920#		
	4-NON-INS. HEAD ROD RPD	184#		
	4-NON-INS. TIE ROD RPD	120#		
	4-NON-INS. GAUGE PLATE S.H.	360#		
	72-90# RAIL BRACES S.H.	740#		
	8-R-435 HEEL BLOCKS S.H.	608#		

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:
The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per

(The signature here acknowledges only the amount prepaid.)

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight." CONTINUED

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

per

Charges advanced:

$

Shipper. Agent.

Per H A HUMES MJM Per

Permanent postoffice address of shipper

Sheet 1

Form 418

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification territories, March 15, 1922, as amended August 1, 1930)

UNIFORM STRAIGHT BILL OF LADING

Shipper's No. 9-70

ORIGINAL--Not Negotiable

Agent's No.

NORTHERN PACIFIC RAILWAY COMPANY.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at SOUTH TACOMA WASHINGTON 9/26/34, 193

from D S K NOR PAC RY CO

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to B. BLUM - CHIEF ENGR.

Destination ODAIR State of WASH County of

Route

Delivering Carrier Car Initial NP Car No. 67278

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
	CONTINUED- ST-15675			
	CONSTRUCTION OF GRAND COULEE DAM.			
	16FT 6" SPLIT SWITCH CONT.-			
	6-90# BENT & BEV. ANGLE BARS R&L S.H.	165#		
	2-90# BENT & BEV. DO DO NEW H-6290	55#		
	8-3/4"X24" STRAPS S.H.	82-1/2#		
	5-3/4"X24" STRAPS NEW H-6290	137-1/2#		
	16-1X11-1/2" RD HD HCHT BOLTS NEW	52#		
	16-1X12" RD HD HCHT BOLTS NEW	56#		
	32-1" NUT LOCKS HI-POWER S.H.	5#		
	32-1" SQ NO 1 GRIP NUTS NEW	5#		
	16-7/8"X3-1/4" SQ HD BOLTS NEW H-5850	12#		
	16-7/8" SQ NUTS NEW	5-1/3#		
	16-1/4X2" COTTER KEYS NEW	2/3#		
	8-1" H.T. PIPE THIMBLES NEW	4#		
	48-NO 2 90# SLIDE PLATES S.H.	1224#		

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per

(The signature here acknowledges only the amount prepaid.)

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight." CONTINUED

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

per

Charges advanced:

$

Shipper.

Per H A HUMES MJM

Agent.

Per

Permanent postoffice address of shipper

Sheet 1

Form 418

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification territories, March 15, 1922, as amended August 1, 1930)

UNIFORM STRAIGHT BILL OF LADING

Shipper's No. 9-71

ORIGINAL--Not Negotiable

Agent's No.

NORTHERN PACIFIC RAILWAY COMPANY.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at SOUTH TACOMA WASHINGTON 9/26/34, 193

from D S K NOR PAC RY CO

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to B. BLUM - CHIEF ENGR.

Destination ODAIR State of WASH County of

Route

Delivering Carrier Car Initial NP Car No. 67278

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
	CONTINUED- ST-15675			
	CONSTRUCTION OF GRAND COULEE DAM.			
	16FT 6" SPLIT SWITCH CONT.-			
	8-NO.3 90# SLIDE PLATES S.H.	204#		
	8-NO.4 90# SLIDE PLATES S.H.	196#		
	8-NO.10 90# TIE PLATES S.H.	188#		
	8-NO.11 90# TIE PLATES S.H.	172#		
	8-NO.12 90# TIE PLATES S.H.	152#		
	8-NO.13 90# TIE PLATES S.H.	152#		
	8-NO.14 90# TIE PLATES S.H.	164#		
	8-NO.15 90# TIE PLATES S.H.	172#		
	8-NO.16 90# TIE PLATES S.H.	180#		
	8-NO.17 TIE PLATES 90# NEW H-3636	180#		
	4 SETS-90# GUARD RAILS PLAN T-15-1 AS FOLLOWS-			
	8- 90# GUARD RAILS S.H.	1776#		
	16-R-422 END BLOCKS S.H.	448#		
	8-90# CLAMPS S.H.	444#		

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per

(The signature here acknowledges only the amount prepaid.)

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight." CONTINUED

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

per

Charges advanced:

$

Shipper.

Per H A HUMES MJM

Agent.

P A Kaye

Per

Permanent postoffice address of shipper

Sheet 1

Form 418

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification territories, March 15, 1922, as amended August 1, 1930)

UNIFORM STRAIGHT BILL OF LADING

Shipper's No. 9-72

ORIGINAL--Not Negotiable

Agent's No.

NORTHERN PACIFIC RAILWAY COMPANY.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at SOUTH TACOMA WASHINGTON 9/26/34, 193

from D S K NOR PAC RY CO

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to B. BLUM - CHIEF ENGR.

Destination ODAIR State of WASH County of

Route

Delivering Carrier Car Initial NP Car No. 67278

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
	CONTINUED - ST-15675			
	CONSTRUCTION OF GRAND COULEE DAM.			
	90# GUARD RAILS CONT.-			
	16-90# #1 GD RAIL PLATES S.H.	256#		
	16-90# #2 DO DO S.H.	272#		
	8-90# #3 DO DO S.H.	148#		
	8-90# FILLER BLOCKS S.H.	224#		
	8-90# 3/8" BEVELED WASHERS S.H.	13-1/2#		
	8-3/4X3-1/4" SQ HD BOLTS NEW H-6236	5-3/5#		
	8-3/4" SQ NUTS NEW	1-5/8#		
	8-3/4" VERONA LOCKS #1 NEW	1/2#		
	8-RM-43 WEDGES S.H.	64#		
	8-3/8X2" COTTERS NEW	1-1/2#		
	16-90# 3/4" BEVELED WASHERS S.H.	28#		
	16-90# HEAD LOCKS NEW	8#		
	16-1-1/8X10-1/2" SQ HD HCHT BOLTS NEW	90-1/2#		
	16-1-1/8" SQ #1 GRIP NUTS NEW	3#		
	16-1-1/8" NUT LOCKS HI-POWER S.H.	3#		

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per

(The signature here acknowledges only the amount prepaid.)

Charges advanced:

$

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

per

Shipper.

Per H A HUMES MJM

Permanent postoffice address of shipper

P A Moyer

Agent.

Per

Sheet 1 Form 418

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification territories, March 15, 1922, as amended August 1, 1930)

UNIFORM STRAIGHT BILL OF LADING

Shipper's No. 9-73

ORIGINAL--Not Negotiable

Agent's No.

NORTHERN PACIFIC RAILWAY COMPANY.

RECEIVED, subject to the classifications and tariffs in effect on the date of the issue of this Bill of Lading,

at SOUTH TACOMA WASHINGTON 9/26/34, 193

from D S K NOR PAC RY CO

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to B. BLUM - CHIEF ENGR.

Destination ODAIR State of WASH County of

Route

Delivering Carrier Car Initial NP Car No. 67278

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
	CONSTRUCTION OF GRAND COULEE DAM.			
	ST-17954			
	4-RIGHT BENT AND BEV. ANGLE BARS	110#		
	H-6442 90#			
	4-LEFT BENT & BEV. ANGLE BARS 90#	110#		
	H-6442			
	8-STRAPS 90# H-6441	108#		
	ST-15680			
	6-HIGH BANNER SWITCH STANDS PLAN	1680#		
	T-17-1 RPD			
	4-SWITCH LAMPS MAIN LINE RED &	48#		
	GREEN PLAN T-18-1 RPD			
	FOR SWITCH STANDS-			
	6-CONNECTING RODS T-17-1 RPD	324#		
	6-7/8X4" CONN. ROD BOLTS H-6282	7-1/2#		
	6-7/8" SQ NUTS NEW	2#		
	6-1/4X2" COTTER KEYS NEW	1/2#		

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per

(The signature here acknowledges only the amount prepaid.)

Charges advanced:

$

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

per

Shipper. Agent.

Per H A HUMES MJM Per P H Royer

Permanent postoffice address of shipper

8731

October 26, 1934.

Mr. V. A. Banks,
U. S. Project Engineer,
Almira, Wash.

Dear Sir:

I am attaching hereto in duplicate statement showing status of rail shipped to Odair, Wash. for the construction of your Grand Coulee Branch Line railroad.

You will note we have on cars at Parkwater or sidings Parkwater to Odair and enroute to Odair 22.2 track miles of steel and 8800 pairs of angle bars. There remains to be shipped approximately 11½ track miles of rail and 2700 pairs of angle bars. It is possible our total order for angle bars will be a little short on account of short lengths of rail, but we will be prepared to make immediate delivery of the angle bars if a shortage develops.

In view of the fact that we have approximately 20 miles of rail now under load I will withhold the loading of additional rail until I hear further from you in order to avoid congestion at Coulee.

Yours truly,

Asst. to Chief Engineer.

JTD-w

cc - Mr. B. T. Taylor
Mr. H. H. Tremaine
Mr. T. A. Murphy
Mr. Bernard Blum

8731

Saint Paul, October 26, 1934

Mr. H. E. Stevens:

Your letter twenty-fifth transmitting Mr. Donnelly's letter of the twenty-fourth to you and enclosure from Mr. Fletcher about separation of highway grade crossings:

I have advised you previously that we are actively at work on this matter with the several highway departments, submitting list of places to be separated, estimated cost, etc.

cc Mr. Stotler
Mr. Clements
Mr. Derrig

8731

Saint Paul, October 26, 1934.

Mr. H. M. Smith:

Your GSK-21185, ED-422 covering delivery of two #7 - 90# rigid frogs for the Grand Coulee Dam Branch Line:

I note that you are placing order for two 85# frogs on the Yellowstone Division to supplant the above order.

There has been some confusion in the delivery of frogs heretofore at Odair, and if possible would like to make delivery on two #7 90# frogs second hand if they are available.

I would thank you to again canvass the line and see if you cannot pick up two #7 90# frogs.

If it is not possible to furnish the #7 90#, then I suggest you arrange to furnish four 85# rail and four pairs of compromise joints, two right and two left 85-90# in order to permit the above installation. Would like if possible to have the 85# rail and compromise joints placed on the same car when they arrive at Odair.

Asst. to Chief Engineer.

JTD-w

cc - Mr. R.T. Taylor

Mr Lewis

Requisition calls for No 7
Rigid 90# 700 gr - 6 H.

RL
10-6

N. P. 1012 6-24

YD 21185

CLASS NO. _____ MATERIAL REQUISITION NO. ED 422 G. S. K. NO. _____

STOREKEEPER AT D.M.Driscoll

SHIP TO B.Blum, Chf.Engr. DATE 10/22/34

AT xkd 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		
	2	No. 7 Rigid 90# ⊄ Frogs, S.H. Ship 85# S.H. per your kttr Letter 10/16/34 Shipment should not be made until requested by Engr. Dept. Or Gen'l Storekeeper Load on flat car and forward under revenue billing. Send copy of waybill to Mr. F.A.Banks, Construction Engr., Almire, Wash. BB-RGB-GHK-TMF-FGD-GHL-WHR-FCT-CAN Canceled on SP-16226	Grand Coulee Dam	

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

8731

Saint Paul, October 26, 1934

Mr. C. H. Lemke:

Your letter of this date, file S-135-2-6, about rail and track material being furnished the U. S. government at Odair:

Our arrangement with the government provides that we furnish rail and switch material at Odair without cost. We should, therefore, absorb any loading expense in connection therewith. It is possible that we may do some unloading of switch material at Odair or Coulee as a convenience to ourselves.

In regard to distribution of expense of loading rail. A large part of the rail furnished is coming direct from 1934 main line relays and that expense should be allocated to the relay AFEs. I presume the expense of loading in rail yards will have to be charged off to O.E. as we can show no investment in any new facility.

BB:h

cc Mr. Stoteklub

St. Paul, Minn., October 26, 1934.

File 3-125-2-6

Mr. Bernard Blum,
Chief Engineer,
Building.

We are accruing expense for loading rail and track material for shipment to the United States Government to be used on the track to the Coulee Dam in Washington.

Will you kindly advise whether or not the terms of the lease provide that the Government pay for loading and unloading expense, in order that we may be in position to make proper distribution of this expense?

CAL/s

District Accountant.

cc: F. W. Stetekluh


OFFICE OF
CHIEF ENGINEER
OCT
25
1984
NOR. PAC. RY.
ST. PAUL, MINN.

Saint Paul, Oct. 25, 1934.

8731

MR. H. M. SMITH:

Please place order with the St.Paul Division to ship from Staples Rail Yard the following rail to Bernard Blum, Chief Engine r, Odair, Wn., shipment to be made by Oct. 31st, 1934:

15120 lin.ft. 3/90# B rail suitable for branch line and side track relay.

This rail was removed from Lake Superior 2nd Sub-Divis on East of Brainerd and had a slight indentation downward and was kinked slightly towards the center of the track when released.

15622 lin.ft. 3/90# "A" rail.

9822 lin.ft. 3/90# B rail, ends painted "red" condemned heats removed from track account of transverse fissure history.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped.

This rail is to apply on ED 318-34 and bill/ ladings are to be marked, "Hold at Parkwater" from which point Supt. Taylor will make delivery when required.

Ass't.Chief Engineer.

CC-BB JTD TMF LB RTT PG PHMcC

PJP-vml

Saint Paul, Oct. 25, 1934.

8731

MR. H. M. SMITH:

Please place order with the St.Paul Division to ship from Staples Rail Yard the following rail to Bernard Blum, Chief Engineer, Odair, Wn., shipment to be made by Oct. 31st, 1934:

15120 lin.ft. 3/90# B rail suitable for branch line and side track relay.

This rail was removed from Lake Superior 2nd Sub-Division East of Brainerd and had a slight indentation downward and was kinked slightly towards the center of the track when released.

15622 lin.ft. 3/90# "A" rail.

9822 lin.ft. 3/90# B rail, ends painted "red" condemned heats removed from track account of transverse fissure history.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped.

This rail is to apply on ED 318-34 and bill/ladings are to be marked, "Hold at Parkwater" from which point Supt. Taylor will make delivery when required.

Ass't.Chief Engineer.

CC-BB JTD TMF LB RTT PG PHMcC

PJP-vml

8731

Saint Paul, October 25, 1934.

Mr. G. H. Lemke:

I have copy of requisition SP-21262, ED-318 dated October 23m covering 31680 lin.ft. 3/90# B rail marked damaged, for use by the Government at Odair in connection with the construction of branch line into the Coulee Dam. In rendering bill against the Western District for the value of this rail please list the material as follows:

"31680 lin.ft. 3/90# B rail"

You will note it is desired to eliminate the word "damaged" from the invoice copy of which invoice is forwarded to Mr. Banks for information purposes. This word is somewhat misleading and the incorporation of the word "damaged" in the invoice may only be the cause of controversy with Government Engineers.

Will you therefore please arrange to eliminate the word "damaged" in submitting invoice.

Asst. to Chief Engineer.

JTD-w
cc - Mr. E.R . Wales

8731

Saint Paul, October 25, 1934.

Mr. L. Yager:

There has been some delay in the contractor at Coulee handling the contract work due to non-delivery of ties by the Government.

Will you therefore, please arrange to hold up the loading of rail as outlined in schedule of Oct. 13th after completion of loading at Carlton and Staples. I will give you a supplementary schedule for loading of the balance of the rail on or about November 3rd.

Asst. to Chief Engineer.

JTD-w

8231
#137

Saint Paul, October 25, 1934

Mr. H. E. Stevens:

Herewith copy of Mr. Derrig's letter of the 24th to me covering his recent trip to Spokane in connection with matters concerning the Coulee Dam Railroad.

You will note the tie situation was apparently straightened out during the time he was there and I understand ties are now being delivered.

At the end of his letter Mr. Derrig suggests that Mr. Taylor hold the outfit cars used on the Nixon to Heron relay without dismantling same as Mr. Ryan may find it necessary to lease these cars. I see no objection to holding up the dismantling of these cars. Anyway they may be required for use on the Stampede tunnel relay.

Mr. Derrig is quite exercised about the activities of General Agent Doyle of the GN. Apparently Mr. Doyle is telling the contractors that if the GN were handling the shipments to Coulee they would do so and so. It might be well to suggest to Mr. Kenney that such activities are not helpful to either of the railroads.

You will note the grading is apparently progressing fairly well although in my opinion there is going to be considerable trouble over the finishing of the work. The extremely light soil that makes up the grade will not stay put and Mr. Derrig tells me there was a very heavy wind Saturday and Sunday and the light soil was being blown into the cuts.

In regard to Mr. Derrig's fear of the GN operating from Adrian to Odair. It is my understanding that the arrangement which has now been consummated with the GN for joint rates through Adrian, we hauling the cement from Adrian to Odair, makes any possibility of the GN taking running rights extremely remote.

BB:h

cc Mr. R. W. Clark

St. Paul, October 25, 1934..

Mr. E. R. Wales:

Please refer to my letter September 27th to Superintendent of Telegraph, copy of which was sent you, with reference to rendition of bills against the U. S. Government for work in connection with the construction of the Grand Coulee Line. I have not yet seen any of these bills although I understand the Railway Company had incurred some expense in connection with raising the telegraph line at east leg of wye at Coulee sometime in September.

Please advise status of these charges.

Chief Engineer.

r

Copy Supt Tel

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

St Paul 10-25-54

Agent Coulee Washington

Advise David H Ryan in answer his message Mr Derrig worked out schedule of delivery of rail last week with Mr Banks Suggest he discuss with Mr Banks to ascertain if satisfactory We now have twelve miles rail on cars on division B 252

Bernard Blum

N. P. 1386 12-24

138 SF S

TELEGRAM—BE BRIEF

TIME FILED

M.

Coulee 10/24/34

Bernard Blum

St Paul

Have today advised reclamation bureau steel will be required to lay at rate of one mile per day from this date on please arrange steel delivery on this schedule and advise prospects.

David H Ryan

553 pm


OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE $300

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

Md 10-24-34

R T Taylor - Spokane

Mr. Derrig requested me give you address former extra gang foreman E. A. Martin which is 1345 South 4th St West, Missoula. A-244

Cy JTD

JHJ

8731

Saint Paul, October 24, 1934.

MR. BERNARD BLUM:

In regard to my report of the 24th covering status of grading and track work on the Grand Coulee Branch:

Mr. Ryan told me at Coulee Saturday that he has not as yet had a letter from Mr. Banks authorizing him to lay the rail joints staggard in excess of 12 inchs.

He stated that Mr. Darland showed him your letter and instructed his inspector to be governed accordingly. Ryan however, wants to have a letter from Mr. Banks authorizing the increased spacing so that he will be protected, but for some reason he has not as yet had a letter confirming this feature. In view of the large number of short rail we are furnishing the government of course will make it very expensive for Ryan to lay the track in accordance with their original specifications. Ryan had promise of the letter Saturday but I am calling this matter to your attention at this time as it seems to be indicative of the delay on the Government's part in giving a ruling or modification on their specifications.

Asst. to Chief Engineer.

JTD-w



H136

OFFICE OF CHIEF ENGINEER
OCT. 24 1934
N.P.R. PAC. RY.
ST. PAUL, MINN.

Saint Paul, October 24, 1934.

MR. BERNARD BLUM:

On Friday the 19th I met Mr. Banks at Elmira and discussed progress of the railroad work and the tie situation with him. On Saturday Supt. Taylor and I went over the work and found the situation as follows:

GRADING

Practically the entire line has been partly graded, that is the grading is in the rough, all fills being made from side borrow and the cuts to a great extent wasted, slopes are irregular on both the cuts and fills, and if the Government engineers insist on uniform slopes the percentage complete will be greatly reduced. Due to the class of material it is impractical to put uniform slopes on the grade, and assuming the Government will accept the rough grading I would estimate the grading work 70% complete. If refinements are required the completed grading is not in excess of 50%. I think Banks will accept the grading with rough slopes, but Chief Engineer Walters is to look over the work and he may insist on doing a better job with the grading.

Ryan and his General Superintendent, Ford, have certainly demonstrated that they know very little about railroad grading and this condition is not helped to any extent by the inexperienced engineering staff handling the work for the Government,

the prescribed rules and labor regulations being the underlying source of most of the trouble in that the regulations and labor will not permit the use of team labor at the contractor's price.

I again talked with Mr. Banks Sunday night at Spokane and he felt confident Ryan could complete the grading by November 20, and not later than Dec. 1, although I am somewhat doubtful. Ryan and his Gen.Supt. Ford had some misunderstanding Saturday and he undoubtedly will have a new superintendent on the work before the week is over.

Ryan is in a very irritable frame of mind and is showing the results of continuous aggitation he has had on the work. Mr. Banks seems to have a great deal of sympathy for him, more particularly from the way his department held up the letting of the contract and then the delay in signing the document, which caused Ryan to loose the best part of the summer throwing the grading work into the winter months, and on top of this the delay of the Government tie contractor has held up the track work 30 days at the approach of winter. Ryan will not make any money on the railroad job and will undoubtedly loose any profit he made on the Dam job, before he is through with the track work. I think he realizes his predicament but has elected to go through with the job and go down and out fighting if necessary.

TRACK WORK

Turnout, leg of wye and 1½ miles of main track and delivery

yard tracks are partly laid. The track is not fully spiked or bolted due to shortage of material at the time the small track crew was working. The Government now have supply of bolts, lock washers and spikes, and when the ties are received Ryan can proceed with track work.

TIES

The Government tie contractor delivered to date about 9000 ties and has made no delivery in the past 30 days. I understand he is not under bond and is now getting a better price for ties on the coast for export trade and consequently not filling the Government order.

Banks, on receiving wire from you offering ties from stock apparently told Ryan tosee what he could do about getting ties at the Government price or better. This situation brought a scramble of small tie brokers into the picture, none of whom could fill the order, but the procedure caused considerable commotion between the traffic officials of the various railroads at spokane all being anxious for the business. Ryan as usual got some first hand information from Gen. Agent Doyle of the Great Northern. He was introduced to a tie broker named Straus who was buying ties and had some in stock at Coville on the G.N. and quoted a price f.o.b. Soap Lake below the Government Odair price. This sutuation brought up the question of a joint G.N. rate from Adrain or alternate of special rate Coville to Odair via Spokane, or possibly of trucking

ties from Soap Lake on the Great Northern.

The G.N. Gen. Agent is bringing to the front every reason why they should have a joint rate Adrian to Spokane and is placing the proposition up to shippers in such a way that sooner or later the shipper will demand such service. Great Northern Agent seems to have an unlimited expense account and is now playing the Mason Walsh Company strong.

Insofar as the ties are concerned the situation was taken care of when Mr. Banks placed the order for 30000 ties with Dent and Russell of Portland District. Mr. Taylor and I were in Ryan's office at Coulee when Mr. Officer of the Dent & Russell Co. closed negotiations for the ties over the phone. Mr. Banks confirmed the order by letter and the Dent & Russell Co. went to Elmira that night to get the confirmed order, and promised to have 17,000 ties loaded at once, and follow with the balance in regular order.

There has been a number of reports sent in about the tie situation and while I have not seen all the reports, such reports as I have seen do not state the situation clearly without some explanation.

In the first place I do not agree that construction work has been held up 30 days by Government non-delivery of ties, as under normal conditions of track laying the grading is still a governing factor, although it is true track work is, and has been held up 30 days.

Mr. Blum - #5

In regard to Ryan's activity in getting ties, I think he was perfectly within his right to try and get ties at the most favorable terms possible regardless of location. The fact that he did not take the ties from the Northern Pacific and assume the replacement freight is not justified criticism. I do however, think Ryan is placing too much stock in promises made by the Great Northern Gen. Agent who is continually talking joint rates or operation rights to Coulee.

I talked to Mr. Walsh, President of the contract Company, also Mr. Whittson, V.Pres. Mr. Whittson stated their traffic man was approaching the N.P.Traffic Dept. with a view of working our a proposition for the railway company to operate the line from Coulee to the head of the Dam site, stating that they felt the railway company were in a better position to do this part of the hauling than they were. I understand the Traffic and Operating Depts. are considering this matter in a meeting with the contractors' representative today

I am also led to believe from a statement made by Sloacum that the Great Northern would be interested if they had operating rights to Coulee. P.H. Burnham of the G.N. was in Spokane Friday the 19th, conferring with their Gen. Agent, and I would not be surprised if the G.N. are not trying to force their hand for joint operating rights Adrian to Coulee and if these rights were obtained

would make an attractive proposition to the contractors to operate the line Coulee to the head of the Canyon in exchange for business.

If the G.N. are not persuing the course above outlined, then I think the interest of both roads can be best served by having the G.N. Gen. Agent at Spokane instructed to confine his activities to soliciting freight and cut out the promises he is making and never intends to fulfill and the only purpose it is serving is to embarrass the Northern Pacific and in the end costing both roads money.

Contractor Ryan stated he would put his track crew back to work immediately and has in mind that he can handle approximately one mile of track laying per day. I told him we would be laying off the track crew at Spokane the end of this week including the camp equipment and it might be to his advantage to use the bunk cars. He stated to me that under his specifications it would be necessary to use local labor and he will have to comply with these rules and regulations. As the matter now stands he is goind to make an endeavor to lay the track with local labor and avoid if possible usingboarding cars. Personally I do not think his plan will work out but it will be necessary for him to at least demonstrate to the Government that he cannot do the work with local labor and they may then extend the privilege of getting experienced track layers. It is my opinion the climax of this situation will be reached when he is about 10

miles from town when he will find that transporting of labor to and from the work is not practical. In order to handle the job properly and economically he should have a 100 man track crew with boarding cars parking them at about 10 mile intervals in order to avoid as little delay as possible in transporting men, particularly when the men are working on a 40-hour week.

There is nothing the Northern Pacific can do under present circumstances to expedite the work. It is my thought however, that we should extend to contractor Ryan every courtesy and cooperate with Ryan in order to expedite the work so that we can get the track down and take care of the business. It is my suggestion that we withhold the stripping of bunk cars to be released on the Spokane division this week for about ten days as I am certain Ryan will be forced to call on us for the bunk cars in order to complete the track laying job.

If you agree with me as to this feature I will wire Mr. Taylor to hold the cars accordingly.

Asst. to Chief Engineer.

JTD-w

8731

OFFICE OF CHIEF ENGINEER OCT 25 1934 NOR. PAC. RY. ST. PAUL

St. Paul, Minn., October 24, 1934.

Mr. Bernard Blum,
Chief Engineer.

Referring to your joint letter of October 22 advising that Mr. Banks has recommended to Denver the cancellation of the Miller tie contract for the Grand Coulee Railroad and that Dant & Russell of Portland, the next low bidders, be awarded the balance of the ties, also that Mr. Banks on the 19th inst. gave Dant & Russell an order for 30,000 ties to be shipped from Portland immediately:

Mr. Burnham wires me that Dant & Russell have promised to route these shipments via Auburn.

cc - Mr. H. E. Stevens,
Vice President.

L.W. Clark.

J.T.D.

Note 10/25 BB.

Noted JTD 10/25

8731

Saint Paul, October 24, 1934.

MR. BERNARD BLUM:

In regard to my report of the 24th covering status of grading and track work on the Grand Coulee Branch:

Mr. Ryan told me at Coulee Saturday that he has not as yet had a letter from Mr. Banks authorizing him to lay the rail joints staggard in excess of 12 inchs.

He stated that Mr. Darland showed him your letter and instructed his inspector to be governed accordingly. Ryan however, wants to have a letter from Mr. Banks authorizing the increased spacing so that he will be protected, but for some reason he has not as yet had a letter confirming this feature. In view of the large number of short rail we are furnishing the government of course will make it very expensive for Ryan to lay the track in accordance with their original specifications. Ryan had promise of the letter Saturday but I am calling this matter to your attention at this time as it seems to be indicative of the delay on the Government's part in giving a ruling or modification on their specifications.

Asst. to Chief Engineer.

JTD-w

8731

OFFICE OF CHIEF ENGINEER OCT. 27 1934 NOR. PAC. RY. ST. PAUL, MINN.

Spokane, Oct. 24, 1934.

Mr. Bernard Blum:-

For your information, I am attaching copy of Mr. Murphy's letter to Mr. Burnham, regarding tie contract for the Grand Coulee Dam Railroad.

RES-T

Encl.

District Engineer.

B. Mr Blum wire JJS 10/27

COPY

Spokane, October 23, 1934.

File A 1423-7

Mr. J. L. Burnham, WTM
Seattle, Wash.

Referring to phone conversation with Mr. Schaeffer and previous correspondence regarding tie contract for the Grand Coulee Dam Railroad.

We now understand that the Reclamation Bureau have decided to let Miller continue furnishing as many ties as he can on his contract for the present at least, but in order to relieve the situation, they gave Dant & Russell, of Portland, second low bidders, an order for 30,000 ties for immediate shipment from the following points:

Portland, Ore.	4	cars
Vancouver, Wn.	11	"
Longview, Wn.	1	"
Enumclaw, Wn.	3	"
Mayfield, Wn.	5	"
Sumner, Wn.	8	"
Montan, Ore.	2	"
Lakeview, Wn.	1	"
Evaline, Wn.	1	"
Ranier, Wn.	5	"

Although these shipments will move under Government ladings, have wire advice from Mr. Berry today that no routing is specified, but that Dant & Russell will route shipments via our line through Auburn.

Also understand the Reclamation Bureau gave Miller permission to purchase ties in this territory and truck them to the job, provided the cost is no more than his bid price plus the land grant rate from Portland. He has been trying to interest some of the tie producers in this territory on this basis, but doubt very much if he will be able to get very many here at that price.

T. A. Murphy

tam en
cc JLB
RTT
HMT
FJB

N. P. 1012 6-24

8731

SP 21262

CLASS N[redacted] MATERIAL REQUISITION NO. ED 318 G. S. K. NO.

STOREKEEPER AT T.M.Flynn, Supt.

SHIP TO B.Blum, Chf. Engr. DATE 10/23/34

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		
	31,680	Lin. Ft. 3/90# B Rail ([redacted]) Ship from Staples Rail Yard Shipment to be made by Oct. 25th. This rail was removed from the Lake Superior 2nd Sub-Divn. East of Brd. and had a slight indentation downward and was kinked slightly towards the center of the track when released. Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order. No split heads, crushed heads, broken base, piped or badly flawed rails from the low side of curve to be shipped. This rail is to apply on ED 318-34 and bill of ladings are to be marked "hold at Parkwater" from which point Supt.Taylor will make delivery when required. Forward on revenue billing and send copies of waybills to F.A.Banks, Construction Engr., Almire, Wash. Letter L.Yager, 10/19/34	For Construction Could Dame Line	

APPROVED RB-BJP-CAN-FGD-GHL-RTT-WHR-FCT-EKW 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

UNITED STATES

DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION

Almira, Washington
October 22, 1934

Mr. J. T. Derrig
Asst. to Chief Engineer
Northern Pacific Ry. Co.,
Saint Paul, Minnesota

Dear Mr. Derrig:

I am in receipt of your letter of October 13, 1934 relative to rail shipments for the Government Railroad at Grand Coulee.

At the present time the work is proceeding rather slowly because of the difficulty being experienced in securing ties but I believe this condition has now been remedied and that good progress will be made in the future.

We shall be glad to follow the suggestion in the third paragraph of your letter and give you ample notice when rail in addition to that necessary for twelve (12) miles of track will be required.

Very truly yours,

F. A. Banks
Construction Engr.

UNITED STATES

DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION

Almira, Washington
October 22, 1934

David R. Ryan
General Contractor
Coulee City, Washington

Dear Sir:

I am in receive of advice from Mr. Derrig of the Northern Pacific Railway that he has the rail necessary to lay about 12 miles of track in storage on cars at Parkwater, for prompt shipment to Odair but that he will require about three (3) weeks notice to deliver rail in excess of this amount.

Will you, therefore, notify us at least three (3) weeks in advance of the time you will require rails to lay in excess of the first 12 miles of track.

Very truly yours,

F. A. Banks
Construction Engineer

UNITED STATES

DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION

8-731

Almira, Washington
October 22, 1934

Mr. J. T. Derrig
Asst. to Chief Engineer
Northern Pacific Railway Co.,
Saint Paul, Minnesota

Dear Mr. Derrig:

This will acknowledge receipt of your letter of October 13, 1934 relative to the 90#, second-hand angle bars. I wish to thank you for this information and to advise that we will be pleased to notify you in advance of the required date for shipment.

Very truly yours,

F. A. Banks

F. A. Banks
Construction Engineer

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

8731

Almira, Washington
October 22, 1934

Mr. J. T. Derrig
Asst. to Chief Engineer
Northern Pacific Ry. Co.,
Saint Paul, Minnesota

Dear Mr. Derrig:

I am in receipt of your letter of October 13, 1934 relative to invoices covering track material shipped to Odair. I will be pleased to have these invoices and wish to thank you for supplying them.

Very truly yours,

F. A. Banks
Construction Engineer

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 18 M.

Md 10-22-34

J. T. Derrig - No. 2 date
Missoula

Former track foreman Martin has not been seen here in long time. If located will advise you. A-224

JHJ

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

Spokane, Oct. 20, 1934.

Bernard Blum,

St. Paul.

Mr. Murphy advises as follows: Quote. Engineer Banks Recl Bureau Almira advised me on phone today he had definitely recommended

Denver office that Millers tie contract be terminated and that Dent & Russell, Portland next low bidders be awarded balance contract.

Understand Dent & Russell position furnish in large quantities immediate delivery and hope Denver office be agreeable so situation

can be cleared up. Banks also stated he is not in accord Ryans activities this connection and appreciates Mr. Blum's offer but account

existing contract was unable accept because of additional freight involved on replacements. End quote. Please note particularly

that apparently Mr. Banks did not turn over procuring of the ties to Mr. Ryan. stop. Mr. Derrig in Almira today and have not heard result of his interview. A-48

H. M. Tremaine.

Mr. Derrig - Herewith Cpy. for you.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Clerk

B. Blum St Paul 8731 Elmira 10/19

Bank has recommended to Denver that existing Contract for ties be Cancelled and award new Contract to next low bidder. There is nothing we can do pending this decision Banks will call on us if he thinks it advisable to do so

J T Dern 9

8731

St.Paul, Oct. 19, 1934.

MR. H. M. SMITH:

Please place order with the St.Paul Division to ship from Staples Rail Yard the following 90# rail to Bernard Blum, Chief Engineer, Odair, Wn. shipment to be made by Oct.25th.

31680 lin.ft. 3/90# B rail(damaged)

This rail was removed from the Lake Superior Second Sub Divison East of Brainerd and had a slight indentation downward and was kinked slightly towards the center of the track when released.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped.

This rail is to apply on ED 318-34 and bill/ ladings are to be marked, "hold at Parkwater" from which point Supt. Taylor will make delivery when required.

YAGER
Ass't.Chief Engineer.

PJP-vml

CC-BB JTD TMF FB RTT PHMcC

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

56 NP CH St Paul Oct 19 1934 J T Derrig

Spokane

Your wire date 3000 pairs 90lb angle bars from Glendive yesterday on NP cars 69743 and 69599 ED-318

H M S

154pm

3000
1800
4000

7800.

11500
7800

3700

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Spokane, Oct. 19, 1934. COPY. H. M. Smith

St. Paul.

Advise me Spokane what progress you are making towards shipping three thousand angle bars requested for the Coulee Branch.

J. T. Derrig.

165

35) 7800 (23
70
80

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul 10-17-34 8731

J T Derrig c/o Conductor Train one Idaho Divn

Have telegram from Tremaine his A 34 which see about tie situation Coulee Dam Railroad stop See what you can develop with Banks about getting ties delivered especially our offer loan them ties from Seattle stop To save government additional freight expense they should purchase replacement ties Seattle delivery so can be turned over to our tock without adding to total freight expense stop In this connection see my wire B 163 to Taylor and Tremaine B 174

Bernard Blum

8731

St.Paul, Oct. 22, 1934.

MR. R. T. TAYLOR:

Referring to my letter of Oct. 12th to Mr. Driscoll, copy to you, about the forwarding of 9 or 10 cars underload at Misko, Mont. of 3/90# A rail.

The following cars were forwarded on Oct. 20th in local freight and delivered to the Rocky Mountain Division:

NP 62387, 62031, 62695, 69576, 67214
NP 64551, 69288, 63361, 61149.

L. YAGER
Ass't.Chief Engineer.

CC⊖ BB DMD PHMcC HM S

BJP-vml



8731

Saint Paul, October 22, 1934

Mr. H. E. Stevens
Mr. R. W. Clark

I now have information from Messrs. Derrig and Tremaine, in connection with government ties for the Grand Coulee Dam Railroad, that Mr. Banks has recommended to Denver the cancellation of the Miller tie contract and that Dent & Russell of Portland, the next low bidders, be awarded the balance of the ties. It is stated that Dent & Russell are in position to make immediate delivery.

Mr. Derrig advises further that on the nineteenth Mr. Banks was giving an order to Dent & Russell for 30,000 ties to be shipped from Portland immediately.

David H. Ryan Company is to put the track crew back to work on Monday.

BB:h

8731

Saint Paul, October 22, 1934

Mr. H. E. Stevens:

Further with respect to progress on the Grand Coulee Dam Railroad:

Mr. Tremaine advises me that the David Ryan Company are progressing fairly well with their grading work. The lower half on the Odair end is practically completed and from now on the work on the upper half should proceed faster since he will be able to move his equipment to that portion of the line. Mr. Derrig tells me they are figuring on finishing the line by December.

The Crick & Kuney contract, which is for grading the highway and the railroad grade from the head of the Dry Coulee down to the damsite is about 55% complete. Their completion date is set for December first. It is quite probable that they will have the grade ready before Ryan is ready to lay track thereon.

BB:h
cc Mr. E. W. Clark

N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED
M.

49 SF X

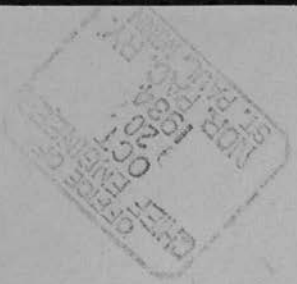
SPOKANE OCT 20 1934

BERNARD BLUM
STPAUL

MR MURPHY ADVISES AS FOLLOWS QUOTE--ENGINEER BANKS RECL BUREAU ALMIRA ADVISED ME ON PHONE TODAY HE HAD DEFINITELY RECOMMENDED DENVER OFFICE THAT MILLERS TIE CONTRACT BE TERMINATED AND THAT DENT AND RUSSELL PORTLAND NEXT LOW BIDDERS BE AWARDED BALANCE CONTRACT UNDERSTAND DENT AND RUSSELL POSITION FURNISH IN LARGE QUANTITIES IMMEDIATE DELIVERY AND HOPE DENVER OFFICE BE AGREEABLE SO SITUATION CAN BE CLEARED UP. BANKS ALSO STATED HE IS NOT IN ACCORD RYANS ACTIVITYES THIS CONNECTION AND APPRECIATES MR BLUMS OFFER BUT ACCOUNT EXISTING CONTRACT WAS UNABLE ACCEPT BECAUSE OF ADDITIONAL FREIGHT INVOLVED ON REPLACEMENTS END QUOTE. PLEASE NOTE PARTICULARLY THAT APPARENTLY MR BANKS DID NOT TURN OVER PROCURING OF THE TIES TO MR RYAN STOP MR DERRIG IN ALMIRA TODAY AND HAVE NOT HEARD RESULT OF HIS INTERVIEW. A 48

HMTREMAINE

1130A



N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

2SFW

COULEE OCTOBER 19 34 BBLUM

STPAUL

BANKS GIVING ORDER TO DENT AND RUSSELL FOR THIRTY THOUSAND TIES TO BE SHIPPED FROM PORTLAND IMMEDIATELY . RYAN WILL PUT TRACK CREW BACK TO WORK MONDAY COPY BB RTT TAM

J T DERRIG 1216A 20


OFFICE OF
ENGINEER
OCT
20
1934
NOR. PAC. RY.
ST. PAUL, MINN.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

155 SF S

Almira 10/19/34 B Blum

st Paul

Banks has recommended to Denver that existing contract for ties be cancelled and award new contract to next low bidder there is nothing we can do pending this decision banks will call on us if he thinks it advisable to do so

J T Derrig

726 pm



8731

St.Paul, Oct. 19, 1934.

MR. H. M. SMITH:

Please place order with the St.Paul Division to ship from Staples Rail Yard the following 90# rail to Bernard Blum, Chief Engineer, Odair, Wn. shipment to be made by Oct.25th.

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L. YAGER
Ass't.Chief Engineer.

PJP-vml

CC-BB JTD TMF LB RTT PHMcC

B.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

St Paul October 19 1934

J T Derrig c/o H M Tremaine Spokane

As I see it there is very little we can do on tie situation until Reclamation Service cancels present contract stop

Apparently Walters is in touch with matter stop I made offer to Banks which he has not acknowledged and do not think we are in

position to do anything further unless you develop something new in your conference with Banks B 193

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

80 SF X

SPOKANE OCT 19 1934

BERNARD BLUM

STPAUL

HMT A-34 I AM LEAVING FOR ALMIRA ON BUS NOON TODAY AND WILL SEE BANKS ABOUT TIE SITUATION AND WIRE YOU LATER TONIGHT ACTION THAT SHOULD BE TAKEN PEASE KEEP ME ADVISED COUNTER OFFERS IF ANY YOU ARE MAKING WITH BANKS TREMAINE AT MISSOULA TODAY

J T DERRIG

1238P

3

8731

Saint Paul, October 19, 1934

Mr. H. E. Stevens
Mr. R. W. Clark

Bids were opened yesterday at Almira by the U. S. Reclamation Service for construction of superstructure of highway bridge across the river just below the Grand Coulee Dam. This is the bridge on which the substructure work has been dragging along for many months.

J. H. Pomeroy Company of San Francisco were low bidders. If contractor pays freight on equipment, bid is $258,978., and if freight is assumed by government, bid is $241,868.

BB:h

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8737 M.

Spokane, October 18, 1934.

Bernard Blum, St. Paul

A. F. Stotler, Seattle.

In bids opened today at Almira by U. S. Reclamation Service for construction of superstructure of steel highway bridge across river just below Grand Coulee Dam the J. H. Pomeroy Co. of San Francisco was low. Stop. If contractor pays freight on equipment bid is $258,978 and if freight is assumed by Government bid is $241,868. Orig. BB copy AFS. A-46

H. M. Tremaine.

C O N F I R M A T I O N .


OFFICE COPY
OCT
1989
PAC. BELL
NORTH BEACH

N. P. 1386 12-24
205 SF S

TELEGRAM—BE BRIEF

TIME FILED
M.

Spokane 10/18/34

Bernard Blum

St Paul

In Bids opened today at Almira by U S Reclamation service for construction of superstructure of steel highway Bridge across river just below grand coulee dam the J H Pomeroy Co of San Francisco was low stop. If contractor pays freight on equipment bid is $258,978 and if freight is assumed by Government bid is $241,868

Cy BB AFS A 46

H M Tremaine

851 pm



Saint Paul, Minn.,

October 18, 1934.

MR. BERNARD BLUM:

Your letter of the sixteenth about ties for the Coulee Dam Railroad.

It seems apparent the Reclamation Service are not in a position to secure the ties from other sources until they cancel the order with the present broker.

Apparently Mr. Walters is in touch with the matter and I think we should await a request from the Reclamation Service before again making suggestions as to what might be done.

Mr. Tremaine should, of course, keep very closely in touch with the developments to insure that we get the haul on the ties in case the present order is displaced.

CHIEF ENGINEER'S OFFICE
ST. PAUL DIST.
OCT 1939
RECEIVED

OFFICE OF CHIEF ENGINEER
OCT 22 1934
NOR. PAC. RY. ST. PAUL, MINN.

Spokane, Oct. 18, 1934.

Mr. Bernard Blum:-

Yours of October 15th about progress of the Coulee Dam Railroad:

You have since received my telegram of October 16th.

I hand you herewith copy of letter from Mr. Murphy, of October 17th which reviews the situation.

As near as Mr. Murphy can determine, Mr. Banks has turned over the procuring of these ties to Mr. Ryan.

I will advise you as promptly as possible the result of Mr. Irving's interview today with Mr. Banks.

As I advised you in my telegram of October 11th, Mr. Ryan now has about 14 miles of grade ready for track laying; there are a few gaps at bridge ends and drainage openings, but these are not impassable. He is progressing with his grading all right and I understand is working very largely from the south end. His progress on the upperly half is not material so far, but without doubt now that the lower half is practically completed, the showing there will be much better.

The Crick & Kuney contract is now reported to be about 55% done. Their completion report date is December 1st. You understand, of course, that they have only the grading, and I understand that Mr. Ryan has the contract for the laying of the track. Crick & Kuney verbally advised me today that there is a possibility of further line changes in their contract which might delay them somewhat, but in any event, barring an accident, they should be well ahead of Mr. Ryan's work.

District Engineer.

HMT-T
Cpy-RTT
TAM

COPY

Spokane, October 17, 1934.

File A 1423 Ties

Mr. R. T. Taylor, Supt.
Spokane, Wash.

Referring to our exchange of wires, your A 879 of October 11th, and subsequent phone conversations regarding ties for the Government Railroad from Odair to the Damsite.

As advised in our wire yesterday, Mr. John W. Miller, the party to whom the contract was awarded by the Reclamation Bureau, has been unable to deliver ties on schedule with the result that Mr. Ryan has been forced to suspend operations on the railroad construction temporarily. Consequently he has been around Spokane for the last few days trying to get some one to take over Miller's contract, which was taken at such a low price no one in this territory wants to touch it.

We understand that Miller agreed to furnish these ties to the Government at $13.00 per thousand, less 8% trade discount and 2% cash discount f.o.b. cars. This reduces the price to approximately $11.72 per thousand f.o.b. cars, which is considerably under the code price. As a result, he has apparently been unable to get any one to furnish the ties at this price and the construction of the line has been delayed more or less for the past month on this account. Mr. Banks, of the Reclamation Bureau, Almira, has recommended the cancellation of his contract, but for some reason the Denver office seems to be favorable to allowing him to continue furnishing all the ties he can at this price, unless it can be definitely determined he will be unable to.

Mr. Banks told me yesterday on the phone he has been unable to contact Miller, as he is out in the woods trying to arrange for cutting ties and nothing definite can be done towards the cancellation of his contract until he has an opportunity to discuss the matter with him. In the meantime, it appears he delegated Mr. Ryan to come to Spokane to try to interest some of the other tie producers in either taking over Miller's contract or agreeing to furnish ties at the same price, provided, however, that the railroads would agree to equalize the land grant rate from points of production to Odair, as now applies on shipments from Portland. Mr. Ryan

claims that he was advised by the Denver office of the Reclamation Bureau that this amounted to 13½¢, but I note from Mr. Blum's wire of the 16th that he checks the land grant rate from Portland to Coulee at 16.7¢. In other words, Ryan claims that these ties are being delivered to the Government at Odair at approximately 55¢ each on the basis of 120# per tie, and that until such a time as Miller's contract is cancelled, he must find some one who is willing to furnish the ties at the price quoted f.o.b. cars provided the land grant rate at points of production is equalized with that applying from Portland.

Mr. Ryan has canvassed all of the tie producers in this territory, and practically all of them have turned it down with one exception, Mr. Lewis Strauss, who is located at Colville on the GN. Mr. Strauss has agreed to furnish ties at Miller's price, and understand the GN have agreed to make a price of 12¢ from Colville to Adrian or Soap Lake in order to move the business. Ryan has recommended to the Reclamation Bureau at Almira that they accept this offer, and he has agreed to truck them from either Adrian or Soap Lake to the job, unless we are willing to make a rate of not to exceed 4¢ from Adrian to Coulee. According to Ryan, the GN are not willing to make a joint rate via Spokane on a mileage pro rate basis, as they want the long haul on the business if the offer is accepted. Furthermore, Ryan seems satisfied to take delivery either at Adrian or Soap Lake for the reason he feels he can haul them to the job and distribute them cheaper than if we made a joint rate via Adrian and effected delivery at Odair. As a matter of fact, Gen. Agt. Doyle of the GN, has been largely instrumental in getting Strauss to agree to accept this order at this price and Ryan seems anxious to go to any length to give them the long haul.

Apparently Mr. Banks turned this tie matter over to Ryan and he claims it will be impossible to accept Mr. Blum's offer to take ties from our Seattle stock with the understanding they will be replaced, for the reason that the contractor's price was so low it would not permit absorbing the original freight from point of production. However, there is a possibility that the Reclamation Bureau may cancel Miller's contract entirely and go into the open market for ties rather than accept Strauss' offer to supply at Miller's price. In this event, some of the tie producers on our line may be able to secure some of the business. The question will probably be decided at Almira tomorrow and we are arranging to have

Mr. Irving go there for the purpose of discussing the matter with Mr. Banks, as Ryan has given him the impression that the GN seem more anxious to cooperate with him in getting these ties than we are. The truth of the matter is that Miller took the order too low and is having difficulty getting any one to furnish ties at the price he is willing to pay. We understand that Miller is not financially reaponsible, and that the Government simply made a bad deal in giving him the contract. Ryan thinks that if we are so anxious to get the railroad built, we should step into the breach and take the rap for Miller, by reducing rates to a point where the tie producers can furnish at that price, or by accepting delivery of replacements at points of production at our line.

If they decide to cancel Miller's contract it means that they will have to go into the open market or readvertise for bids. The latter will only delay matters, and we have advised all the tie producers on our line in this territory to quote prices for immediate delivery Reclamation Bureau, Almira, and are in hopes they will take ties wherever they can get them rather than accept the offer of Strauss at Colville, which Ryan has recommended. In the meantime, if we could see our way clear to offer to accept replacements from our Seattle stock at production points on our line, it would solve the problem, as believe they desire to continue with Miller's contract if possible.

tam en
cc HMT
JLB

T. A. Murphy

N. P. 1012 6-24

8731

LS 20842

CLASS NO. [redacted] MATERIAL REQUISITION NO. ED 318 G. S. K. NO.

STOREKEEPER AT G.H.Jacobus, Supt. 10/16/34 DATE

SHIP TO B.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		
	2,846	Lin. Ft. 3/90# A Rail	For Construction Coulee Dam Line	
	18,332	" " 3/90# B "		
		Ends paint red, condemned heats removed from track account transverse fissure history.		
		Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.		
		No split heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped		
		Way bills to be marked - "Hold at Parkwater" from which point Supt. Taylor will make delivery when required.		
		SHIPMENT TO BE MADE BY OCTOBER 20th.		
		Letter L. Yager, 10/15/34		
		BB-BJP-GHL-RLL-RTT-WHR-FCT-ERW-CAN		

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. 1703 / 6-32

INSTRUCTIONS: 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-DUPLICATE (SECOND COPY) TO BE FORWARDED TO CONSIGNEE. 3-TRIPLICATE (THIRD COPY) AND QUADRUPLICATE (FOURTH COPY) TO BE FORWARDED TO DIVISION OFFICE. 4-SHIPPING RECEIPT (FIFTH COPY) TO BE RETAINED BY SHIPPER.

COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

8731

FROM Sorkwater Store

TO Odair, Wash.

FOR B. Blum, Chief Engineer

DATE OF WAYBILL 10-18-34 19

NUMBER OF WAYBILL WB-3621

CAR INITIALS CAR NO.

STORE RECORD

INVOICE 10-103

1ST TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

2ND TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAYBILL ONLY WHEN SUPPLIES ARE FORWARDED ON FREIGHT TRAINS. WHEN SUPPLIES ARE FORWARDED ON PASSENGER TRAINS NO REPORTS WILL BE REQUIRED, BUT WAYBILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT IS MADE.

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REQ'N	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT
	1x11½" Rd. Hd. HCHT Bolts	memo			4		
	1x12½" do.				4		
	90# head locks				2		
	90# 3/4" Bevel washers				4		
	90# 3/8" " "				2		
	3/4" Verona Locks No.1				2		
	3/8x3" Spring cotters				2		
	3/4x3½" Sq. Hd Bolts T-15-1				2		
	1-1/8" Sq. grip lock nuts No.1				12		
	To replace parts missing from switch & gaurd rails forwarded from Noxon Sept. 26th - NP-67193						

cy-A.F.Stotler

F. A. Banks-Almira

DATE 19 TRAIN NO. TIME M. TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.

DATE 19 TRAIN NO. TIME M. TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION.

AGENT AT DESTINATION WILL STAMP HEREIN THE DATE RECEIVED

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE PROPERTY DESCRIBED ON THIS WAYBILL.

19

136 SF S

8731

Spokane 10/16/34 Berbard Blum

St Paul

4916

B 163 Situation is now very much confused stop
Mr Ryan Called on our Mr Murphy today Stating that he was trying to find some one to take over Miller Contract in order to avoid delay readvertising. He stated that so far the only prospect to be found was at Marcus on Bastant G.N.Ry. and that Bastant G.N.Ry. was willing to publish rate with us to Odair which would equalize land grant rate from Portland on which basis contract for ties was awarded. Stop Mr Murphy Called Mr Banks on telephone and Banks advised that he had recommended to Walters Cancellation Miller Contract but Denver office Suggested a more definite understanding with Miller before taking action stop. Banks advised Murphy that he had been unable to reach Miller on telephone and could not do anything further until that contract cancelled stop.
We understand Millers Bid price for ties is thirteen dollars less eight percent which price is so low as to warrant conclusion that Miller unable financially to accept your offer replacement ties Seattle stop Murphy suggests that if possible to modify this offer so we might accept replacement at production points on our line Might be helpful stop. Have just talked to Murphy and we are now of the opinion that nothing definite can be done until Miller contract is cancelled or assigned stop. I question advisability of communicating with Chief Engr Walters at this time as there might be repercussion
(Orig to B B Copy RTT TAM) A 34

H M Tremaine

713 pm

8731

K317

Saint Paul, October 16, 1934

Mr. H. E. Stevens:

Attached is copy of my wire to Mr. Taylor about ties for the Coulee Dam Railroad. I received the following wire from Mr. Taylor:

> "Re exchange ties for Coulee Dam Railroad. Situation has become very acute due to shortage of ties and Ryan advises that price will be prohibitive shipping from mills near Portland for replacement ties to be loaned from Seattle plant. Asks if it will be possible to waive freight charges to Seattle."

John. W. Miller is the tie contractor for the government. He is apparently working around the Portland mills. His price to the government is $11.96 per M and he has been placing some orders on local mills for $10.60 per M. In order to replace such ties as we might loan, he would have to make delivery to us at Seattle. Land grant rate from Portland to Coulee is 16.7¢ and Seattle to Coulee is 18.1¢. Portland to Seattle the landgrant rate is 8.2¢. Commercial rate Seattle or Portland to Coulee is 28½¢, and commercial rate Portland to Seattle is 14¢.

The government contract with Miller is for delivery on Northern Pacific rails so I assume any switching charge or foreign freight south of Portland has to be absorbed by the contractor.

It does not seem to me that there is any reason why we should go to considerable expense in the way of hauling replacement ties.

I have been wondering whether it would be advisable to wire Mr. Walter calling attention to the situation. That would seem to indicate some criticism of the way Mr. Banks is handling and therefore I hesitate to do so.

BB h

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

St Paul 10-16-34

[redacted] T Taylor Spokan e
H M Tromaine Spokane

B 692 Have not heard from Mr Banks Does he propose doing anything in matter at all or do you think it advisable I wire chief engineer Walter stop

Land grant rate on ties Portland to Coulee is 16.7¢ Land grant rate from Seattle is 18.1¢ Land grant rate Portland to Seattle is 8.2¢ Commercial

rate Portland to Seattle is 14¢ stop I do not see why we should be called upon to waive freight on replacement ties Portland to Seattle stop If Miller

is incurring heavy penalty for delay on delivery possibly it would be cheaper for him to absorb replacement freight provided government will cancel

penalty due to our loaning of ties stop As I view it our deal has got to be made with Mr Banks and not with Mr Ryan stop Have you any suggestions to offer ~~XXXX~~ Orig RFT copy HMT B 163

Bernard Blum

Mail copy Mr Stevens

8731

Saint Paul, October 16, 1934

Mr. E. E. Nelson:

Referring to article prepared by Mr. McCauley covering the Grand Coulee Dam:

The article contained statement that concrete was to be poured at the rate of 16,000 cubic yards per day. I questioned that figure as the average rate poured at the Boulder dam was 6000 yards per day. It was my understanding from talking with Mr. Slocum that they expected to pour more concrete per day than was poured at Boulder, but I had in mind a figure around 8000 yards per day.

I have just received letter from Mr. Tremaine stating that in talking with Mr. Donaldson, Chief Engineer of the Mason Company, he advised they figure on pouring about 12,500 yards of concrete a day at the dam which would mean about 60 cars of cement a day.

I think Mr. McCauley's article should be revised accordingly.

BB:h

cc Mr. H. E. Stevens

NORTHERN PACIFIC RAILWAY COMPANY
General Freight Department.

St. Paul, Minn., October 16,1934

Mr. B. Blum:

The approximate land grant rates on ties, carloads, requested by you, are as follows:

Portland to Seattle - - - - - - - - - -	8.2¢	per cwt.
Seattle to Coulee, Wash. - - - - - - -	18.1¢	" "
Portland to Coulee, Wash. - - - - - -	16.7¢	" "

J.G.Morrison

8731

St.Paul, October 15, 1934.

MR. H. M. SMITH:

Please place order with the Lake Superior Div. to ship from Carlton rail yard the following 90# rail to Bernard Blum, Chief Engineer, Odair, Wn., shipment to be made by October 20th.:

2846 lin.ft. 3/90# A rail
18332 lin.ft. 3/90# B rail

ends painted red, condemned heats removed from track account transverse fissure history.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped.

This rail is to apply on ED 318-34 and bill/ladings are to be marked , "hold at Parkwater"from which point Supt. Taylor will make delivery when required.

Ass't.Chief Engineer.

PJP-vml

EC-BB JTD GHJ RTT PHMcC

L.S. 20842

ED 318

St.Paul, October 15, 1934.

MR. H. H. SMITH:

Please place order with the Lake Superior Div. to ship from Carlton rail yard the following 90# rail to Bernard Blum, Chief Engineer, Odair, Wn., shipment to be made by October 30th.:

2046 lin.ft. 3/90# A rail
18232 lin.ft. 3/90# B rail

ends painted red, condemned heats removed from track account transverse fissure history.

Short rails 24 to 32 ft. long to be loaded separately, and not to exceed 10% of the entire order.

No split heads, crushed heads, broken base, piped or badly flowed rails from the low side of curve to be shipped.

This rail is to apply on ED 318-34 and bill/ladings are to be marked , "hold at Parkwater"from which point Supt. Taylor will make delivery when required.

Ass't.Chief Engineer.

PJP-vml

BS-BB JVD GHJ RTT FBMcC

8731

Saint Paul, Oct. 15, 1934.

MR. P. H. McCAULEY:

Attached is a tentative schedule for shipping 90# rail to Bernard Blum, Chief Engineer, Odair, Wn. for the Grand Coulee Dam project; also approximate number of cars required.

You will receive copies of the letters sent to the General Storekeeper when rail is ordered forwarded. Kindly line up flat cars accordingly.

L. YAGER

Ass't.Chief Engineer.

CC-BB JTD

PJP-vml

enc

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

125 SF S

Spokane 10/15/34 B Blum

St Paul

Re Exchange ties for coulee dam railroad.

Situation has become very acute due to shortage of ties and Ryan advises that price will be prohibitive shipping from Mills near Portland for replacement ties to be loaned from Seattle plant asks if it will be possible waive freight charges to Seattle. B-692

R T T

528 pm

Ties

Portland-Seattle 14¢ landgrant?

Seattle-Coulee 28½¢

Portland-Coulee 28½¢

8231 4/35

Saint Paul, October 15, 1934

Mr. H. M. Tremaine:

Your letter of the eleventh about progress of work on the Coulee Dam Railroad:

It does not seem to me that Mr. Ryan is subject to very much criticism at this time if he is ahead of the government. When I was at Coulee September 11th the Ryan Company were starting in with an outfit at the upper end of the work. Are they now working at both ends of their contract?

The important thing for the Northern Pacific, as I see it, is to get the track advanced as rapidly as possible toward the dam so that shipments, especially lumber, can be made with a minimum of truck haul.

Has Mr. Ryan made any material progress on the upper half of the line?

How is the Crick & Cuney contract progressing?

BB h

8731

October 13th, 1934.

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

Dear Sir:

We now have approximately five miles of rail under load in the vicinity of Spokane, waiting your orders for movement to Odair.

I am today arranging to move nine additional cars of rail from the Yellowstone Division approximately 2.1 track miles, and I am arranging to hold this rail at Parkwater for movement to Odair upon request from you to this office, or Superintendent Taylor.

In addition to the rail above referred to, we have approximately 3-1/2 miles recovered from our recent relay near Moxon, and this can be delivered on short notice. The total rail above referred to totals approximately twelve track miles, and the additional rail for your branch will have to be loaded from stock pile. We would like to have about three weeks notice of the date you will require additional rail above the twelve track miles.

I will be in Almira on or about October 18th and will be glad to go over schedule of future deliveries to you at that time.

Yours truly,

JTD:m

Asst. to Chief Engineer

Copy: R. T. Taylor
H. M. Tremaine

A731

Saint Paul, Oct. 13, 1934.

Mr. H. H. Smith:

My records indicate that we have shipped to date 1800 pairs of secondhand 90-lb. angle bars to apply on requisition ND-318 for the Grand Coulee Line.

Will you please arrange to make immediate shipment of 3000 pairs 90-lb. angle bars to apply on the above requisition, angle bars to be loaded on flat cars and shipped to Bernard Blum, Odair, Wash. marked "Hold at Parkwater or Pasco for movement to Odair on instructions of Superintendent Taylor."

JTD-w

Asst. to Chief Engineer.

cc - Mr. H. H. Tremaine

Mr. R. T. Taylor - Please note and arrange for movement accordingly.

8731

October 13, 1934.

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

Dear Mr. Banks:

I am attaching hereto copy of my letter of this date to General Storekeeper requesting shipment of 3,000 pairs 90-lb. secondhand angle bars. The above angle bars together with shipment heretofore made will take care of approximately 13 track miles and will meet your requirements for angle bars for rail shipped to this date and held in the vicinity of Spokane to be moved by Superintendent Taylor as requested by you.

Mr. Taylor will also arrange to hold angle bars under load at Parkwater or Pasco pending further request from you for shipment, doing this in order to avoid any congestion, until your track work is further along.

Yours truly,

JTD-w

Asst. to Chief Engineer.

cc - Mr. W.C. Sloan
Mr. R.T. Taylor
Mr. H.M. Tremaine

8731

October 13th, 1934.

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

Dear Sir:

I am attaching hereto copy of Chief Engineer's letter of October 12th to our General Storekeeper requesting that he furnish you with copy of invoices covering track material heretofore shipped to Odair, and in the future to furnish you with copy of invoice covering current shipments. This invoice will facilitate your check of material as received at Odair.

For your further information, I am attaching hereto sample form of invoice above referred to, N.P. #1703.

I am also forwarding copy of this letter to our Division Superintendent, R. T. Taylor, at Spokane in order that he may take steps to see that you are furnished copy of invoices covering any material turned over to you direct from the Superintendent's stock.

Yours truly,

JTD:m
encl

Asst. to Chief Engineer.

Copy: R. T. Taylor
W. C. Sloan

8731

St.Paul, Oct. 12, 1934.

MR. D. M. DRISCOLL:

Please forward to Bernard Blum, Chief Engineer at Odair, Wn., the 9 or 10 cars now stored at Misko, Mont. under load with 3/90# A rail, mark B/L - "hold at Parkwater" from which point Supt. Taylor will make delivery when requested. These cars may be used to fill out tonnage. This rail is covered by GSK requisition YD-14136, ED reqn. 318-34.

L YAGER
Ass't.Chief Engineer.

CC-BB RTT PHMcC HMS

PJP-vml

8731

N. P. RY. CO.

Rail shipped and proposed shipments for the Grand Coulee Dam Project.

*****

	Lineal Feet				
	3/90#"B" Damaged	3/90# "A"	3/90#"B" T.F.	3/90# "B"	
Rail Required					350000
Rail Shipped					
Yellowstone Div.		2441		48836	
Tacoma Div.				19985	
*Rail on Cars					
Yellowstone Div. (Misko)		22947			
Rail from Noxon Relay					
Idaho Div.		12700		27500	
		38088		96321	134409
					215591

Bal Due on 4th Yds as of 10/13

To be shipped from Rail Yards.

Carlton		2846	18332		
Northtown		-	-		
Staples	46800	15622	9852		
Dilworth			7350		
Jamestown			5462		
Glendive		7904	9837		
Laurel			4300		
Missoula			8800	43332	
Parkwater		13513	5485		
Pasco			12682		
Auburn			3474		
	46800	39885	85574	43332	
					215591

*Requested forwarded Oct. 12, 1934.

Office of Chief Engineer,
St. Paul, Minn.,
October 12, 1934.

Mr Blue wire 10/15/13

noted 10/15/13

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

St. Paul, Oct 12 1934

R T Taylor

Spokane, Washington

I am arranging to move nine cars ninety pound rail now under load at Miske to Odair marking hold at Parkwater for your handling. D-137

J T HERRIG

Copy: P. J. Fentin

Please arrange to have these cars moved at Mr. McCauley's convenience.

8731

4134

St. Paul, October 12, 1934.

Mr. H. M. Smith:

As you are aware the proposed agreement with the United States Government covering the construction of a branch line from Odair, Washington, to the site of the Grand Coulee Dam provides that the Government shall furnish all supplies and materials going into the railroad except second hand rail, angle bars, switch material and tieplates, which will be furnished by the Railway Company on a lease basis.

All of this material is to be returned to the Railway Company upon completion of the government project and I think, in order to facilitate the carrying out the provisions of the lease, it is very necessary that Mr. F. A. Banks, Construction Engineer in charge of the work for the Government, with offices at Almira, Washington, be furnished with copies of all store department waybills covering all of the material so furnished by the Railway Co.

Will you please arrange to have Mr. Banks furnished with copies of all store waybills for material already shipped and see to it that he is furnished currently with copies of such waybills.

Chief Engineer.

r

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

108 SF X

8731

SPOKANE OCT 12 1934 JTDERRIG

STPAUL

D 138 EXPECT TO HAVE THIS RAIL LOADED BY OCT 15 B 684

RTT

222P

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul Oct 12 1934

R T Taylor

Spokane, Washington

When do you expect to start picking up rail from the Nexon relay which has been assigned to the Coulee Dam Railway. D-138

J T DERRIG

Copy: P. J. Pentin

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul Oct 12 1934

R T Taylor

Spokane, Washington

When do you expect to start picking up rail from the Moxon relay which has been assigned to the Coulee Dam Railway. D-138

J T DERRIG

Copy: P. J. Pantin

8731

Saint Paul, October 12, 1934

Mr. H. E. Stevens:

Our discussion about progress of tracklaying of the Grand Coulee Dam railway:

I wired Spokane offering Mr. Banks the loan of untreated ties from our Seattle stock. Mr. Banks was in Portland and his office telephoned the offer to him.

Mr. Tremaine wires me that the tie contractor for the government road is considerably behind on delivery and is now incurring penalty of $25 per day. Ryan has laid about a mile of track from Odair Junction and has laid one of the delivery yard tracks. He has 14 miles of grade ready for tracklaying and is waiting for ties. To date the government has received about 4000 ties.

I do not have great hopes that Mr. Banks will avail himself of our offer as my experience to date is that the Reclamation Service will do nothing outside of the prescribed routine.

BB:h

cc Mr. R. W. Clark

TELEGRAM N P RY

177SFOG

SPOKANE OCT 11-34

B BLUM

STPAUL

ON RECEIPT OF YOUR B-103 MR TAYLOR WIRED YOUR OFFER TO MR BANKS. STOP I WAS AT ALMIRA TODAY. MR BANKS WAS IN PORTLAND BUT I SAW MR DARLAND WHO COMMUNICATED YOUR OFFER TO EXCHANGE TIES BY LONG DISTANCE TELEPHONE TO MR BANKS AT PORTLAND. STOP MR BANKS IS TO SEE TIE CONTRACTOR JOHN W MILLER WHO IS TO FURNISH ALL TIES REQUIRED FOR THE RAILROAD AND WILL ADVISE MR TAYLOR RESULT OF HIS MEETING. STOP PRESENT SITUATION WITH RESPECT TO RYANS TRACK LAYING WORK NOT VERY SATISFACTORY. HE NOW HAS APPROXIMATELY FOURTEEN MILES OF GRADE READY FOR TRACK LAYING BUT IS NOW SHUT DOWN BECAUSE OF NO TIES. STOP MILLER HAS DELIVERED ONLY ABOUT 4000 TIES TO DATE WHILE HE WAS SUPPOSED TO HAVE DELIVERED 12000 TIES TO THE RAILROAD AT PORTLAND ON SEPT 29 AND HE IS NOW INCURRING 25 DOLLARS PER DAY PENALTY BECAUSE THAT DATE WAS NOT KEPT. STOP BEGINNING OCTOBER 6 MILLER WAS SUPPOSED TO DELIVER 9000 TIES PER WEEK TO RAILROAD AT PORTLAND AND HE IS NOW INCURRING 25. DOLLARS PER DAY PENALTY ON THAT ACCOUNT. STOP DARLAND ADVISES THAT SOME OF THE TIES RECEIVED ALREADY FROM MILLER ARE UNDER GRADE. THEY HAVE REJECTED APPROXIMATELY 15 PERCENT OF THOSE ALREADY RECEIVED SO IF EXCHANGE OF TIES IS MADE WITH US WE SHOULD BE PROPERLY PROTECTED AS TO QUALITY. ORIGINAL TO BBLUM COPY TO RTT A-22

H M TREMAINE

634P

Nil
Notes Herein 27000 1
15000 2

CHIEF DEFENCE OF
NDP PARLIAMENT
OCT 1994
OTTAWA

N. P. 1386 12-24

91 SF X

TELEGRAM—BE BRIEF

TIME FILED

M.

SPOKANE OCT 11 1934

BERNARD BLUM

STPAUL

FURTHER MY A-872 ABOUT SITUATION COULEE. HAVE TRANSMITTED TO MR BANKS MR BLUMS OFFER LOAN THEM NO 4 TIES FROM OUR SEATTLE PLANT TO BE REPLACED WITH GOVT TIES LATER HEISLER LOCOMOTIVE FOR RYAN WAS TO BE DELIVERED US SPOKANE LAST NIGHT BY GN TO GO FORWARD IN 877 FROM CHENEY DATE BUT IS BEING HELD AT HILLYARD EXPECT RECEIVE FROM THEM IN TIME TO FORWARD COULEE 877 OCT 13TH COPY TFL TAM A-879

RTT

1238P

J. T. D.

10/11 Note B.B.

OFFICE OF
CHIEF ENGINEER
OCT
1934
NOR. PAC. RY.
ST. PAUL, MINN.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

191SFOG

SPOKANE OCT 11-34 BBLUM

STPAUL

HAVE BEEN UNABLE TO SEE BANKS AS PER YOUR TELEGRAM B 291 OF SEPT 29 AND LETTER OF SAME DATE BECAUSE UNABLE TO GET TOGETHER WITH BANKS I DISCUSSED THE GEMERAL SITUATION WITH DARLAND TODAY IN ALMIRA AND THINGS ARE SUBSTANTIALLY AS SUGGESTED IN YOUR LETTER OF SEPT 29 STOP THERE SEEMS NOTHING TO DO IN THIS MATTER PENDING MR BANKS TAKING THE INITIATIVE STOP AM WRITING A 23

HMTREMAINE

817P

OFFICE OF CHIEF ENGINEER
OCT 12 1934
NOR. PAC. RY.
ST. PAUL, MINN.

H133.

Spokane, Oct. 11, 1934.

Mr. Bernard Blum:-

My telegram A-23 of even date, with respect to your letter of September 29th and telegram B-291 of the same date, with respect to talking with Mr. Banks, about the possibility of hurrying up the Coulee Dam railroad.

As I advised in my A-23, have been unable to see Mr. Banks, but today at Almira, I discussed the situation with Mr. Banks' assistant, Mr. Darland.

The grading work on the railroad is now approximately one-half completed, altho Mr. Darland advises that the easier half has been done. As advised in my telegram A-22 of even date, track laying operations are now at a stand still, because of non-receipt of ties.

The situation is not very happy and there is every indication to think that Mr. Ryan is not pushing work properly, but that he rather hopes some deal will be made whereby he will be relieved of at least part of the contract. As you appreciate, of course much of that talk is grape vine material and no reference may be made as to authority for the statements.

Apparently, Mr. Banks' office and Mr. Banks are alive to the situation and may be something will be worked out by them to hurry things along.

H. M. Tremaine

HMT-T

District Engineer.

Cpy-AFS


OFFICE OF
CHIEF ENGINEER
OCT
1952
NOR. PAC. RY.
ST. PAUL, MINN.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

Spokane, Oct. 11, 1934.

Bernard Blum, St. Paul
R. T. Taylor, Spokane.

(Confirmation)

On receipt of your B-103 Mr. Taylor wired your offer to Mr. Banks. Stop. I was at Almira today. Mr. Banks was in Portland, but I saw Mr. Darland who communicated your offer to exchange ties, by long distance telephone to Mr. Banks at Portland. Stop. Mr. Banks is to see tie contractor John W. Miller who is to furnish all ties required for the railroad and will advise Mr. Taylor result of his meeting. Stop. Present situation with respect to Ryan's track laying work not very satisfactory. He now has approximately fourteen miles of grade ready for track laying, but is now shut down because of no ties. Stop. Miller has delivered only about 4000 ties to date, while he was supposed to have delivered 12000 ties to the railroad at Portland on September 29 and he is now incurring 25 dollars per day penalty because that date was not kept. Stop. Beginning October 6, Miller was supposed to deliver 9000 ties per week to

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

Bernard Blum
R. T. Taylor

railroad at Portland and he is now incurring 25 dollars per day penalty on that account. Stop. Darland advises that some of the

ties received already from Miller are under grade. They have rejected approximately 15 per cent of those already received, so

if exchange of ties is made with us, we should be properly protected as to quality. (Orig. to BB, Cy to RTT) A-22

H. M. Tremaine.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul October 10 1934

8731

R T Taylor Spokane
H M Tremaine Spokane

A 872 Suggest you or Mr Tremaine advise Mr Banks we have supply of number four ties at Seattle plant from which we can loan them ties to permit continuation of tracklaying and government ties to replace can be delivered to us at our Seattle plant stop Tell him we will be glad to cooperate in that way to hurry completion of road and let me know stop We will watch out for the mail Original RTT wire copy HMT B 103

Bernard Blum

Office copy Mr Derrig

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

St Paul October 10 1934

R T Taylor Spokane
H M Tremaine Spokane

A 872 Suggest you or Mr Tremaine advise Mr Banks we have supply of number four ties at Seattle plant from which we can loan them ties to permit continuation of tracklaying and government ties to replace can be delivered to us at our Seattle plant stop Tell him we will be glad to cooperate in that way to hurry completion of road and let me know stop We will watch out for the mail Original RTT wire copy HMT B 103

Bernard Blum

Office copy Mr Derrig

116 SF X

COULEE OCT 10 1934

BERNARD BLUM

STPAUL

4318

RYAN HAS TRACK LAID UP TO FIRST CUT EAST OF RECEIVING YARD AND HAS AGAIN BEEN HELD UP FOR TIES SINCE OCTOBER 7 AND NONE IN SIGHT FROM COAST. THEY ARE URGING RECLAMATION SERVICE FOR CONSIDERABLE IMPROVEMENT IN TIE DELIVERY MATTER AS THEY ARE LOSING VALUABLE GOOD WEATHER IN NOT BEING ABLE TO GO AHEAD WITH THEIR TRACK LAYING. THIS DELAY ALSO WORKS AGAINST US AS COMPLETION OF LINE WILL MATERIALLY HELP US IN COMPETING WITH TRUCKS . AT RECEIVING YARD THEY HAVE TWO SWITCHES IN AT EACH END AND NO 1 TRACK LAID THRU AND JUST SMALL STRETCH AT EACH END NO 2 TRACK LAID . THEY HAVE BEEN EXPECTING MAKE DEAL TO BUILD GRADE FOR THIRD TRACK AT THIS YARD BUT NOTHING ON THIS SO FAR. WITH CEMENT AND OTHER SHIPMENTS COMING IN VOLUME ANTICIPATED THIRD TRACK CERTAINLY APPEARS NECESSARY BUT PRESUME THAT WILL BE FOR MASON CO TO WORK OUT. LUMBER CEMENT ROOFING MATERIAL CONTRACTORS EQUIPMENT ETC BEING RECEIVED AND ACCORDING TO ORDERS PLACED FOR RAIL DELIVERY AT COULEE WE WILL VERY SHORTLY HAVE PROBLEM OF UNLOADING ROOM. WE WILL WATCH THIS WITH IDEA OF PUTTING IN TEMPORARY UNLOADING TRACKS ADJACENT TO OLD ROUNDHOUSE IF NECESSARY TO TAKE CARE OF BUSINESS. WE ARE CLEARING EVERYTHING AWAY TO GIVE MAXIMUM UNLOADING USE OF THE TRACKAGE WE NOW HAVE . WE ARE ARRANGING RENT RYAN FOUR CENTER DUMP HART CARS IN ABOUT TEN DAYS TO BALLAST NEW WYE AND OTHER NEW TRACK AND HE WILL WANT A FEW MORE CARS LATER ON . HIS HEISLER LOCOMOTIVE HAS NOT BEEN RECEIVED BUT EXPECTED SHORTLY AND HE IS USING OHIO CRANE FOR TRACK LAYING AND HANDLING CARS ON NEW TRACKAGE. HAVE 22 CARS RYAN RAIL ON DIVISION OR ABOUT FIVE TRACK MILES AND ADDITIONAL RAIL SHOULD BE MOVED TO PARKWATER OR PASCO TO BE AVAILABLE FOR MOVEING UP AS REQUIRED. COPY TFL TAM A-872

R T TAYLOR

301P

8731

A132

OFFICE OF CHIEF ENGINEER OCT 13 1934 NOR. PAC. RY. ST. PAUL, MINN.

Spokane, Oct. 10, 1934.

Mr. Bernard Blum:-

Monday, while talking to Chief Engineer Donaldson, of the MWAK (Mason Walsh Atkinson Kier Co.) who have the contract for the construction of the Coulee Dam, about their probable rate of use of cement, he stated that in his opinion, they should pour at least 12,500 yards of concrete a day when things get going good, and this would mean approximately 60 cars of cement a day would have to be delivered.

H. M. Tenney

District Engineer.

HMT-T

Cpy-AFS
RTT
TAM

8731

Saint Paul, Oct. 15, 1934.

MR. P. H. McCAULEY:

Attached is a tentative schedule for shipping 90# rail to Bernard Blum, Chief Engineer, Odair, Wn. for the Grand Coulee Dam project; also approximate number of cars required.

You will receive copies of the letters sent to the General Storekeeper when rail is ordered forwarded. Kindly line up flat cars accordingly.

L. YAGER.

Ass't.Chief Engineer.

CC-BB JTD

PJP-vml

enc

B

8731

Saint Paul, Minn.,

October 15, 1934.

MR. W. C. SLOAN:

Regarding attached file from Mr. Taylor about delay the contractor for construction of the Coulee Dam line is encountering account of the Government's failure to deliver the necessary ties.

Mr. Blum heard of this matter last week and at my suggestion wired Mr. Tremaine to offer Mr. Banks the loan of untreated ties from our Seattle stock, these to be replaced by the Government when their requisitions were filled.

Mr. Banks was in Portland when the offer was telephoned to him and up to date we have had no response.

Copy Mr. B. Blum

H. E. STEVENS

B

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ST. PAUL

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul October 9 1934

8731

H M Tremaine Spokane

A 18 Do not know of any Howe truss span erected cantilever stop Analysis made in bridge office was on a modification of our old standard plan introducing the feature of making top chord continuous over support and using tension clamps on top chord and removing top chord section at support after landing on pier ahead so that ultimate arrangement of spans carrying load would be simple spans B 92

Bernard Blum

MFC

OFFICE OF CHIEF ENGINEER
OCT 9 1934
NOR. PAC. RY.
ST. PAUL, MINN.

Saint Paul, October 9, 1934.

Mr. Bernard Blum:

I suggest the following reply to Mr. Tremaine's message A-18:

> "A-18 Do not know of any Howe Truss span erected cantilever. Analysis made in bridge office was on a modification of our old standard plan introducing the feature of making top chord continuous over support and using tension clamps on top chord and removing top chord section at support after landing on pier ahead, so that ultimate arrangement of spans carrying load would be simple spans."

Mr. Tremaine's wire returned.

MFC

Bridge Engineer.

Encl.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

174SFOG

SPOKANE OCT 8-34

BERNARD BLUM

STPAUL

B 81 MR DONALDSON WISHES TO KNOW IF MR CLEMENTS HAS IN MIND ANY EXISTING STRUCTURE OF THIS TYPE OR IF HE CAN GIVE REFERENCE TO ANY DRAWINGS OF SIMILAR BRIDGE STRUCTURE EITHER PAST OR PRESENT .STOP MR DONALDSON THINKS HE RECOLLECTS BRIDGE OF THIS TYPE IN NEW ENGLAND A 18.

H M TREMAINE

834P

Inblements Please advise BB 10/9

CHIEF OFFICE OF ENGINEERS
OCT 1934
DIST. FILE
ST. PAUL, MINN.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul October 8 1934

8731

H M Tremaine Spokane

A 15 Mr Clements has given study and thinks can be done without difficulty stop He would make both top and bottom chords continuous past supports over piers, use tension clamps on both top and bottom chords and then cut top chords over the piers after truss is landed on the pier ahead stop There would be a slight sag in the cantilever arm but this can be jacked up when arm reaches the pier.stop The rock filled cribs would be high and the water undoubtedly swift but believes they could be made stable B 81

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

St Paul October 8 1934

H M Tremaine Spokane

A 15 Mr Clements has given study and thinks can be done without difficulty stop He would make both top and bottom chords continuous past supports over piers, use tension clamps on both top and bottom chords and then cut top chords over the piers after truss is landed on the pier ahead stop There would be a slight sag in the cantilever arm but this can be jacked up when arm reaches the pier.stop The rock filled cribs would be high and the water undoubtedly swift but believes they could be made stable B 61

Bernard Blum

MFC

Saint Paul, October 8, 1934.

Mr. Bernard Blum:

I return Mr. Tremaine's message A-15 in regard to the erection of a 150 foot cantilever Howe Truss. I think this can be done without difficulty. I would make both top and bottom chords continuous past the supports over piers, use tension clamps on both top and bottom chords, and then cut the top chords over the piers after the truss is landed on the pier ahead. There would be a slight sag in the cantilever arm but this can be jacked up when the arm reaches the pier. The rock filled cribs would be high and the water may be swift but I believe they could be made stable.

MFC

Encl.

113 SF X

SPOKANE OCT 6 1934

BERNARD BLUM

STPAUL

RE COULEE DAM RAILROAD SILAS MASON MUST BUILD A BRIDGE ACROSS THE COLUMBIA RIVER AT THE FOOT OF THE STEEP GRADE RAILROAD LINE WHICH WILL BE USED BY PROBABLY NINETY TON HEISLER GEARED LOCOMOTIVES HAULING DAM MATERIAL STOP THEIR CHIEF ENGINEER DONALDSON ADVISES THAT BECAUSE OF HEAVY NATURE OF MATERIAL IN RIVER BED WILL BE IMPOSSIBLE TO SECURE SUITABLE PENETRATION FOR PILE FOUNDATION THEREFORE IS FIGURING ON BUILDING ROCK FILLED CRIBS SIMILAR TO THOSE MR CLEMENTS HAS DESIGNED FOR BRIDGE 50 DASH ONE KAMIAH PLANS FOR WHICH I GAVE MR DONALDSON THIS MORNING STOP MR DONALDSON WISHES MR CLEMENTS OPINION AS TO WHETHER A TIMBER TRUSS COULD BE SATISFACTORILY DESIGNED WITH APPROXIMATELY ONE HUNDRED FIFTY FOOT SPANS WHICH COULD BE BUILT AS A CANTILEVER AND WITHOUT THE USE OF FALSE WORK STOP .

THIS BRIDGE WOULD REMAIN IN USE THROUGHOUT ENTIRE PERIOD OF DAM CONSTRUCTION AND PIERS WOULD HAVE TO CLEAR HIGHWATER STOP. TIME OF CONSTRUCTION OF UTMOST IMPORTANCE . A 15

H M TREMAINE

322P



8731

4/31

Saint Paul, October 8, 1934

Mr. E. E. Nelson:

Your letter of the first in regard to article written by Mr. Macauley of your office on the Grand Coulee Dam:

There were a number of suggestions I had to make, and as I thought it would be rather difficult to express them in a letter, I called at your office but found you away. I took the liberty of going over the article with Mr. Macauley, explaining the reasons for the suggestions I had to offer. There were certain facts which required correction and these were included.

In regard to the travertine project at Gardiner: As you probably know, this is under the direct supervision of Mr. Thian. I think it offers a subject for an article but am a little doubtful whether it is of sufficient importance to justify an excursion to the quarry except in connection with Yellowstone Park travel. I believe it would be best to keep it for next summers travel and advertise it as a side trip from Gardiner.

I would suggest in the meantime Mr. Macauley discuss it first with Mr. Thian.

BB h

8231

St. Paul, October 6, 1934

Mr. H. E. Stevens:

Attached message from Mr. Sloan:

Our old style simple iron pipe track gauge, made in the shop, Plan TT-3, costs about $25 per dozen. We recently got out revised Plan TT-3-A, which is insulated, but no gauges have yet been made according to that plan. We also have a special relaying gauge, TT-5, which costs $7.75 each.

Mr. Ryan should use the old style gauge, Plan TT-3, and I suggest price of $2.50 each delivered.

BB k

Track Gauges

Plan TT3 £25 31 per Dozen

" TTSS Special gauge £7 6 7 each

10/6

8731

Saint Paul October 4, 1934.

Mr.H.E.Stevens-

Your telephone inquiry about maintenance of connecting track from Adco to Adrian.

A few years ago we sold the Great Northern that portion of the connecting track on their right of waw. The length of our present ownership from the headblock at Adco to the Great Northern is 2865 feet. This is on a tangent except 175 feet of 2 30' curvature. Included on the lower end is Bridge 126 which is 203 feet long and about 12 feet high. I would estimate the increased maintenance expenditure on account of heavy movement of cement as follows-

Track	$300 per annum
Bridge	200 ditto
	$500

BB h

on file 9060

8731

Saint Paul, October 4, 1934

Mr. H. E. Stevens:

Your telephone inquiry about cost of survey for the Grand Coulee Dam Railway. Breakdown of the cost is as follows:

Grand Coulee Dam Survey - 28.5 miles

			Actual	Out of Pocket
Salaries				
Office work (Val.Engr.Ofs.)		1174.41		
Field work, regular roll	1850.57			
Field work, special roll	3815.91	5666.48	$ 6840.89	$3815.91
Personal expenses			1721.07	1721.07
Supplies, stakes, nails, axes, misc.			113.98	113.98
Auto expense and hire			1346.86	1346.86
Camp expense				
Salaries, special roll	296.13			
Equipment and fix up cars	286.75			
Groceries	1229.86		1812.74	1812.74
			$11835.54	
Passenger transportation			560. 40	
			$12395.94	8810.56
Cost per mile			$ 435.00	309.00

I have looked up the file and the only estimate I can find is that contained in your letter of August 18 to me wherein you stated that you told Mr. Donnelly we would not expend to exceed $3000 in the preliminary survey. I have therefore divided the total cost between preliminary and location survey as follows:

	Estimate	Actual	Out of Pocket
Preliminary	$ 3000	7520	4989
Cost per mile		264	175
Definite	None	4876	3821
Cost per mile		171	134
		$12396	$8810

Mr. Stevens #2

I have checked the cost with other branch line surveys with the following results:

Red Water Branch	$ 691 per mile
Lake Basin	697
Flathead Branch	530
Ollie Branch	515

BB h

4130

Saint Paul, October 4, 1934

Mr. H. E. Stevens:

Your telephone inquiry about cost of survey for the Grand Coulee Dam Railway. Breakdown of the cost is as follows:

Grand Coulee Dam Survey - 28.5 miles

			Actual	Out of Pocket
Salaries				
Office work (Val.Engr.Ofs.)		1174.41		
Field work, regular roll	1850.57			
Field work, special roll	3815.91	5666.48	$ 6840.89	$3815.91
Personal expenses			1721.07	1721.07
Supplies, stakes, nails, axes, misc.			113.98	113.98
Auto expense and hire			1346.86	1346.86
Camp expense				
Salaries, special roll	296.13			
Equipment and fix up cars	286.75			
Groceries	1229.86		1812.74	1812.74
			$11835.54	
Passenger transportation			560. 40	
			$12395.94	8810.56
Cost per mile			$ 435.00	309.00

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		$12396	$8810

Mr. Stevens #2

I have checked the cost with other branch line surveys with the following results:

Red Water Branch	$ 691 per mile
Lake Basin	697
Flathead Branch	530
Ollie Branch	515

BB h

Leander Line

	Est	actual	cut parker
Preliminary	$3000	$7520	$4989
cost per mile		2.64	1.75
Definite	NONE	4876	3821
cost per mile		1.71	1.34
		$12396	$8810

R 104

(2)

2 4329 ~~8371~~ 8731

St. Paul, July 10, 1934.. Re Blum

Mr. Blum:

Sent you yesterday statement of cost of Coulee Dam Survey. This did not include rental of dining cars.

You will find letter, in file which you have, from G. E. Lees dated Nov. 20, 1933 giving a rate of $2.44 per hour for these cars and at that time it was decided not to set up this charge for the time being.

Rental figures on basis of eight hours per day $1600.24.

J. H. Rochon.

Mr Blum:

Brought up to date. Have set out of pocket in special column and arbitrary set up for transportation shown as separate item.

R 10/3

4128

Grand Coulee Dam Survey.

				Out of Pocket.	
Salaries	Office Work (Val Engr Ofs)		1174.41		
	Field work				
	Regular roll	1850.57			
	Special roll	3815.91	5666.48	3815.91	6840.89
Personal expenses				1721.07	1721.07
Supplies - stakes, nails, axes and misc.				113.98	113.98
Auto Expense and Hire				1346.86	1346.86
Camp Expense					
Salaries, Special roll		296.13			
Equipment and fix up cars		286.75			
Groceries,		1229.86		1812.74	1812.74
					11835.54
Passenger Transportation,					560.40
				8810.56	12395.94

includes folio #66

St. Paul, Minn.

Oct. 3, 1934..

Grand Coules Dam Survey. 28.5 miles

				Out of Pocket.	
Salaries	Office Work (Val Engr Ofs)		1174.41		cost per mile
	Field work				
	Regular roll	1850.57			
	Special roll	3815.91	5666.48	3815.91	6840.89
Personal expenses				1721.07	1721.07
Supplies - stakes, nails, axes and misc.				113.98	113.98
Auto Expense and Hire				1346.86	1346.86
Camp Expense					
Salaries, Special roll		296.13			
Equipment and fix up cars		286.75			
Groceries,		1229.86		1812.74	1812.74
					11835.54
Passenger Transportation,					560.40
				8810.56	12395.94
cost per mile :				309.	435

St. Paul, Minn.

Oct. 3, 1934..

8731.

St. Paul, Minn., Oct. 2, 1934.

Mr. Bernard Blum,
Chief Engineer.

A few days ago you made an inquiry about the lumber movement from Pacific Coast mills to the Coulee Dam site.

Effective September 28 our rates from Coast points to Coulee were reduced from 28½¢ to 24½¢ to equalize Great Northern rates to Soap Lake and Adrian. Application was also made to the Washington State Commission for authority to publish a 22½¢ rate from Everett to Coulee, the present G.N. rate from Everett to Adrian, but until this authority is obtained, our rate from Everett to Coulee will be 24½¢, the same as from all other Coast points.

Prior to effective date of the new tariff, we handled two or three cars of lumber from Everett at the 28½¢ rate and with the reductions in rates, Mr. Burnham is of the opinion there will be quite a movement from various Coast points, of which he hopes to secure all or a greater part for our haul to Coulee.

J. T. D. T. Blumton

Note B.B. 10/4

10/3

NEW MEXICO
1937
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COLLEGE OF
AGRICULTURE

OFFICE OF CHIEF ENGINEER
OCT. 2 1934
NOR. PAC. R'Y
ST. PAUL, MINN.

St. Paul, Minn., October 1, 1934 EEN

Mr. Bernard Blum,
Chief Engineer

I shall appreciate it if you will let me have your views on this article, and if you will check the facts as stated therein.

What would you think of something similar on our travertine project at Gardiner, by having Mr. Macauley go there, as he did in his preparation of the Grand Coulee article, and be accompanied by someone from the engineering department?

E E Nelson

N. P. 1012
6-24

8731

copy

CLASS NO. _____ MATERIAL REQUISITION NO. ED-318 G. S. K. NO. B-19874

STOREKEEPER AT Brainerd, Minn. 10/1/34 DATE

SHIP TO B.Blum, Chief 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		
			2	#11 SR 90# RB Frogs R.H. Plan T-12-3 SH		
			2	#11 SR 90# RB Frogs L.H. ditto		
				Conf.wire 9/25/34.		
				(Shipped 9/28 in NP-69310)		
				Cancelled on ST-15675		
				LSM FCT GHL ERW BB CAN HAH		

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

E 20-318

St. Paul, Minnesota

October 1st, 1934

Mr. H. M. Smith:

Advise if the four No. 11 90# spring frogs have gone forward from Brainerd as referred to in your letter of September 27th.

JTD:m

Asst. to Chief Engineer.

JT Perring
Shipped from Brainerd 9/28 on
NP 69310
See my letter
Sept 28th giving
you this information
H.M. Smith
10/1/34

OFFICE OF
GENERAL STOREKEEPER,
OCT 1 1934
NOR. PAC. RY.
ST. PAUL, MINN.

8731

St. Paul, Minnesota

October 1st, 1934

Mr. H. M. Smith:

Advise if the four No. 11 90# spring frogs have gone forward from Brainerd as referred to in your letter of September 27th.

JTD:m

Asst. to Chief Engineer.

N. P. 1386 12-24

64 SF X

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

SPOKANE OCT 1 1934

BERNARD BLUM

STPAUL

B 291 MR TREMAINE ON ROCKY MT BRIDGE INSPECTION WILL CONFER WITH BANKS ON HIS RETURN B 2

HMTREMAINE

1147A


OFFICE OF
CHIEF ENGINEER
OCT
1954
NOR. PAC. RY.
ST. PAUL, MINN.

8731

St. Paul, September 29, 1934

Mr. H. E. Stevens:

Your letter twenty-eighth about progress of the Grand Coulee Dam Railroad:

As I advised you following my trip to the work, Mr. Ryan was making fair progress with his grading and has started tracklaying, and since that time has been after us for delivery of additional turnouts and rail as he was ready to lay about five miles of track. He had five grading outfits at work on the Coulee City end and was just starting an outfit on the upper end.

The Cuney Company was making good progress on grading the highway and railroad from the head of the Dry Coulee down to the damsite.

In line with our conversation today, I have wired and written Mr. Tremaine to get after Mr. Banks in order to hurry the progress.

In regard to negotiating with Mr. Ryan for handling carload freight to the rail head pending completion of tracklaying. I suggest that we wait until he has laid and surfaced enough track to warrant moving cars beyond Coulee City. In view of Mr. Ryan's uncertainty as to his motive power for laying and ballasting the track, it would probably work out that we would contribute the locomotive if any negotiations are had at this time. I do not see how he can haul out ballast without a locomotive and after he has concluded his arrangements for a locomotive, it will then be time to negotiate the hauling of carload freight.

EB h

4127

St. Paul, September 29, 1934

Mr. H. E. Stevens:

Your letter twenty-eighth about progress of the Grand Coulee Dam Railroad:

As I advised you following my trip to the work, Mr. Ryan was making fair progress with his grading and has started tracklaying, and since that time has been after us for delivery of additional turnouts and rail as he was ready to lay about five miles of track. He had five grading outfits at work on the Coulee City end and was just starting an outfit on the upper end.

The Cuney Company was making good progress on grading the highway and railroad from the head of the Dry Coulee down to the damsite.

In line with our conversation today, I have wired and written Mr. Tremaine to get after Mr. Banks in order to hurry the progress.

In regard to negotiating with Mr. Ryan for handling carload freight to the rail head pending completion of tracklaying. I suggest that we wait until he has laid and surfaced enough track to warrant moving cars beyond Coulee City. In view of Mr. Ryan's uncertainty as to his motive power for laying and ballasting the track, it would probably work out that we would contribute the locomotive if any negotiations are had at this time. I do not see how he can haul out ballast without a locomotive and after he has concluded his arrangements for a locomotive, it will then be time to negotiate the hauling of carload freight.

BB h

4126

St. Paul, September 29, 1934

Mr. H. M. Tremaine:

I am attaching copy of my telegram of today about hurrying construction of the Grand Coulee Dam railroad:

Mr. Sloan has written Mr. Stevens that Mr. Ryan is apparently slowing up on the work to the end that the Mason Company may take it over in order to push it through. Further that Mr. Ryan is held up on tracklaying on account of the lack of ties and fittings although that is not important as the grading is what limits the speed.

Some of our people have been talking about having Mr. Ryan haul commercial shipments for us to as far as the track is laid in order to make carload deliveries as close to the dam as possible.

I think it is to the interests of Mr. Banks to have the railroad pushed through at the earliest possible date.

BB:h

cc Mr. Stotler

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul September 29 1934

H H Tremaine Spokane

Suggest you call on Banks and see that MXX you can do about government hurrying delivery of ties and fittings to end that track work follow up ~~[illegible]~~ grading also see if he will get after Ryan to rush entire job B 291

Bernard Blum

8731

St. Paul, September 29, 1934

Mr. H. E. Stevens:

Attached telegram from Mr. Sloan about push car for the David Ryan Company at Coulee:

Our established rate of 25¢ per day is all right for rental but I would prefer to sell them a push car. Our latest cars cost $50 at St Paul and I suggest offering to sell them a secondhand car at $35 or renting same at 25¢ per day.

BB h

Saint Paul, Minn.,

September 28, 1934.

OFFICE OF CHIEF ENGINEER
SEP 29 1934
NOR. PAC. RY.
ST. PAUL, MINN.

MR. BERNARD BLUM:

Herewith copy of Mr. Sloan's letter of September twenty-sixth about progress being made on the construction of railroad from Odair to Coulee Dam.

You wrote me a day or two ago you thought the railroad would be completed the latter part of December. Apparently the contractor is making no effort to push the work.

I do not know that there is anything we can do about it and our contact with this contractor to date does not indicate to me the advisability of trying to negotiate with him a contract for handling car load freight to rail head pending completion of the track laying.

What do you think about it?

St.Paul,Minn.,Sept.28,1934

ED-318

Mr.J.T.Derrig,

Asst. to Chief Engineer

Dear Sir:-

Supplementing my letter September 27th regarding switch material on ED-318.

The two right hand and two left hand No.11, 90# spring rail frogs, second hand, were shipped from Brainerd today on NP 69310.

Yours truly,

H M Smith

N-n

General Storekeeper

MEMORANDUM:

8731

MR. J. T. DERRIG:

Referring to your letter to Mr. H. M. Smith September 25 concerning #11 90-lb. frogs for Coulee Dam Line requisition. Mr. G. L. Smith made an examination of the frogs at Brainerd yesterday and reports as follows:

"Referring to the attached from Mr. Derrig, I inspected the #11 spring frog at Brainerd yesterday. Four of these frogs had already been picked out by the storekeeper for the Coulee Line and had been sent to the shop for very minor repairs which consisted mostly of re-riveting the plates.

"The remainder of the frogs are being held for similar repairs and will then be used to fill requisitions for main line use."

L. Yager

cy H. M. Smith

St. Paul 9/28/34w

8731

8731

UNITED STATES

DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION

Almira, Washington
September 27, 1934

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

Dear Sir:

Your letter of September 18 to the Chief Engineer, Bureau of Reclamation, has disclosed that the Denver office and this office did not reach exactly the same understanding regarding the number of sidetracks to be provided in the Odair interchange yard.

The situation is being given consideration, and we will write you further as soon as the misunderstanding has been cleared up.

Very truly yours,

F. A. Banks
Construction Engineer

J. T. D.

note 10/1 B.B.

CHIEF OF ENGINEERS
OCT 1934
DIVISION ENGINEER
ST. PAUL, MINN.

Spec. E 115-B

49.00 ea FOB Sup.

Northwestern Motor Co.

Last price July - 1921

NORTHERN PACIFIC RAILWAY COMPANY

PURCHASING DEPARTMENT

Form 2199

8731

Sept. 27. 1934.

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

Dear Sir:

For your information I am attaching hereto copy of my letter of this date to Superintendent Taylor giving reference to switch material shipped to Odair for the delivery yard at that point.

Yours truly,

Asst. to Chief Engineer.

JTD-w

enc

Saint Paul, Sept. 27, 1934.

Mr. R. T. Taylor:

The Store Dept. advise that one each #11 90-lb. R & L spring rail frogs, two sets 90-lb. split switches complete and two sets 90-lb. guard rails complete, all second hand were shipped from Nexon on Sept. 25th to Bernard Blum, Chief Engineer, Odair in WP-67193.

The above frogs are to be turned over to Mr. F. A. Banks, Project Engineer on their arrival and are for use in the turnout of the delivery yard. The balance of the switch material for this delivery yard is enroute and I will advise you the car numbers as soon as I have the information from the Store department.

Asst. to Chief Engineer.

JTD-w

cc - Mr. H.M. Tremaine

Mr. F. A. Banks

St.Paul,Minn.,Sept.27,1934

ED-318

Mr.J.T.Derrig,

Asst. to Chief Engineer

Dear Sir:-

Referring to your letter September 17th requesting certain material for Odair shipped on requisition ED-318.

One each No.11 - 90# right and left hand spring rail frogs, two sets 90# split switches complete and two sets 90# guard rails complete, all second hand, were shipped from Noxon September 25th on NP car 67193.

Yours truly,

H. McSmith

N-n

General Storekeeper

A185

Saint Paul, Sept. 27, 1934.

Mr. T. E. Mildine:

Referring to your letter of Sept. 18 in regard to expenses incurred by the railway company in connection with raising telegraph line at east leg of wye at Coulee in order to give proper clearance over the tracks.

Your letter seemed to indicate that this clearance is required in order to do the grading. I am inclined to believe that the clearance is required in order to provide proper clearance for the new railway leading to the Grand Coulee dam. In any event, all expenses in connection with the construction of this line is a proper charge against the U.S. Government and this feature is so contemplated in the contract which has been submitted to the United States for execution.

In this connection, it will be desired to prepare bills monthly for any expenses incurred by the railway company and our proposed contract contemplates that these expenses will be billed against the government. The government in turn will bill on their contractor for his proportion of the cost if any.

I would therefore suggest that you furnish District Accountant at Tacoma with a statement of any expenses that you incur in connection with the raising of your telegraph line. The Superintendent at Tacoma has incurred some expenses in con-

nection with the placing of turnouts for this track and this total expense should be submitted in a consolidated bill immediately following the close of the month in which the work was carried out, having bills for similar work prepared at the end of each month.

In order that there may be no misunderstanding that the bills are properly checked before being submitted to the government I am asking the District Accountant at Tacoma to submit an abstract statement of his proposed bill so that the bill can be checked by the Engineering Department before the bill is forwarded to the government for payment.

Chief Engineer.

JTD-w

cc - Mr. F.W. Stotekluh
Mr. E. H. Wales
Mr. R. T. Taylor

Mr. J. H. Rochon - Will you please arrange to keep in touch with District Accountant and see that these bills are submitted monthly and forwarded to the Engineering Dept. for check before same are sent to the government.

J.T.D.

8731

Saint Paul, Sept. 27, 1934.

Mr. E. E. Bildine:

Referring to your letter of Sept. 18 in regard to expenses incurred by the railway company in connection with raising telegraph line at east leg of wye at Coulee in order to give proper clearance over the tracks.

Your letter seemed to indicate that this clearance is required in order to do the grading. I am inclined to believe that the clearance is required in order to provide proper clearance for the new railway leading to the Grand Coulee dam. In any event, all expenses in connection with the construction of this line is a proper charge against the U.S. Government and this feature is so contemplated in the contract which has been submitted to the United States for execution.

In this connection, it will be desired to prepare bills monthly for any expenses incurred by the railway company and our proposed contract contemplates that these expenses will be billed against the government. The government in turn will bill on their contractor for his proportion of the cost if any.

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nection with the placing of turnouts for this track and this total expense should be submitted in a consolidated bill immediately following the close of the month in which the work was carried out, having bills for similar work prepared at the end of each month.

In order that there may be no misunderstanding that the bills are properly checked before being submitted to the government I am asking the District Accountant at Tacoma to submit an abstract statement of his proposed bill so that the bill can be checked by the Engineering Department before the bill is forwarded to the government for payment.

JTD-w

Chief Engineer.

cc - Mr. F.W. Stetekluh
Mr. E. H. Wales
Mr. R. T. Taylor

Mr. J. H. Rochon - Will you please arrange to keep in touch with District Accountant and see that these bills are submitted monthly and forwarded to the Engineering Dept. for check before same are sent to the government.

J.T.D.

St.Paul,Minn.,Sept.27,1934

ED-318

Mr.J.T.Derrig,

Asst. to Chief Engineer

Dear Sir:-

Again referring to your letter September 17th requesting certain switch material shipped on requisition ED-318.

In my letter this date I advised you regarding a shipment from Noxon. Balance of the material requested in your letter, with the exception of two right hand and two left hand No.11 - 90# frogs, was shipped from So.Tacoma yesterday in NP 67278, The four frogs referred to will be shipped from Brainerd today or tomorrow.

Yours truly,

H W Smith

N-n

General Storekeeper

8731

St. Paul, September 27, 1934

Mr. W. C. Sloan:

Your letter fourteenth about leasing pneumatic tools to the Ryan Construction Company:

I would not be afraid to let out these rather simple tools at a fair rental but on my return to Spokane I ran into certain angles about the Ryan outfit that leads me to think that we are better off if we don't have any more dealings with them than are necessary. There is, of course, always a question as to what a lessee would do with such equipment, and on further reflection I think it would be best to advise him that we have only a very few pneumatic tools which it is necessary to employ for our own work. You have the Noxon to Heron relay starting now and it will probably be best to advise him that we are sorry but we cannot very well spare the tools in question. I believe the request originally was made on your Seattle office.

BB h

8731

September 27, 1934

Dear Mr. Slocum:

You will recall our discussion last week at Spokane about the hauling capacity of Northern Pacific Class "Y" engine, which we offered you for use on the new railroad. It is my recollection that you spoke of adverse grades somewhat in excess of the profile as located by Northern Pacific engineers.

Following our conference Mr. Tremaine discussed the matter with Mr. Banks' office and found that the government's line of railroad profile has not been changed in substance from the location as made by us. The only change made is at the classification yard at the end of the line and a few minor changes in elevations at road crossings. These are not sufficient to affect the railroad grade line as laid out by us, and of which a print was before us during our discussion.

Yours very truly,

BB:h

Mr. Harvey Slocum,
General Superintendent,
Silas Mason Company,
Davenport Hotel,
Spokane, Wash.

cc Mr. Tremaine

8731

September 27, 1934

David H. Ryan,
Coulee City, Wash.

Dear Sir: Attention Mr. E. Paul Ford

Referring to your letter of the seventeenth to our General Agent at Spokane about execution of Certificate of Compliance to be signed by the Railway Company in connection with any supplies that we might furnish your Company:

Matter of the Railway Company being governed by the National Industrial Recovery Act has come up previously in several cases and our Law Department has carefully considered the entire matter heretofore and are clear in the opinion that the Railway Company is under the Emergency Railroad Transportation Act that was signed by the President of the United States on the same day that he signed the NIRA. Railway Companies are exempt from the NIRA, and while in this particular case we desire to do everything possible to assist you in the early completion of the Grand Coulee Dam railroad, it is our belief that signing the Certificate of Compliance might cause some complications in connection with other demands that we comply with the NIRA and I think it is quite clear to you that it would b e very undesirable for the Railway Company to do so.

I do not believe you will have any difficulty in making payments to the Railway Company for such service as we might render you by explaining to the Reclamation Service that the Railway Company is specifically exempt from the NIRA.

Yours very truly,

BB:h

cc Mr. T. A. Murphy

#124

On Rocky Mountain Division,
September 26, 1934.

MR. H. E. STEVENS:

It was announced yesterday evening that Silas Mason is to be Chairman and T. J. Walsh of Davenport, Iowa, to be President of the new company formed to do the Coulee dam work. Mr. Walsh proposes to devote all of his time to the job, at least until the first of the year, and in conversation with him last evening he spoke of their anxiety to have the railroad completed, indicating that they had even considered taking over the contract from Ryan and pushing it through.

Ryan apparently is trying to bring this about, making no attempt to hurry the work. He does not plan on completing it until early next February, which is the limit of his time. From what he said, he evidently does not think his chances of making a profit out of his railroad contract are good. The Government is holding him to rigid specifications, and his track laying is now held up for ties and fittings, though this is immaterial as he can very quickly catch up with the grading, which, according to him, is progressing slowly. He thinks by the middle of November about fifteen miles will be laid.

As this is close to the highway, it looks as though the practical thing to do would be to endeavor to interest him in hauling carload business at least that far. This should give us a decided advantage, as the truck haul from the rail head would be much less than any point on the Northern Pacific or Great Northern.

The Mason Company will probably, within the next few days, let contracts for buildings to house their men and power line. They have concluded their negotiations with the Power Company and propose to rapidly progress the work from now on.

(Signed) W. C. Sloan

St. Paul, Minnesota,
September 26, 1934.

OFFICE OF CHIEF ENGINEER SEP 27 1934 NOR... ST. PAUL

Mr. Bernard Blum:

Returning the attachments and answering yours of September 20, in reference to request from David H. Ryan made upon our Spokane General Agent that the Railway Company execute a certificate of compliance, the certificate of compliance being tied up with the National Industrial Recovery Act.

There have been numerous opinions of the Law Department that the Railway Company is under the Emergency Railroad Transportation Act signed by the President on the same day that he signed NIRA. Mr. daPonte has taken that position in correspondence with representatives under NIRA in the state of Washington; also our Division Counsel for Montana and for North Dakota have taken the same position.

In view of these various rulings and of the fact that if the Railway Company yields in this instance it may be the entering wedge, I recommend that we courteously decline to execute the certificate of compliance.

W. B. Frost.

F-s
Enc.

General Attorney

8731

N. P. 1703 / 6-32

INSTRUCTIONS: 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-DUPLICATE (SECOND COPY) TO BE FORWARDED TO CONSIGNEE. 3-TRIPLICATE (THIRD COPY) AND QUADRUPLICATE (FOURTH COPY) TO BE FORWARDED TO DIVISION OR SHOP ACCOUNTANT FOR PRICING. 4-SHIPPING RECEIPT (FIFTH COPY) TO BE RETAINED BY SHIPPER.

COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

FROM Parkwater Store

TO Odair, Wash.

FOR B. Blum, Chief Engineer

DATE OF WAYBILL 9-26-34 19

NUMBER OF WAYBILL B/L 119

CAR INITIALS NP-67193 CAR NO.

STORE RECORD

INVOICE 9-118

1ST TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

2ND TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAYBILL ONLY WHEN SUPPLIES ARE FORWARDED ON FREIGHT TRAINS. WHEN SUPPLIES ARE FORWARDED ON PASSENGER TRAINS NO REPORTS WILL BE REQUIRED, BUT WAYBILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT IS MADE.

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REQ'N	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT
	90# RH No. 11 Spring Frog SH ✓	S-15674		1718#	1		
	90# LH do. ✓			1718#	1		
	90# split switches complete ✓			4560#	2 sets		
	90# guard rails, complete J-15-1 ✓			2890#	2 sets		
	SHIPPED FROM NOXON 9/25/34						
	cc-AFS						

DATE 19 TRAIN NO. TIME M. TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.

DATE 19 TRAIN NO. TIME M. TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION.

AGENT AT DESTINATION WILL STAMP HEREIN THE DATE RECEIVED

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE PROPERTY DESCRIBED ON THIS WAYBILL.

19

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul, Sept. 26, 1934. 8731

A. F. Stotler,

Seattle, Wash.

S-6 Store Department have shipped one right and one left frog from relay at Noxon and arranging to furward four additional from Brainerd sending switch points etc. from South Tacoma. D-129

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

St Paul September 26 1934 8731

J L Burnham c/o T A Murphy Spokane

Have discussed with W J Stevenson who advises no demurrage accrues until offer of delivery made to government at Odair stop My discussion with Taylor was that he cannot spare track room at Coulee to store company cars account heavy commercial business stop Suggest you discuss with R T Taylor stop We have arranged to forward rail to Parkwater B 261

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

131SF SN

SPOKANE SEPT 25 1934

BERNARD BLUM

ST PAUL

CONTRACTOR RYAN BRINGS UP QUESTION OF DEMURRAGE TO BE APPLIED ON RAIL REFERRED TO IN YOUR LETTER AUGUST 30 TO BEHLER. IF RAIL IS STORED ON CARS AT POINTS SOME DISTANCE FROM COULEE THERE IS LIKELY TO BE DEMURRAGE ACCRUED. IS THERE ANY REASON WHY RAIL COULD NOT BE STORED ON CARS AT COULEE SO AS TO BE AVAILABLE FOR SPOTTING ON SHORT NOTICE WIRE ME HERE.

J L BURNHAM

534PM

N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED
M.

142 OF GI

SEATTLE SEPT 25 1934 BERNARD BLUM

STPAUL

D 128 YAGER MADE SAME INQUIRY I REPLIED THAT FOUR FROGS SHIPPED TO SOUTH TACOMA WERE NOT FROM MAIN LINE RELAY STOP UNDERSTAND FROGS FROM MAIN LINE RELAY WERE USED AT OTHER LOCATIONS TO REPLACE WORN OUT FROGS -LATTER BEING SHIPPED TO SOUTH TACOMA AND INSPECTED BY MR ADAMS STOP IF FROGS IN STORE WERE FROM MAIN LINE RELAY OF COURSE THEY WOULD BE OK BUT THEY WERE NOT FROM MAIN LINE S-6.

STOTLER.

512PM

Saint Paul, Sept. 25, 1934.

Mr. H. M. Smith:

Your letter of this date with reference to supplying two right and two left #11 - 90-lb. second hand frogs for the Coulee Line to apply on requisition 318:

It seems unbelieveable that we do not have four useable frogs out of the 20 on hand at Brainerd. Mr. Smith will arrange to leave here tomorrow night and make an inspection of all frogs on hand at Brainerd and pick out two right and two left #11 90-lb. second hand spring frogs to deliver on the above requisition. Please instruct your storekeeper to load as soon as the frogs have been selected.

In regard to order which you placed on the Tacoma Division for these frogs. Mr. Stetler advises that the four frogs shipped to South Tacoma were not the original frogs assigned to the Coulee Branch Line, which frogs were to be recovered from the Centralia relay, but apparently the frogs recovered from Centralia were used by the roadmaster for repairs and the old frogs sent in to Tacoma as scrap.

In view of the fact that we are encountering the usual difficulty in getting delivery on this switch material I think it best that our entire order for switch material be sent to Odair. Mr. Blum suggested that the material be forwarded to Parkwater to assemble, but it will save the railway some money to have the

material sent to Odair. We can unload it at that point with section labor cheaper than unloading it at Parkwater and rehandling when required by the Government.

What I am interested in at this time is getting immediate delivery on the six #11 spring turnouts complete with as little delay as possible. I will therefore thank you to expedite delivery on the two turnouts which youhre shipping from Nixon and follow as soon as possible with the frogs from Brainerd. It is my understanding the switch points, etc. will move from South Tacoma. I will check over the remaining items of switch material and will write you a letter giving the schedule of delivery on shipments of the balance of this material to Odair.

Asst. to Chief Engineer.

JTD-w

cc - Mr. L. Yager -

Please arrange to have Mr. Smith make an inspection of the frogs on hand in Store Dept. at Brainerd as soon as possible, advising.

St.Paul,Minn.,Sept.25,1934

File ED-318

Mr.B.Blum,

Chief Engineer

Dear Sir:-

Referring to requisition ED-318 covering material for construction of Coulee Dam Line.

One No.11 spring rail 90# frog, right hand and one left hand are being shipped from the Noxon relay, and it was the intention to ship two of each from the Centralia relay.

I am now advised that the four frogs from the Centralia relay are scrap and would not be suitable, without extensive repairs.

We have eleven right hand and nine left hand 90# No.11 frogs at Brainerd that were removed from relays on the Yellowstone Division. It would seem that four frogs could be picked out from this lot, with minor repairs, that would be suitable for the Coulee Dam Line construction, and wish you would arrange to send a representative to Brainerd - today if possible - to inspect these frogs.

Yours truly,

H W Smith

General storekeeper

N-n



N. P. 1386 12-24

9L CFD

TELEGRAM—BE BRIEF

TIME FILED

M.

SEATTLE SEPT 24 1934 L YAGER

ST PAUL

Y-888. THE FOUR FROGS SHIPPED TO STORE WERE NOT FROM MAIN LINE RELAY STOP UNDERSTAND FROGS FROM MAIN LINE RELAY WERE TO REPLACE FROGS AT OTHER LOCATIONS A AND THOSE REMOVED WERE SHIPPED TO SOUTH TACOMA AS SCRAP STOP OUR MR ADAMS INSPECTED THESE FOUR FROGS AND IS POSITIVE THEY CANNOT BE USED FOR REPAIRS AS PROPOSED. S-5

STOTLER

224 PM

Mr. Deering
Ok as we. W.L. 9/25

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

St. Paul, Minn. Sept. 24, 1934

A F Stotler
Seattle, Wash

Number eleven spring rail frogs from Tacoma Divn main line relay were sent to South Tacoma and reserved for Coulee line

Mr Smith examined these in track and considered them suitable for this service stop GSK now advises four of these number

eleven frogs examined by representative of Engineering Dept and pronounced them unsatisfactory for Coulee line work and

Store Dept state will require $75.00 each for repairs stop We are unable to understand this difference in judgment as

to condition of frogs stop Did you assign someone to inspect them stop Kindly give us such information as you may have on the subject Y-888

L YAGER

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

St Paul Sept. 24, 1934.

A F Stotler
Seattle Wash

Store Department placed order on Tacoma Store for two right and two left ninety pound spring frogs recovered from main line relay

Centralia. Store now advises these have been inspected by Engineering Dept. and estimate cost of repairs seventy five dollars each.

These frogs were considered suitable for relay on Coulee Line without extensive repairs. Please investigate and send forward if suitable

advising quick. D-128

Bernard Blum

Mr. Blum: Please note. Would like to discuss this matter with you.

8731

N. P. 1703 / 6-32

INSTRUCTIONS: 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-DUPLICATE (SECOND COPY) TO BE FORWARDED TO CONSIGNEE. 3-TRIPLICATE (THIRD COPY) AND QUADRUPLICATE (FOURTH COPY) TO BE FORWARDED TO DIVISION OR SHOP ACCOUNTANT FOR PRICING. 4-SHIPPING RECEIPT (FIFTH COPY) TO BE RETAINED BY SHIPPER.

COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

FROM Parkwater Store

TO Odair, Wash.

FOR B. Blum, Chief Engineer.

DATE OF WAYBILL 9-24-34 19

NUMBER OF WAYBILL Expr. 3599

CAR INITIALS _____ CAR NO. _____

STORE RECORD

INVOICE 9-106

1ST TRANSFER MADE AT _____ DATE _____ 19 ____ INTO CAR INITIALS _____ CAR NUMBER _____

2ND TRANSFER MADE AT _____ DATE _____ 19 ____ INTO CAR INITIALS _____ CAR NUMBER _____

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAYBILL ONLY WHEN SUPPLIES ARE FORWARDED ON FREIGHT TRAINS. WHEN SUPPLIES ARE FORWARDED ON PASSENGER TRAINS NO REPORTS WILL BE REQUIRED, BUT WAYBILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT IS MADE.

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REQ'N	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT
	NP switch locks	S-15674		2~~4~~#	2		

cc-AFS

DATE _____ 19 ____ TRAIN NO. _____ TIME _____ M.
TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.

DATE _____ 19 ____ TRAIN NO. _____ TIME _____ M.
TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION.

DESTINATION WILL HEREIN

AGENT AT

DATE RECEIVED

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE PROPERTY DESCRIBED ON THIS WAYBILL.

_____ 19 ____

ADDRESS ALL COMMUNICATIONS TO
THE CHIEF ENGINEER

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

8731

OFFICE OF THE CHIEF ENGINEER

September 22, 1934

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

Dear Mr. Blum:

This will acknowledge receipt of your letter of September 18, 1934 relative to the construction of a third interchange track at the Odair delivery yard on the U. S. Construction railroad for the Grand Coulee project.

We are forwarding a copy of your letter to Mr. Banks at Almira, Washington, asking him to reply to you direct, informing you as to what decision has been reached relative to the requirement for the third interchange track in the Odair yard.

Very truly yours,

A. F. Walter
Chief Engineer.

cc-Const.Engr., Almira, Wash.
(with copy of Mr. Blum's letter)

BB ✓
Let Me Know
this decision
J.B. 9/25

J.T.D.
9/24 B.B.

D

8731

Saint Paul, September 22, 1934.

MR. D. M. DRISCOLL:

Confirming my telegram C-179 in regard to shipment of NP 67207 containing 2441 lin.ft. 3/90# A rail to Bernard Blum, Chief Engineer, Odair, Wn., this rail is covered by GSK requisition YD-14136.

L. YAGER.

Ass't.Chief Engineer.

CC-NTT BB

PJP-vml

Spokane, Sept. 22, 1934.

Mr. Bernard Blum:-

You will recall that in the discussion recently with Mr. Slocum about his locomotive requirements, Mr. Slocum thought that the profile gradients which I quoted to you, were not quite correct, and suggested that perhaps the government had revised the profile. He requested me to discuss the matter with Mr. Banks' office.

I may advise that yesterday I discussed this at Almira, with Mr. Banks' office and found that the government line railroad has not been changed in substance, from that located by Mr. Gibson. The only change made is that at the wye location, at the classification yard at the end of the line, and a few minor changes in elevation at road crossings. These were not of sufficient moment to warrant being taken into account, from the standpoint of a grade line, and I did not request a copy of the final profile as now being constructed.

HMT-T

District Engineer.



UNITED STATES

DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION

8731

Almira, Washington
September 21, 1934

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

Dear Sir:

Subject: Switches for U. S. Construction Railroad

We are today in receipt of request from David H. Ryan that switches for use at Odair in the interchange yard of the United States Construction Railroad, Grand Coulee Dam, be delivered there at the earliest possible date.

We therefore request that delivery be made on the following items, which we understand are intended to be supplied on your requisition No. ED-318:

2 No. 11, "S", 90-lb. frogs, right hand
2 No. 11, "S", 90-lb. frogs, left hand
4 sets, 90-lb., split switches, 16'6" points, complete
4 sets, 90-lb., guard rails, 8'3" long
2 high banner switch stands
2 economy switch stands
2 switch lamps
2 switch locks

In the event that contractor Ryan has arranged direct with you for delivery of any part of the above material, this request is not to be construed as calling for a duplication of delivery of such items.

This request does not include any material for a fourth track at the interchange yard, which may be desired by Silas Mason Company and associates. The Bureau of Reclamation is agreeable to the construction of such fourth track, but the labor and material for its construction must be for the account of others.

Very truly yours,

F. A. Banks,
Construction Engineer

J. T. D.

Note & arrange.
Evidently Banks will not pay for the 3rd interchange tracks that Walters asked me to include.

I think Mason has a claim as the Ry contract is a part of the dam contract. 9/25 B. B.

12,000

10,


OFFICE OF
CHIEF ENGINEER
SEP
1934
CHI. MILW. & PAC. RY.
ST. PAUL, MINN.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

#4 Rky Mtn Divn 9-21-54

J T Derrig St Paul

D 118 and 119 You still dont answer stop Ryan wants four turnouts complete not single frogs stop What have you done about this material which we discussed a month ago stop I see no necessity of ten days notice All switch material should be assembled at Parkwater so can be delivered on days notice B 212

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

#4 Rky Mtn Divn 9-21-34

H M Tremaine Spokane

Advise Ryan two frogs shipped from Parkwater yesterday for Coulee stop See what you can do locally to get him swtich material for delivery tracks B 213

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

EN StPaul 21-34

Bernard Blum

Car 12 Train 4

Did you have any further discussion with Mr Banks or contractor Ryan about delivery of material we should have at least ten days notice of their requirements.D 119

J T Derrig

954aM

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

EN StPaul 21

Bernard Blum

Car 12 Train 4

B-202 GSF requested Parkwater Store to load one right and one left spring frog yesterday these frogs should be enroute to Adair today four additional frogs will be shipped at once Have arranged to move eight cars rail from Centralia to Pasco and eighteen cars from Yellowstone Division marking hold at Parkwater M118

J T Derrig

956AM

8731

MEMORANDUM:

MR. J. T. DERRIG:

Referring to my copy of your wire to Mr. Murphy concerning rail for the Coulee Dam Line. We already have on cars loaded from relays approximately 36% of the rail to be shipped on this order. This as you know is picked up on the basis of classification, and not on the basis of lengths. For such rail as will be loaded out of the rail yards to complete the order we will ask the superintendents to comply with the request of loading by lengths.

L. Yager

cy R. T. Taylor
H. M. Tremaine
P. J. Pentin

St. Paul 9/21/34w

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 5731 M.

St. Paul, Minn., Sept. 21, 1934

T A Murphy

Spokane, Wash

Thos Walsh will arrive Spokane Great Northern No. 1 Monday night D-121

J T DERRIG

Mr. R.W.Clark:

Mr. Walsh will be at Spokane for an indefinite time. Thing it would be advisable for Mr. Coman or Mr. Burnham to get in touch with him.

JTB

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

8731

St. Paul, Minn., Sept. 21, 1934

W C Sloan
Seattle, Wash

I attended dinner at St Paul Hotel last night with Tom Walsh stop He is leaving this morning on Great Northern for Fort Peck and will arrive Spokane Great Northern No. 1 Monday night stating that they are going to start work in a big way on Coulee dam at once stop Walsh stated would like to see you at Spokane Monday night if consistent for you to be there D-120

J T DERRIG

Mr. R.W.Clark:

As per my phone conversation to you this morning. Mr. Kenney called on Mr. Walsh at the St. Paul Hotel yesterday afternoon.

JTD

8731

Saint Paul, Sept. 21, 1934.

Mr. L. Yager:

Will you please arrange to let the following rail which we have under load go forward for the government railroad consigning the rail to me at Odair, Wash.

Ship From	Cars	Class	Lin. Ft.	
Hisko, Mont.	One	3/90-A	2300	Approx.
" "	17	3/90-B	40313	
Centralia, Wash.	8	3/90-B	19985	
		Total	62598	"
		Previous shipment	15900	

The car of third class 90-lb. A rail from Hisko, Mont. should go forward to Odair immediately. The balance of the order from Hisko, 17 cars can be moved to fill out tonnage, bill of lading to be marked "Hold at Parkwater" from which point Supt. Taylor will make delivery as requested by Mr. Banks or contractor Ryan.

The eight cars at Centralia should be consigned to me at Odair marked "Hold at Pasco" from which point Supt. Taylor will arrange for movement as desired by contractor. Please arrange to advise Supt. Taylor car numbers and date cars are moving so that he can arrange to set out at Parkwater and Pasco as above outlined.

JTD-w
CC - Mr. R.T. Taylor
Mr. H.M. Tremaine
Agent - Coulee, Wash.

Chief Engineer.

8731

September 21, 1934.

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

Dear Sir:

I have arranged to ship 26 cars of rail which we have under load on our tracks to a point in the vicinity of your work where delivery can be made by Superintendent Taylor on short notice from your contractor. Copy of my letter of Sept. 21 showing movement of this rail is attached hereto.

We have shipped heretofore approximately 15,900 lineal feet and with the shipments now outlined there will be a total of approximately 7.4 track miles of rail shipped for your Grand Coulee railroad.

In handling additional rail it will be necessary for us to load rail from stock pile and we should have at least ten days notice of your requirements at Odair in order that this material can be loaded and delivered without congesting shipments at Odair or causing delay in delivery.

I will thank you therefore to keep Supt. Taylor and me advised in advance of your rail requirements.

Yours truly,

Asst. to Chief Engineer.

JTD-W
enc

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

43 VSF

HELENA SEPT 21-34 J T DERRIG

STPAUL

D-118 AND 119 YOU STILL DONT ANSWER STOP RYAN WANTS FOUR TURNOUTS COMPLETE NOT SINGLE FROGS STOP WHAT HAVE YOU DONE ABOUT THIS MATERIAL WHICH WE DISCUSSED A MONTH AGO STOP I SEE NO NECESSITY OF TEN DAYS NOTICE ALL SWITCH MATERIAL SHOULD BE ASSEMBLED AT PARKWATER SO CAN BE DELIVERED ON DAYS NOTICE B-212

BERNARD BLUM

332 PM

318

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul Sept. 21, 1934

Bernard Blum

Car 12 - Train #4 R.M. Division

B-202 C&K requested Parkwater Store to load one right and one left spring frog yesterday These frogs should be enroute to Adair today. Four additional frogs will be shipped at once. Have arranged to move eight cars rail from Centralia to Pasco and eighteen cars from Yellowstone Division marking Hold at Parkwater. M-118

J T Derrig

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

St Paul, Sept. 21, 1934

Bernard Blum
Car 12 - Train #4 R.M. Divn.

Did you have any further discussion with Mr. Banks or contractor Ryan about delivery of material. We should have at least ten days notice of their requirements. D-119

J T Derrig

8781

St.Paul, Sept. 21, 1934.

MR. L. F. NEWTON:
MR. R. T. TAYLOR:

Referring to my telegram C-178 and your letter of Sept. 11th with attached letter from Mr. Ashworth, div. roadmaster, dated Sept. 10th, advising that the following cars of 3/90# B rail,

NP	63250	80 pcs.	33'	2640 lin.ft.
	69003	80	33'	2640 "
	69484	80	33	2640 "
	69684	80	33	2640 "
	63135	78	33')	
		1	30')	
		1	29')	2633 "
	63160	80	33'	2640 "
	66586	78	33')	
		2	30')	2634 "
	69779	46	33'	1518 "
				19985 lin.ft.

consigned to Bernard Blum, Chief Engineer, Odair, Wn. were under load at Centralia, Wn. held for shipping instructions.

Please forward these cars immediately to Bernard Blum, Chief Engineer, Odair, Wn. and mark B/Ls held at Pasco, Wn. from which point Supt. Taylor will make delivery when requested.

Please advise Supt. Taylor and this office date rail is forwarded. This rail is covered by GSK requisition TD-14135.

L. YA[illegible]
Ass't.Chief Engineer.

CC-PHMcC BB
PJP-vml

St.Paul, Sept. 21, 1934.

MR. D. M. DRISCOLL:

There is stored at Misko, Montana, 17 cars of 3/90# B rail, 40313 lin.ft. held for shipping instructions.

Please move these cars to fill out tonnage to Bernard Blum, Chief Engineer, Odair, Wn. and mark B/Ls hold at Parkwater, from which point Supt. Taylor will make delivery when requested.

Advise Supt. Taylor and this office date cars go forward and car numbers.

This rail is covered by GSK requisition YD-14136.

L. Yale

Ass't.Chief Engineer.

CC-RTT PHMcC BB

PJP-vml

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL SEPT 21 1934

D M DRISCOLL

GLENDIVE

PLEASE FORWARD FROM MISKO MONTANA TO BERNARD BLUM CHIEF ENGINEER ODAIR WASHINGTON NP 67207 CONTAINING 2441 LINEAL FEET THIRD CLASS NINETY POUND A RAIL ACKNOWLEDGE C-179

L YAGER

~~CC-R T TAYLOR-SPOKANE WN~~

CC-BERNARD BLUM

8731

At Billings, Montana
July 21st, 1934

Mr. W. C. Sloan:

We have been trying to pick up some No. 7 and No. 9 frogs for use in the government railway at Grand Coulee:

Mr. H. M. Smith does not appear to have any in stock. We of course do not care to furnish other than second hand usable frogs. Mr. Smith is holding No. 11 turnouts recovered in this year's relay. While these are spring rail frogs, I see no reason why they are not suitable for use on the temporary railroad for sidings.

It is my belief there are secondhand frogs available on the line and I would request that you canvass the Superintendents to ascertain if they have not some in their material yards. I happened to mention this to Mr. Mattson coming out of Seattle and he told me he had a No. 7 available which he would hold for instructions.

cc Mr. J.T.Derrig
Mr. H.M.Smith

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

3MDW

MISSOULA SEP 20 34 JTDERRIG

STPAUL

D 115 YOUR MESSAGE GIVES NO INFORMATION WHEN DELIVERY WILL BE MADE STOP THOUGHT YOU HAD LINED UP TO HAVE MATERIAL READY ALWAYS IN ADVANCE B 202

BERNARD BLUM 236A 21

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

St. Paul Sept. 20, 1934

T A Murphy
Spokane, Wash.

A-306 Rail was loaded as lifted from relay in accordance with classification and contained some shorter lengths. This should be suitable for class of railroad proposed. If government insists on uniform lengths presume contractor will have to unload and sort to meet government requirements. Have approximately thirty cars under load and when loading additional material will endeavor to handle in uniform lengths much as possible. D-117
Copy HMT RTT

J T Derrig

Mr. Yager: Please note attached from Mr. Murphy about various lengths of rail for Odair Branch. In handling future loading please have Superintendents load rail in uniform lengths as much as possible.

J.T.D.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul Sept 20, 1934

Bernard Blum

Car 12 - Missoula

B-197
Store Dept. have been requested to expedite delivery on six switches and frogs complete with little delay as possible

forwarding one right and one left frog in advance if they do not have all material ready. Am also arranging to move ten

cars rail from Yellowstone Division marking held at Parkwater.
D-115

J T Derrig

cc - Mr. H.M. Smith - Please expedite delivery on one right and one left spring frog for Odair with as little delay as possible.

J.T.D.

8231

At Missoula, Montana,
September 20, 1934

Mr. D. F. Lyons:

I am attaching letter from David H. Ryan Company with certificate of compliance to be executed on the part of the Railway Company, stating that we are complying with all NRA codes to which we may be subject.

It is quite probable that we will have some billing to do against the Ryan Company and they have to satisfy themselves that any firm with whom they deal is living up to the code.

As I understand it we do not come under the code but I see no harm in executing it as written up. Will you kindly advise if there are any objections to our executing same.

BB h

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Missoula 9-20-34

J T Derrig St Paul

D 115 Your message gives no information when delivery will be made stop Thought you had lined up to have material ready always in advance B 202

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

66npbo

St Paul Sept 20 1934 Bernard Blum Car 12

Missoula

B-197 Store department have been requested to expedite delivery on six switches and frogs complete with little delay as possible forwarding oneright and one left frog in advance if they do not have all material ready, am also arranging to move ten cars rail from Yellowstone Divn marking hold at Parkwater. D-115

J T Derrig - 445pm

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Missoula 9-20-34

8731

T A Murphy Spokane

A 298 Gas car B 9 is the only serviceable extracar we now have and Operating Dept cannot spare same for lease to Ryan stop Car B 4 which I suggested was dismantled last May therefore we have no gas car to rent B 201

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

61npbo

St Paul Sept 20 1934 Bernard Blum

Car 12 - RM Divn

B-188 Cannot spare gas car B-9 as it is only serviceable extra car we now have. Car B-4 was dismantled last May G-201

H EStevens

437pm

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

135SF SN

SPOKANE SEPT 20 1934

T J DERRIG

ST PAUL

D-116 LET THE EIGHT CARS OF TACOMA RAIL COME TO PASCO TO HOLD. C-1455

RTT

525PM

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

St. Paul, Sept. 20, 1934

R T Taylor
Spokane Wash

Have twenty six cars rail 90-lb under load Yellowstone division also eight cars under load at South Tacoma. Will arrange to start moving rail from Yellowstone Division marking HOLD at Parkwater. Will it inconvenience you to move the eight cars from South Tacoma and store at some point on Connell Branch until wanted at Odair. D-116

J T Derrig

N.P. Ry. Co. 9/20-34 Rail for Odair

90# Rail held on cars for shipment to Odair, Wash:

Coulee Dam Project

	No. of Cars	3/90A	3/90H
		Lineal Feet	
Ship from	Cars		
Niska, Mont.	11 (apx)	25388'	
" "	17		40313'
Centralia Wash.	8		19985'
		25388	60298

9/20-1934

2.4 mi 5.7 mi

Shipped to date 15900'
1.4 mi

9/20-34

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

Spokane 9-19-54

J T Derrig St Paul

Ford called me up and is being delayed for the four switches ordered for delivery tracks When will delivery be made stop Intimates will soon be ready for considerable steel Suggest you have ample supply stored at Parkwater Spokane or Cheney B 197

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

70 NP CH St Paul Sept 19 1934 Bernard Blum Car 12

8731

Spokane

B-192 you wrote Slocum July eighteenth offering him two W engines at twelve thousand dollars each also quoted Rental rates on equipment and you later advised me Mr Slocum appeared to be satisfied at prices quoted stop. We are very short on W3 power and could not consider sale of an engine of that class I think he will find W's ample for his requirements S-192

H E Stevens

151pm

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

XXXXXSpokane 9-19-34

H E Stevens St Paul

My B 192 I find I quoted Slocum previously price of $12,600 for W superheated locomotive so you may disregard my inquiry stop I have talked him out of W3 locomotive B 194

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

Spokane 9-19-34

H E Stevens St Paul

Have word that Slocum of Silas Mason Company inquiring price of acquiring heavy locomotive stop His tentative inquiry of Tremaine would indicate W5 but I can probably prevail on him to take W stop Have appointment with him this noon stop Can you wire me price we can offer him for W engine in serviceable condition stop Suggest also price for W3 for trading purposes B 192

Bernard Bluma

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

8731

St. Paul, Minn., Sept. 19, 1934

Bernard Blum
Car 12 - Spokane

Agent at Odair wired Stevenson stating contractor wanted to store cars temporarily on leg of wye and spur recently constructed at Odair and asked if demurrage would apply stop Stevenson instructed agent that demurrage would apply when cars are spotted stop Suggest you confirm feature by letter to Mr. Ryan so that he will have no misunderstanding D-113

J T DERRIG

Mr. Derrig:

Mr. Stevenson was up to see you. He had a wire from Agent at Odair stating that contractors building spur asked for permission to store cars on spur. Mr. Stevenson raised question as to propriety of assessing demurrage charges. Will you please call him up. Phone 152.

J H R 9 19 34..

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

222SF SN

SPOKANE SEPT 19 1934 J T DERRIG

ST PAUL

FORD CALLED ME UP AND IS BEING DELAYED FOR THE FOUR SWITCHES ORDERED FOR DELIVERY TRACKS. WHEN WILL DELIVERY BE MADE STOP INTIMATES WILL SOON BE READY FOR CONSIDERABLE STEEL. SUGGEST YOU HAVE AMPLE SUPPLY STORED AT PARKWATER SPOKANE OR CHENEY. B-197

B BLUM

1008PM

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Minn., Sept. 19, 1934

R T Taylor
Spokane, Wash

B-584 Have requested Store Dept to deliver six frogs and six switches complete with as little delay possible for

delivery yard at Odair stop Frogs will be shipped from South Tacoma and should be under load tomorrow stop If

Ryan wishes to lay main track through delivery yard assume he could place the switch ties and rail and put in frog

later without incurring much additional expense D-111

BERNARD BLUM

N. P. 1386 12-24

78 SF X

TELEGRAM—BE BRIEF

TIME FILED

M.

SPOKANE SEPT 19 1934

B BLUM

STPAUL

MY WIRE 14TH FOUR ADDITIONAL SWITCHES REQUIRED BY RYAN FOR ODAIR RYAN AGAIN ASKING WHEN THESE WILL BE FURNISHED B 584

RTT

1145A

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

224SF SN

SPOKANE SEPT 19 1934

J T DERRIG

ST PAUL

D-112 I DO NOT CONSIDER TIE PLATES NECESSARY UNDER 90 LB RAIL ON NEW WYE TRACK. THIS IS GOVERNMENT TRACK. B-198.

B BLUM

1011PM

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Minn., Sept. 19, 1934

Bernard Blum
Car 12 - Spokane

I have wire from Supt Taylor to furnish four thousand plates for track work Odair stop Order was later cancelled stop

If it is your desire to place tie plates on wye track we could move car of plates now under load at Pasco and use

necessary plates for leg of wye stop I do not understand that tie plates are required for the light curvature unless

the Government wish to go this additional expense and furnish their own plates stop Suggest you confer with Taylor and

make arrangements to move the plates for wye track if necessary Advise D-112

J T DERRIG

N. P. 1386 12-24

75 SF X

TELEGRAM—BE BRIEF

TIME FILED

M.

SPOKANE SEPT 19 1934

J T DERRIG

STPAUL

D 108 HAVE NOT PREVIOUSLY FURNISHED ANY TIE PLATES B 583

RTT

1141A

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Spokane 9-19-54

8131

J T Derrig St Paul

D-112 I do not consider tie plates necessary under 90# rail on new wye track This is government track B-198

Bernard Blum

Mail copy Mr. R. T.Taylor :

I have telegram from Mr. Derrig that you wired him to furnish 4000 plates for track work at Odair and later the order was canceled. I see no necessity of placing plates on the new wye track which is a government track, at least until completion of the dam when we may consider it desirable to take it over. Under 90# rail for the light service this track will have as a wye track, I would not install plates. You understand that we will furnish only a limited number of tie plates for the government railroad for use on the extremely sharp curves between the Head of the Dry Coulee and the site of the dam. I see no necessity for tie plates between Odair and the Head of the Dry Coulee.

B.B.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

81 NP 0

St Paul Sept 19

Bernard Blum

Car 12

Spokane

I have wire from Supt Taylor to furnish four thousand plates for track work Odair Stop. Order was later cancelled stop. If it is your desire to place tie plates on wye track we could move car of plates now under load at Pasco and use necessary plates for leg of wye stop. I do not understand that tie plates are required for the light curvature unless the government wish to go this additional expense and furnish their own plates stop. Suggest you confer with Taylor and make arrangements to move the plates for wye track if necessary. Advise
D 112

J T Derrig

230pm

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

82 NP O

St Paul Sept 19

Bernard Blum
Car 12
Spokane

Agent at Odair wired stevenson stating contractor wanted to store cars temporarily on leg of wye and spur recently constructed at Odair and asked if demurrage would apply stop. Stevenson instructed agent that demurrage would apply when cars are spotted stop. suggest you confirm feature by letter to Mr Ryan so that he will have no misunderstanding.

D-113

J T Derrig
235pm

8731

At Spokane, Washington,
September 19, 1934

Mr. J. T. Derrig:

Your message D-113 about demurrage on material cars at Odair:

I do not think it would be proper for me to write Mr. Ryan as you suggest. Both Mr. Ryan and Mr. Banks understand that demurrage is to apply on cars and the handling of demurrage is through the agency and auditing department. From recent developments it appears to me that the Ryan Company are prone to do what is termed in the vernacular "chiseling". I do not believe that a letter from me would in any way emphasize his obligation for demurrage.

BB h

8731

At Spokane, Washington,
September 19, 1934

Mr. J. T. Derrig:

Your message D-113 about demurrage on material cars at Odair:

I do not think it would be proper for me to write Mr. Ryan as you suggest. Both Mr. Ryan and Mr. Banks understand that demurrage is to apply on cars and the handling of demurrage is through the agency and auditing departments. From recent developments it appears to me that the Ryan Company are prone to do what is termed in the vernacular "chiseling". I do not believe that a letter from me would in any way emphasize his obligation for demurrage.

Edward Blum

JRD 9/24

8731

At Spokane, Washington,
September 19, 1934

Mr. H. E. Stevens
Mr. R. W. Clark

Spokesman Review of September 17 had an article announcing the appointment of Mr. H. L. Myer, Vice President of the Silas Mason Company, to have general charge of the construction of the Coulee Dam for the Mason interests. The paper also stated that Mr. Harvey Slocum will be the field superintendent.

BB:h

September 19, 1934

Mr. Philips Morrison,
Pioneer Sand & Gravel Co.,
Seattle, Washington

Dear Sir:

The Spokesman Review of September 17 had an article announcing the appointment of Mr. H. L. Myer, Vice President of the Silas Mason Company, to have general charge of the construction of the Coulee Dam for the Mason interests. Ppper also went on to say that Mr. Harvey Slocum will be the field superintendent.

Yours very truly,

BB h

8731

September 18, 1934

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

Dear Mr. Walter:

You will recall when I was in Denver in July we revised the draft of contract for the Grand Coulee Dam railroad to provide for three interchange tracks at the delivery yard at Odair. The original draft covered two yard tracks in addition to the main line.

I was at Almira last week and in talking with Mr. Banks it appeared he had no word of any change from the original plan calling for two interchange tracks. We have just received request to forward four additional switches for the yard tracks at Odair so apparently Mr. Banks is figuring on placing at this time the two original tracks only. I am calling this to your attention so that there will be no misunderstanding. As far as the Northern Pacific is concerned we are not urging the construction of more tracks than actually required.

Yours truly,

cc Mr. Derrig

MH h

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul Sept. 18, 1934

R T Taylor

Spokane

Please reply to my message D-108 tie plates for Odair.

J T Derrig

OFFICE OF CHIEF ENGINEER
SEP 24 1934
NOR. PAC. RY.
ST. PAUL, MINN.

J.T.D.

Spokane, September 18, 1934 S

Mr. E. H. Ryan,
Coulee, Wash.

note 10/16 B.B.

Dear Sir:

I am listing below the shipments of tools and track materials we have loaned you to date on your request, with the understanding that return or replacement in kind will be made on receipt of your own supplies from the Government. The question of freight charges will be decided later:

Date	Material	Shipped to
9-1-34	6 kegs track spikes, new 1 keg bolts 90# new, with nut locks 1 keg bolts 85# do	Odair, Wash.
9-4-34	12 track chisels 6 lining bars 2 spike mauls 6 do handles 3 claw bars 8 #2 track shovels 4 rail tongs 4 bits 85# 2 85# track wrenches 4 bits 90# 2 90# track wrenches 2 pairs goggles	Coulee, Wash.
9-5-34	2 single head blocks 8x14-16 treated or untreated	Odair, Wash.
9-5-34	1 track gauge	Coulee, Wash.
9-11-34	10 kegs track spikes, new 8 kegs 90# bolts	Odair, "
9-13-34	1500 90# lock nut washers	Coulee "
9-13-34	2 90# track wrenches	" "
9-17-34	10 kegs track spikes	Odair "
9-18-34	20 kegs track spikes	" "

⊗ Items used in track Construction.

9-18-34 20 Kega track splices

Will you kindly acknowledge on the carbon copy of this letter, receipt of these items, returning this copy to me at your earliest convenience?

Yours truly,

M. T. TAYLOR

Superintendent

CC / B. Blum

NORTHERN PACIFIC RAILWAY COMPANY
TRAFFIC DEPARTMENT
701 SPRAGUE AVENUE, SPOKANE, WASHINGTON
T. A. MURPHY, GENERAL AGENT

September 18, 1934 A

District Engineer N.P.R.
SEP 19 1934
Spokane, Wash.

Mr. E. Paul Ford
General Superintendent
David H. Ryan Co.
Coulee City, Wash.

Dear Mr. Ford:

Your letter of September 17 enclosing Certificate of Compliance in connection with the proposed purchase of supplies and equipment from the company has been referred to District Engineer H. M. Tremaine, who will arrange with Mr. Blum for its execution by the proper officer of the company.

Yours very truly,

T. A. Murphy

General Agent

tam:en
cc HMT Refers our phone conversation this morning. Mr. Ford's letter is enclosed herewith.

E-1177 St. Paul, Minn., September 18, 1934.

BB

Mr. Bernard Blum
Chief Engineer:

Upon request of Superintendent Taylor we raised our telegraph line at the east leg of the wye at Coulee in order to give proper clearance over the track. This was necessary account grading being done by the contractor in connection with the railroad to Coulee Dam.

Should our charges be billed against the contractor or is this expense to be absorbed by the Northern Pacific?

WMK-s

E. E. Bildine

Superintendent of Telegraph.

8731

September 18, 1934

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

Dear Mr. Walter:

You will recall when I was in Denver in July we revised the draft of contract for the Grand Coulee Dam railroad to provide for three interchange tracks at the delivery yard at Odair. The original draft covered two yard tracks in addition to the main line.

I was at Almira last week and in talking with Mr. Banks it appeared he had no word of any change from the original plan calling for two interchange tracks. We have just received request to forward four additional switches for the yard tracks at Odair so apparently Mr. Banks is figuring on placing at this time the two original tracks only. I am calling this to your attention so that there will be no misunderstanding. As far as the Northern Pacific is concerned we are not urging the construction of more tracks than actually required.

Yours truly,

B.B.

cc Mr. Derrig

KB h

N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED
M.

#4 Idaho Divn 9-13-34

H E Stevens S t Paul

T A Murphy wires me that contractor Ryan at Coulee made inquiry about renting gas car heavy enough to handle loaded car stop

Taylors office calls attention to the B9 which they state is six cylinder 175 HP and might answer stop Is this available and what would

be rental rate stop I suggest B4 if sufficient to handle car of rail on five tenths grade and empty car on one percent grade B 188

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

Fink Spokane 9/18

Mr. B.B.lum
car 12 No 5
Prosser.

Contractor Ryan coulee understands we have gas car heavy enough handle one loaded car wants know if he can rent it and at what rate Taylors office advises have B 9 there which is six cylinder 175 H P that might answer purpose Please advise if available and on what terms original B B copy RTT and H M T A 298

T A Murphy

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

SF J SPOKANE SEPT 18 1934

MR B BLUM BUSINESS CAR 12
TRAIN 4 RITZVILLE WASH.

CONTRACTOR RYAN ALSO WANTS KNOW IF WE HAVE LOCOMOTIVE CRANE WHICH CAN RENT HIM ON A DAILY BASIS AS REQUIRED AT ODAIR AND AT WHAT RATE. ORIGINAL B BLUM COPY H M T. A 300

T A MURPHY

610 PM

B

Spokane, Sept. 18, 1934.

Mr. Bernard Blum,
Spokane.

Mr. Slocum, of the Silas Mason Company, wishes to discuss the possible purchase of a locomotive of sufficient tractive power to handle 60 cars of loads for the Coulee Dam, from the interchange tracks on the government railroad at Odair, to the classification yard at the head of the incline railway at the dam site.

Sixty cars permits an average of a 3000 ton train. The maximum grade to the dam is .6 with a total rise of 24.4 feet, exclusive of vertical curves in mile 9. If vertical curves are taken into account, the total rise would be 29.4 feet. To handle 3000 tons, with a total rise of 29.4 feet would require a "W-3" locomotive with a tractive power of 63460 pounds. A "W" locomotive on the same grade would handle 2400 tons with a tractive power of 46600 pounds.

Outside of this one stretch of .6 grade, the ruling grade would be .5 on which the "W" engine would handle 2800 tons.

We can handle a "W-3" locomotive dead to Coulee.

You understand that this engine would not come out on our track at Odair, but that it would be figured to operate one way, backing up.

HMT-T

H. M. Tremaine

Hmt

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

207 np cs

StPaul sep 17-34

Bernard Blum
Care Car 12 Seattle.

Have request to forward four switches for Material yard Odair . Plans provide for three track yard requiring six switches . Apparently banks has not been advised by denver office that three yard tracks are contemplated . Grading was done for two tracks only. Suggest that Walters be instructed to advise Banks you are figuring on three track delivery yard D 110.

J T Derrig 411 pm

Coulee City, Wash.
September 17, 1934

Northern Pacific Railway Co.
General Agent
Spokane, Washington

Gentlemen:

While you have already informed me verbally that you are qualified to furnish supplies, etc., on a P.W.A. project, however, it is necessary before any payment be made to you that the enclosed "Certificate of Compliance " be signed and returned to me.

This Certificate of Compliance is copied from my contract with the United States Government, said contract containing provision that this certificate must be signed exactly as on the enclosed copy set forth.

Your prompt attention to this will be appreciated.

Yours very truly,

DAVID H. RYAN

By E. Paul Ford
E. Paul Ford
General Supt.

EPF:F
Enc.



CERTIFICATE OF COMPLIANCE

It is hereby certified that the undersigned is complying with and will continue to comply with each approved code of fair competition to which he is subject, and/or if engaged in any trade or industry for which there is no approved code of fair competition, then as to such trade or industry that he has become a party to and is complying with and will continue to comply with an agreement with the President under Section 4 (a) of the National Industrial Recovery Act (President's Reemployment Agreement) and that all other conditions and requirements of Executive Order No.6646, dated March 14, 1934, are being and will be complied with.

Provided, that where supplies are purchased that are not mined, produced, or manufactured in the United States (see Sec.2, title III, of the act approved March 3, 1933, Public No.428, 72d Cong.), the special or general code of fair practice shall apply to that portion of the contract executed with the United States.

_____

By _____

Title _____

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL SEPT 17 1934

BERNARD BLUM
% CAR 12
SEATTLE

HAVE REQUEST TO FORWARD FOUR SWITCHES FOR MATERIAL YARD ODAIR. PLANS PROVIDE FOR THREE TRACK YARD REQUIRING SIX SWITCHES. APPARENTLY BANKS HAS NOT BEEN ADVISED BY DENVER OFFICE THAT THREE YARD TRACKS ARE CONTEMPLATED. GRADING WAS DONE FOR TWO TRACKS ONLY. SUGGEST THAT WALTERS BE INSTRUCTED TO ADVISE BANKS YOU ARE FIGURING ON THREE TRACK DELIVERY YARD. D-110

J T DERRIG

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

ST PAUL SEPT 17 1934

BERNARD BLUM
% CAR 12
SEATTLE

HAVE REQUEST TO FORWARD FOUR SWITCHES FOR MATERIAL YARD ODAIR. PLANS PROVIDE FOR THREE TRACK YARD REQUIRING SIX SWITCHES. APPARENTLY BANKS HAS NOT BEEN ADVISED BY DENVER OFFICE THAT THREE YARD TRACKS ARE CONTEMPLATED. GRADING WAS DONE FOR TWO TRACKS ONLY. SUGGEST THAT WALTERS BE INSTRUCTED TO ADVISE BANKS YOU ARE FIGURING ON THREE TRACK DELIVERY YARD. D-110

J T DENRIG

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

St. Paul, Sept. 17, 1934.

H. M. Smith

St. Paul

8731

Confirming my discussion with your Mr. Nichols, it is my understanding you are arranging to ship one R.H. and one L.H. 85-90 compromise joints from Missoula to apply on requisition ED-318.

J.T. Derrig

8731

St.Paul, Sept. 17, 1934.

MR. R. T. TAYLOR:
MR. A. F. SHOTLER:
MR. H. M. TREMAINE:
MR. C. W. COIL:
MR. E. H. WALES:
MR. J. A. BRYAN:

The existing requisitions for track material for the Coulee Dam Line are -

ED 318 - dated May 25th, 1934

ED 428- dated Aug. 6th, 1934

Requisition ED 319 was prepared May 25, 1934, but later was cancelled. This for your information, as I am not sure that you were advised previously of cancellation of ED 319.

BERNARD BLUM
Chief Engineer.

CC-J T Derrig

HAC-vml

8731

St.Paul, Sept. 17, 1934.

MR. R. T. TAYLOR:
MR. A. F. STOTLAR:
MR. H. M. TRUMAINE:
MR. C. W. COIL:
MR. E. N. WALES:
MR. J. A. BRYAN:

The existing requisitions for track material for the Coulee Dam Line are -

ED 318 - dated May 25th, 1934

ED 422- dated Aug. 6th, 1934

Requisition ED 319 was prepared May 25, 1934, but later was canceled. This for your information, as I am not sure that you were advised previously of cancellation of ED 319.

Chief Engineer.

CC-J T Derrig

HAC-vml

Spokane, Sept. 17, 1934.

Mr. A. F. Stotler:-

Herewith clipping from the Spokesman Review of even date, telling of the appointment of Mr. H. L. Myer, Vice President of the Silas Mason Company, to have general charge of the construction of the Coulee dam for the Mason interests. Another clipping which I am not enclosing, states that Mr. Harvey Slocum will be Field Superintendent.

The purpose of writing this is because in the past we have been dealing largely with Mr. Slocum, and now I presume we should, when necessary to have contact with these people, do so thru Mr. Myer.

I understand that Mr. Myer has not yet arrived in Spokane.

Signed, H. M. TREMAINE
District Engineer.

HMT-T

Encl.

Cpy-BB ~~Seattle~~.

8731

St Paul Minn

Sept 17 1934

Mr H M Smith:

Supt Taylor is now asking for switches for the delivery yard at Odair. Will you therefore please arrange to ship the following switch material and apply on Requisition ED No 318:

Item		
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
10	2	Switch locks
11	2	Switch lamps

Shipped from Newton 9/15

I will thank you to expedite the delivery of the material, advising Supt Taylor car numbers on which the material is loaded so that he can make arrangements to move the material to Odair delivery yard on the date required by the contractor.

JTDeFr

Asst to Chief Engineer

Agent - Coulee
R T Taylor
F A Banks

Agent - Coulee: The above switches are for the delivery yard Odair. Please advise Mr Ryan.

8731

At Seattle, Wash.,
September 16, 1934

Mr. H. M. Tremaine:

Our telephone conversation today about equipment which Mr. Ryan is inquiring about in connection with construction of the Grand Coulee Dam railroad:

In line with my telegram B-135 of the thirteenth, definite rental rates were quoted to all contractors bidding on the job and I understand you furnished Mr. Ryan those figures last May.

I do not understand how Mr. Ryan could say that I told him I would get him a rental r ate on locomotive less than the regular rate. No such discussion was had with him when I was at Spokane last week although I did tell him I thought an arrangement could be worked out for exchange of locomotives with the Washington Central local for washout requirements, etc. and thereby save the expense of deadheading locomotives to and from Parkwater.

He did mention to me matter of crane and I told him we had a Burro crane but I did not know whether it would be available. I have since discussed that with Mr. Sloan and Mr. Lowry and they advise we cannot spare a Burro crane from our own work.

BERNARD BLUM

BB h

cc Mr. J. T. Derrig

8731

At Seattle, Wash.,
September 16, 1934

Mr. H. M. Tremaine:

Our telephone conversation today about equipment which Mr. Ryan is inquiring about in connection with construction of the Grand Coulee Dam railroad:

In line with my telegram B-135 of the thirteenth, definite rental rates were quoted to all contractors bidding on the job and I understand you furnished Mr. Ryan those figures last May.

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BB h

cc Mr. J. T. Derrig

N. P. 1703 6-32

INSTRUCTIONS: 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-DUPLICATE (SECOND COPY) TO BE FORWARDED TO CONSIGNEE. 3-TRIPLICATE (THIRD COPY) AND QUADRUPLICATE (FOURTH COPY) TO BE FORWARDED TO DIVISION OR STORE ACCOUNTANT FOR PRICING. 4-SHIPPING RECEIPT (FIFTH COPY) TO BE RETAINED BY SHIPPER.

COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

FROM Parkwater Store

TO ODAIR, WASH.

FOR B. Blum

DATE OF WAYBILL 9-15-34 19

NUMBER OF WAYBILL B/L 114

CAR INITIALS NP-69704 CAR NO.

STORE RECORD

INVOICE 9-66

1ST TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

2ND TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAYBILL ONLY WHEN SUPPLIES ARE FORWARDED ON FREIGHT TRAINS. WHEN SUPPLIES ARE FORWARDED ON PASSENGER TRAINS NO REPORTS WILL BE REQUIRED, BUT WAYBILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT IS MADE.

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REQ'N	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT
C/L	90-lb Angle Bars. Plan T-20-106. SH	S-15674		32400#	600 pair.		
	HOLD CAR AT PARKWATER						
	cc-AFS						

DATE 19 TRAIN NO. TIME M. TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.

DATE 19 TRAIN NO. TIME M. TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION.

AGENT AT DESTINATION WILL STAMP HEREIN THE DATE RECEIVED

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE PROPERTY DESCRIBED ON THIS WAYBILL.

19

Sheet 2. Form 418

(Uniform Domestic Straight Bill of Lading, adopted by Carriers in Official, Southern and Western Classification territories, March 15, 1922, as amended August 1, 1930)

UNIFORM STRAIGHT BILL OF LADING

THIS SHIPPING ORDER must be legibly filled in, in ink, in indelible Pencil, or in Carbon, and retained by the Agent.

Shipper's No. 114

Agent's No.

NORTHERN PACIFIC RAILWAY COMPANY.

RECEIVE, subject to classifications and tariffs in effect on the date of issue of this Shipping Order,

at Parkwater, Wash., September 15, 1934, 193

from Division Storekeeper,

the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned, and destined as indicated below, which said company (the word company being understood throughout this contract as meaning any person or corporation in possession of the property under the contract) agrees to carry to its usual place of delivery at said destination, if on its own road or its own water line, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions not prohibited by law, whether printed or written, herein contained, including the conditions on back hereof, which are hereby agreed to by the shipper and accepted for himself and his assigns.

(Mail or street address of consignee—For purposes of notification only.)

Consigned to B. Blum

Destination ODAIR State of WASH. County of

Route NP

Delivering Carrier Car Initial NP Car No. 69704

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
	90-lb Angle Bars, SH			
1/L	Plan T-20-106	32400#		
	"HOLD CAR AT PARKWATER"			
	cc-SB AT Station			

Subject to Section 7 of conditions, if this shipment is to be delivered to the consignee without recourse on the consignor, the consignor shall sign the following statement:

The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.

(Signature of consignor.)

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received $ to apply in prepayment of the charges on the property described hereon.

Agent or Cashier.

Per

(The signature here acknowledges only the amount prepaid.)

Charges advanced:

$

*If the shipment moves between two ports by a carrier by water, the law requires that the bill of lading shall state whether it is "carrier's or shipper's weight."

Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

The agreed or declared value of the property is hereby specifically stated by the shipper to be not exceeding

per

DSK Shipper.

Per

Permanent postoffice address of shipper

☞ **Agent must detach and retain this Shipping Order and must sign the Original Bill of Lading.**

RECEIVED
SEP 17 1934
OFFICE OF
Assistant Chief Engineer
SEATTLE, WASH.

CONTRACT TERMS AND CONDITIONS

Sec. 1. (a) The carrier or party in possession of any of the property herein described shall be liable as at common law for any loss thereof or damage thereto, except as hereinafter provided.

(b) No carrier or party in possession of all or any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, the authority of law, or the act or default of the shipper or owner, or for natural shrinkage. The carrier's liability shall be that of warehouseman, only, for loss, damage, or delay caused by fire occurring after the expiration of the free time allowed by tariffs lawfully on file (such free time to be computed as therein provided) after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination, or tender of delivery of the property to the party entitled to receive it, has been made. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession), the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon the request of the shipper, owner, or party, entitled to make such request, or resulting from a defect or vice in the property, or for country damage to cotton, or from riots or strikes.

(c) In case of quarantine the property may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations or authorities, or for the carrier's dispatch at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when property is so discharged, or property may be returned by carrier at owner's expense to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to property shall be borne by the owners of the property or be a lien thereon. The carrier shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts required or done by quarantine regulations or authorities even though the same may have been done by carrier's officers, agents, or employees, nor for detention, loss, or damage, of any kind occasioned by quarantine or the enforcement thereof. No carrier shall be liable, except in case of negligence, for any mistake or inaccuracy in any information furnished by the carrier, its agents, or officers, as to quarantine laws or regulations. The shipper shall hold the carriers harmless from any expense they may incur, or damages they may be required to pay, by reason of the introduction of the property covered by this contract into any place against the quarantine laws or regulations in effect at such place.

Sec. 2. (a) No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch. Every carrier shall have the right in case of physical necessity to forward said property by any carrier or route between the point of shipment and the point of destination. In all cases not prohibited by law, where a lower value than actual value has been represented in writing by the shipper or has been agreed upon in writing as the released value of the property as determined by the classification or tariffs upon which the rate is based, such lower value plus freight charges if paid shall be the maximum amount to be recovered, whether or not such loss or damage occurs from negligence.

(b) As a condition precedent to recovery, claims must be filed in writing with the receiving or delivering carrier, or carrier issuing this bill of lading, or carrier on whose line the loss, damage, injury or delay occurred, within nine months after delivery of the property (or, in case of export traffic, within nine months after delivery at port of export) or, in case of failure to make delivery then within nine months after a reasonable time for delivery has elapsed; and suits shall be instituted against any carrier only within two years and one day from the day when notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof specified in the notice. Where claims are not filed or suits are not instituted thereon in accordance with the foregoing provisions, no carrier hereunder shall be liable, and such claims will not be paid.

(c) Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance: **Provided,** That the carrier reimburse the claimant for the premium paid thereon.

Sec. 3. Except where such service is required as the result of carrier's negligence, all property shall be subject to necessary cooperage and haling at owner's cost. Each carrier over whose route cotton or cotton linters is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership (and prompt notice thereof shall be given to the consignor), and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 4. (a) Property not removed by the party entitled to receive it within the free time allowed by tariffs, lawfully on file (such free time to be computed as therein provided), after notice of the arrival of the property at destination or at the port of export (if intended for export) has been duly sent or given, and after placement of the property for delivery at destination has been made, may be kept in vessel, car, depot, warehouse or place of delivery of the carrier, subject to the tariff charge for storage and to carrier's responsibility as warehouseman, only, or at the option of the carrier, may be removed to and stored in a public or licensed warehouse at the place of delivery or other available place, at the cost of the owner, and there held without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

(b) Where nonperishable property which has been transported to destination hereunder is refused by consignee or the party entitled to receive it, or said consignee or party entitled to receive it fails to receive it within 15 days after notice of arrival shall have been duly sent or given, the carrier may sell the same at public auction to the highest bidder, at such place as may be designated by the carrier: **Provided,** That the carrier shall have first mailed, sent, or given to the consignor notice that the property has been refused or remains unclaimed, as the case may be, and that it will be subject to sale under the terms of the bill of lading if disposition be not arranged for, and shall have published notice containing a description of the property, the name of the party to whom consigned, or, if shipped order notify, the name of the party to be notified, and the time and place of sale, once a week for two successive weeks, in a newspaper of general circulation at the place of sale or nearest place where such newspaper is published: **Provided,** That 30 days shall have elapsed before publication of notice of sale after said notice that the property was refused or remains unclaimed was mailed, sent, or given.

(c) Where perishable property which has been transported hereunder to destination is refused by consignee or party entitled to receive it, or said consignee or party entitled to receive it shall fail to receive it promptly, the carrier may, in its discretion, to prevent deterioration or further deterioration, sell the same to the best advantage at private or public sale: **Provided,** That if time serves for notification to the consignor or owner of the refusal of the property or the failure to receive it and request for disposition of the property, such notification shall be given, in such manner as the exercise of due diligence requires, before the property is sold.

(d) Where the procedure provided for in the two paragraphs last preceding is not possible, it is agreed that nothing contained in said paragraphs shall be construed to abridge the right of the carrier at its option to sell the property under such circumstances and in such manner as may be authorized by law.

(e) The proceeds of any sale made under this section shall be applied by the carrier to the payment of freight, demurrage, storage, and any other lawful charges and the expense of notice, advertisement, sale, and other necessary expense and of caring for and maintaining the property if proper care of the same requires special expense, and should there be a balance it shall be paid to the owner of the property sold hereunder.

(f) Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed freight agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and, except in case of carrier's negligence, when received from or delivered to such stations, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from locomotive or train or until loaded into and after unloaded from vessels.

Sec. 5. No carrier hereunder will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classifications or tariffs unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

Sec. 6. Every party, whether principal or agent, shipping explosives or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for and indemnify the carrier against all loss or damage caused by such goods, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 7. The owner or consignee shall pay the freight and average, if any, and all other lawful charges accruing on said property; but, except in those instances where it may lawfully be authorized to do so, no carrier by railroad shall deliver or relinquish possession at destination of the property covered by this bill of lading until all tariff rates and charges thereon have been paid. The consignor shall be liable for the freight and all other lawful charges, except that if the consignor stipulates, by signature, in the space provided for that purpose on the face of this bill of lading that the carrier shall not make delivery without requiring payment of such charges and the carrier, contrary to such stipulations, shall make delivery without requiring such payment, the consignor (except as hereinafter provided) shall not be liable for such charges. **Provided, that,** where the carrier has been instructed by the shipper or consignor to deliver said property to a consignee other than the shipper or consignor, such consignee shall not be legally liable for transportation charges in respect of the transportation of said property (beyond those billed against him at the time of delivery for which he is otherwise liable) which may be found to be due after the property has been delivered to him, if the consignee (a) is an agent only and has no beneficial title in said property, and (b) prior to delivery of said property has notified the delivering carrier in writing of the fact of such agency and absence of beneficial title, and, in the case of a shipment reconsigned or diverted to a point other than that specified in the original bill of lading, has also notified the delivering carrier in writing of the name and address of the beneficial owner of said property; and, in such cases the shipper or consignor, or, in the case of a shipment so reconsigned or diverted, the beneficial owner, shall be liable for such additional charges. If the consignee has given to the carrier erroneous information as to who the beneficial owner is, such consignee shall himself be liable for such additional charges. Nothing herein shall limit the right of the carrier to require at time of shipment the prepayment or guarantee of the charges. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

Sec. 8. If this bill of lading is issued on the order of the shipper, or his agent, in exchange or in substitution for another bill of lading, the shipper's signature to the prior bill of lading as to the statement of value or otherwise, or election of common law or bill of lading liability, in or in connection with such prior bill of lading, shall be considered a part of this bill of lading as fully as if the same were written or made in or in connection with this bill of lading.

Sec. 9. (a) If all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to all the terms and provisions of, and all the exemptions from liability contained in, the Act of the Congress of the United States, approved on February 13,1893, and entitled "An act relating to the navigation of vessels, etc.," and of other statutes of the United States according carriers by water the protection of limited liability, and to the conditions contained in this bill of lading not inconsistent therewith or with this section.

(b) No such carrier by water shall be liable for any loss or damage resulting from any fire happening to or on board the vessel, or from explosion, bursting of boilers or breakage of shafts, unless caused by the design or neglect of such carrier.

(c) If the owner shall have exercised due diligence in making the vessel in all respects seaworthy and properly manned, equipped, and supplied, no such carrier shall be liable for any loss or damage resulting from the perils of the lakes, seas, or other waters, or from latent defects in hull, machinery, or appurtenances whether existing prior to, at the time of, or after sailing, or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And, when for any reason it is necessary, any vessel carrying any or all of the property herein described shall be at liberty to call at any port or ports, in or out of the customary route, to tow and be towed, to transfer, trans-ship, or lighter, to load and discharge goods at any time, to assist vessels in distress, to deviate for the purpose of saving life or property, and for docking and repairs. Except in case of negligence such carrier shall not be responsible for any loss or damage to property if it be necessary or is usual to carry the same upon deck.

(d) General Average shall be payable according to the York-Antwerp Rules of 1924, Sections 1 to 15, inclusive, and Sections 17 to 22, inclusive, and as to matters not covered thereby according to the laws and usages of the Port of New York. If the owners shall have exercised due diligence to make the vessel in all respects seaworthy and properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from faults or errors in navigation, or in the management of the vessel, or from any latent or other defects in the vessel, her machinery or appurtenances, or from unseaworthiness, whether existing at the time of shipment or at the beginning of the voyage (provided the latent or other defects or the unseaworthiness was not discoverable by the exercise of due diligence), the shippers, consignees and/or owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo, and shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

(e) If the property is being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the provisions of this section shall be modified in accordance with the tariff provisions, which shall be regarded as incorporated into the conditions of this bill of lading.

(f) The term "water carriage" in this section shall not be construed as including lighterage in or across rivers, harbors, or lakes, when performed by or on behalf of rail carriers.

Sec. 10. Any alteration, addition, or erasure in this bill of lading which shall be made without the special notation hereon of the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

142SF SN

SPOKANE SEPT 14 1934 B BLUM

ST PAUL

RYAN CALLING FOR FOUR SWITCHES FOR ODAIR ASSUME THESE ARE FOR YARD TRACKS AS WYE SWITCHES WERE FURNISHED SEPT 1ST PLEASE ADVISE B-562

RTTAYLOR

536PM

Message I have taken no action. Hac 9/15/34

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

177SF SN

SPOKANE SEPT 14 1934 B BLUM

ST PAUL

DISREGARD MY WIRE 13TH RE TIE PLATES FOR COULEE DAM RAILWAY. MR BRYAN NOW ADVISES HE WILL NOT NEED THESE PLATES. B-566

RTTAYLOR

Mrs. Dewey
7:26 PM
Your telegrams
Asked Mr. Nichols
to Loved up. H.H.C
9/15/34

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

H. M. Smith Liv 9/1 x
St Paul

Ship at once Four Thousand (4000) tie plates for 90# Rail to Bernard Blum Odair and apply against Req # 318. Taylor has plates under load at Pasco advise me # 2 G. S. Liv if you will arrange. J. T. Derr

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

LOS VS SN

LIVINGSTON SEPT 14 1934 H A CRIBBS

ST PAUL

HAVE REQUESTED GEN STOREKEEPER TO PLACE ORDER ON RTT FOR 4000 TIE PLATES AND APPLY ON REQ NO 318 AND HAVE SO ADVISED SUPT TAYLOR.

J T DERRIG

1115PM

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

R T Taylor Spokane. Fin 9/14

M-277- Have asked Gen Storekeeper to please order on you for tie plates. We are to furnish plates for heavy Curvature only This will include leg of wye at Odair.

J T Derr ig

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

GR MC STPAUL SEPT 14 1934

J T DERRIG, ON NO 2 , BUTTE

SUPT TAYLORS PINK TELEGRAM B/560 SEPT 13 SAYS FOLLOWING RECEIVED FROM AGENT AT COULEE QUOTE MR RYAN NOTIFIED BY BUREAU OF RECLAMATION USE TIE PLATES ON CURVES ASKS FOR LOAN FOUR THOUSAND TIE PLATES FOR NINETY POUND STEEL UNTIL SUPPLY ARRIVES CAN WE FURNISH QUICK END QUOTE REQUISTION 318 CALLS FOR SIX THOUSAND NINTY POUND PLATES WHICH UNDERSTAND ARE FOR CURVES STORE DEPARTMENT HOLDING 5107 PLATES AT PASCO THIS REQUISTION WHICH CAN BE SHIPPED PROMPTLY WILL IT BE OK SHIP FOUR THOUSAND FROM PASCO. M/277

H A CRIBBS 505PM

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul, Sept. 14, 1934

J T Derrig
c/o Conductor Train 2-(two)
~~Yellowstone Division~~
Rocky Mountain Div

Supt. Taylors pink telegram B-560 Sept. 13 says following received from Agent at Coulee quote: Mr Ryan notified by Bureau of Reclamation use tie plates on curves asks for loan four thousand tie plates for ninety pound steel until supply arrives Can we furnish quick. end quote. Requisition 318 calls for six thousand ninety pound plates which understand are for curves. Store Department holding 5107 plates at Pasco this requisition which can be shipped promptly. Will it be O.K. ship four thousand from Pasco. M-277

H A Cribbs

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul Sept 14, 1934

R T Taylor

Spokane Wash

B-560 Reqn 319 cancelled. One RH and one LH 85-90 comp joint shipped from Missoula August 27 NP-61509 Reqn ED 318. Two RH and two LH points shipped from South Tacoma August 27 NP-61785 reqn ED 422. M-278

Mr Darrin
To note
HAC
9/14/34

Bernard Blum

1 pr 16 to 9 – RH } From Mesa
1 pr " LH } 8/27 – NP 61509

2 " " RH } From Ao Jac
2 " " LH } 8/27 NP 61765

EB318

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

37 SF X

SPOKANE SEPT 14 1934

BERNARD BLUM

STPAUL

ED-319 MATERIAL FOR ODAIR CALLS FOR THREE PAIR 90-85 POUND COMPROMISE JOINTS ITEMS 7 AND 8 RECEIVED TWO PAIR ONLY AND THIRD PAIR NEEDED AT ONCE PLEASE TRACE AND ADVISE B 560

RTT

1233P

10

UNITED STATES

DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION

8231

Almira, Washington
September 14, 1934

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

Dear Mr. Blum:

I am in receipt of your letter of September 12, 1934 relative to rail joints on the Grand Coulee Railroad.

The matter of spacing the rail joints on this work was discussed with our engineers last week and instructions given to extend the distance between the center of the rail and the opposite joint to three or four feet as suggested in your letter and our inspectors have been advised accordingly.

Thanking you for calling this matter to our attention, I am

Very truly yours,

F. A. Banks
Construction Engineer

J.T.D.

9/20 note B.B., JD 9/24



8731

1

M E M O R A N D U M

Mr. Bernard Blum:

I have just wired you suggesting that you charge one dollar per day per tool for the pneumatic equipment that you are thinking of renting to the Coulee Dam Contractor, also that a charge of twenty-five cents per day be made for each 50 ft. length of air hose. Drill bits will cost about two dollars a piece. The figures are obtained by the method as shown on the attached statement.

Unless you have some particular reason for accommodating the contractor I do not believe it would be a good scheme to rent the equipment out. We would be put to the trouble of getting it out of storage, shipping it, seeing that it is returned and almost invariably equipment in such use is damaged.

You will see that I have increased the charges that I suggest materially over what they actually figure and have made them uniform for all of the tools.

LOWRY SMITH

St. Paul, Minn.,
Sept. 14, 1934

April 21 - Transverse bracing report
16" spacing

OFFICE OF THE SECRETARY OF DEFENSE

	Cost	Life Years	Annl Cost	Rprs. %	Cost	Total Annl Cost	Days Used Pr Yr	Charge Pr Day Inside	Charge Pr Day Outside(*)	Suggested Charge
Pneumatic Spike Driver	$195	4	$ 44	25	$49	$ 93	120	$.78	$.88	$1.00
" Wrench	265	5	47	10	27	74	120	.62	.75	1.00
" Drill	190	5	34	10	19	53	120	.44	.53	1.00
Pneumatic Hose with clamps per 50' section	17	2	8	-	8	8	120	.07	.08	0.25
Drill Bits									1.75	2.00

(*) Add interest at 6%.

Office of Chief Engineer
St. Paul, Sept. 14, 1934

	Cost	Life Years	Annl Cost	Rprs. %	Cost	Total Annl Cost	Days Used Pr Yr	Charge Pr Day Inside	Charge Pr Day Outside(*)	Suggested Charge
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Pneumatic Hose with clamps per 50' section	17	2	8	-	8	8	120	.07	.08	0.25
Drill Bits									1.75	2.00

(*) Add interest at 6%.

Office of Chief Engineer
St. Paul, Sept. 14, 1934

At Portland, Oregon,

September 14, 1934e

MR. BERNARD BLUM:

Your letter of the 13th about leasing pneumatic equipment to the Ryan Construction Company.

After our talk with Mr. Stevens, are you still of the opinion it should be leased and what do you consider a fair rental?

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

26 CF G ST PAUL SEPT 14-34 BERNARD BLUM CAR 12 PORTLAND

B 132 SUGGEST ONE DOLLAR PER DAY PER TOOL AND TWENTY FIVE

CENTS PER DAY PER FIFTY FOOT LENGTH OF HOSE STOP.DRILL

BITS COST ABOUT TWO DOLLATS EACH STOP.AM NOT IN FAVOR OF

RENTING THE EQUIPMENT UNLESS YOU HAVE SOME SPECIAL REASON

STOP.LETTER GIVING DETAILS OF SETUP IN MAIL TODAY S 141

LOWRY SMITH 927 AM

Ltd Gantletter

M E M O R A N D U M

Mr. Bernard Blum:

I have just wired you suggesting that you charge one dollar per day per tool for the pneumatic equipment that you are thinking of renting to the Coulee Dam Contractor, also that a charge of twenty-five cents per day be made for each 50 ft. length of air hose. Drill bits will cost about two dollars a piece. The figures are obtained by the method as shown on the attached statement.

Unless you have some particular reason for accommodating the contractor, I do not believe it would be a good scheme to rent the equipment out. We would be put to the trouble of getting it out of storage, shipping it, seeing that it is returned and almost invariably equipment in such use is damaged.

You will see that I have increased the charges that I suggest materially over what they actually figure and have made them uniform for all of the tools.

LOWRY SMITH

St. Paul, Minn.,
Sept. 14, 1934

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" Wrench	265	5	47	10	27	74	120	.62	.75	1.00
" Drill	190	5	34	10	19	53	120	.44	.53	1.00
Pneumatic Hose with clamps per 50' section	17	2	8	-	8	8	120	.07	.08	0.25
Drill Bits									1.75	2.00

(*) Add interest at 6%.

Office of Chief Engineer
St. Paul, Sept. 14, 1934

	Cost	Life Years	Annl Cost	Rprs. %	Cost	Total Annl Cost	Days Used Pr Yr	Charge Pr Day Inside	Charge Pr Day Outside(*)	Suggested Charge
Pneumatic Spike Driver	$195	4	$ 44	25	$49	$ 93	120	$.78	$.88	$1.00
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" Drill	190	5	34	10	19	53	120	.44	.53	1.00
Pneumatic Hose with clamps per 50' section	17	2	8	-	8	8	120	.07	.08	0.25
Drill Bits									1.75	2.00

(*) Add interest at 6%.

Office of Chief Engineer
St. Paul, Sept. 14, 1934

N.P. 1404 6-24

		Cost	Life Years	Ann Cost	Repairs %	Repairs Cost	Total Ann Cost	Days Used/Yr	Charge Per Day Hourly	Charge Per Day Outside *	Suggested Charge
Pneumatic Spike Driver		$ 195	4 -	44 -	25	49	93 -	120	.76	.88	1 00
" Wrench		265	5	47	10	27	74	120	.62	.75	1 00
" Drill		190	5	34	10	19	53	120	.44	.53	1 00
" Hose with Clamps per 50' section		17	2	8	—	8	8	120	.07	.08	25
Drill Bits -										1 75	2 00
	* add interest @ 6%										

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

St. Paul, Minn., Sept. 14, 1934

Bernard Blum
Car 12
Seattle, Wash

B-132 Suggest one dollar per day per tool and twenty-five cents per day per fifty foot length of hose stop Drill bits cost about two dollars each stop Am not in favor of renting the equipment unless you have some special reason stop Letter giving details of setup in mail today S-141

LOWRY SMITH

8731

At Seattle, Wash.,
September 13, 1934

Mr. W. C. Sloan:

Your message A-123 about request of the Ryan Construction Company to rent pneumatic spike driver, wrench and drill in connection with building the Grand Coulee Dam railroad:

As long as we are not using this equipment ourselves, I see no reason why we should not lease it out at a rate that will bring us in a reasonable profit. Work equipment, to justify itself, has got to be used, and as long as we are not using it ourselves, we could bring in a return by leasing it.

I will ascertain the cost of the equipment and have setup made as to the weekly or monthly rental rate that would appear to be proper.

B.B.

Information was sent to Mr. Blum 9/14
memo K.S. 9/14

cc Mr. Lowry Smith

Will you setup rental rate that would be proper for leasing to the Ryan Construction Company, who are building the Coulee Dam Railroad. The above equipment is from our system steel gang.

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Seattle 9-13-34

Lowry Smith St Paul

Will you ascertain cost and setup rental rate that would be proper to lease a pneumatic spike driver pneumatic wrench and pneumatic driller from our system steel gang outfit to the contractor building Coulee dam railroad stop Should be sufficient to cover contingencies B 132

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

176SF SN

SPOKANE SEPT 13 1934 B BLUM

ST PAUL

FOLLOWING FROM AGENT COULEE DATE QUOTE MR RYAN NOTIFIED BY BUREAU OF RECLAMATION USE TIE PLATES ON CURVES ASKS FOR LOAN FOUR THOUSAND TIE PLATES FOR 90 LB STEEL UNTIL SUPPLY ARRIVES CAN WE FURNISH QUICK END QUOTE B-560.

R T T

540PM

Prices 5107
Park 235
Mesta 658

At Seattle, Wash.,
September 13, 1934

Mr. W. C. Sloan:

Your message A-123 about request of the Ryan Construction Company to rent pneumatic spike driver, wrench and drill in connection with building the Grand Coulee Dam railroad:

As long as we are not using this equipment ourselves, I see no reason why we should not lease it out at a rate that will bring us in a reasonable profit. Work equipment, to justify itself, has got to be used, and as long as we are not using it ourselves, we could bring in a return by leasing it.

I will ascertain the cost of the equipment and have setup made as to the weekly or monthly rental rate that would appear to be proper.

BB h

cc Mr. Lowry Smith

Will you setup rental rate that would be proper for leasing to the Ryan Construction Company, who are building the Coulee Dam Railroad. The above equipment is from our system steel gang.

Bernard Blum

N. P. 1386 12-24
207 CF N

TELEGRAM—BE BRIEF

TIME FILED
M.

SEATTLE SEPT 13 34

LOWRY SMITH

STPAUL

WILL YOU ASCERTAIN COST AND SET UP RENTAL RATE THAT WOULD BE PROPER TO LEASE A PNUMATIC SPIKE DRIVER PNEUMATIC WRENCH AND PNEUMATIC DRILLER FROM OUR SYSTEM STEEL GANG OUTFIT TO THE CONTRACTOR BUILDING COULEE DAM RAILROAD STOP SHOULD BE SUFFICIENT TO COVER CONTINGENCIES B-132

BERNARD BLUM

713PM

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 6 8731

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 (16)

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 SEP 13 PM 2 18

MINUTES IN TRANSIT

FULL-RATE	DAY LETTER

CB369 24 DL=COULEE WASH 13 1045A

BERNARD BLUM,CHIEF ENGINEER=

NP RY CO STPAUL MINN=

PLEASE HAVE THE PROPER PARTY COMMUNICATE WITH ME AT ONCE REFERENCE DETAILS OF RENTAL ARRANGEMENTS FOR LOCOMOTIVE AND LOCOMOTIVE CRANE TOGETHER WITH BALLAST CARS=

DAVID H RYAN.

Mr. Blum -
Repeated to you today
Hec
9/13

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

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Seattle 9-13-34

H M Tremaine Spokane

David Ryan wired me today to have proper party communicate with him at once with reference rental arrangements for locomotive

and locomotive crane together with ballast cars stop See my letter May fourteenth to you giving rental rates for railroad equipment stop

Pls communicate these rates to him and ascertain just what he wants and time of delivery also keep in touch with Mr Taylor stop Re

locomotive crane We do not have crane that we can spare stop I talked with Mr Sloan about Burro crane but he cannot spare same B 135

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

Seattle 9-13-34

T A Murphy Spokane

Pls advise David XXX Ryan that in response his telegram to me for equipment I have wired Mr Tremaine to get in touch with him and quote rates etc B 156

Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

144 NP W

St Paul Sept 13-34

Bernard Blum Car 12
Seattle

Following W U telegram from David H Ryan Coulee Wash today
Quote Please have proper party communicate with me at once

reference details of rental arrangements for locomotive and locomotive crane together with ballast cars End quote.

M-274

H A Cribbs

156PM

Wire Law
about Vale
of 6 days work Mtw.
also - can you take off the
2 or 3 men

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731 M.

St Paul Sept. 13, 1934

Bernard Blum

Car 12 - Seattle

Following WU telegram from David H Ryan, Coulee, Wash. today quote:

"Please have proper party communicate with me at once reference details of rental arrangements for locomotive and locomotive crane together with ballast cars." end quote. M274.

H A Cribbs

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

St Paul Sept 12, 1934

Bernard Blum

Car 12 - Train 3
Rocky Mountain Divn.

Following from Mr. Sloan Seattle today quote:

Ryan Constn Company Coulee Dam Railroad want to lease following equipment for duration of their work one pneumatic spike driver one pneumatic wrench for track bolts one pneumatic drill for rails Do you think we should consider leasing steel gang equipment to them A-123 end quote. M-272

H A Cribbs

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

MD St Paul Sept 12th-1934 B Blum On B 61 Paradise

Following from Mr Sloan Seattle today quote Ryan Construction Co Goulee Dam railroad want to lease following equipment for duration of their work , One Pemumatic Spike driver , One Pneumatic Wrench for track bolts , One Pneumatic Drill for rails do you think we should consider leasing steel gang equipment to them . A - 123 End quote .

M - 272

H A Cribbs. 235pm

N. P. 1386 12-24
100 CFD

TELEGRAM—BE BRIEF

TIME FILED
. M.

8731

SEATTLE SEPT 12 1934 BERNARD BLUM

ST PAUL

RYAN CONSTN COMPANY COULEE DAM RAILROAD WANT TO LEASE FOLLOWING EQUIPMENT FOR DURATION OF THEIR WORK ONE PNEUMATIC SPIKE DRIVER ONE PNEUMATIC WRENCH FOR TRACK BOLTS ONE PNEUMATIC DRILL FOR RAILS DO YOU THINK WE SHOULD CONSIDER LEASING STEEL GANG EQUIPMENT TO THEM. A-123

W C SLOAN

248 PM

Mr. Blum:
Repeated to you 9/12
H.A.C. 9/13

8731

September 12, 1934

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

Dear Mr. Banks:

While looking over your specifications recently covering laying of track on the Grand Coulee railroad, I noticed there was provided that the break of rail joints must not vary in excess of 12" either side of the center of the opposite rail. On curves especially, this would undoubtedly require the cutting of numerous rails.

I do not wish to appear to be interferring with your specifications, but it is my personal opinion that such a specification is hardly necessary for a line of the character of the Grand Coulee branch. My reason for calling this to your attention is that it will require the cutting of numerous rails which the Northern Pacific is loaning to the government, thereby spoiling such rail or at least wasting the railway company's material unnecessarily.

I would be glad if you would give this your careful consideration to the end that a more liberal interpretation may be made in the matter. It is our opinion that if the breaking of such joints varies three or four feet the needs of the government will be served just as well as by the present specification and that would permit you to lay the short rails that may be furnished you without the necessity of cutting steel.

Yours very truly,

EB h

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

8731

65 NP CH St Paul Sept 10 1934 J T Derrig

Spokane

D-101 instructed Driscoll to move five carloads rail and asked GSK to move angle bars Portion of file here indicates necessity for shipping rail under revenue billing which has been done cars billed to Mr Blum at Odair waybill to be marked hold at Parkwater Supt Taylor will be advised car numbers Y-880

L Yager

127pm

N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED
M.

Spokane 9-10-34

H A Cribbs St Paul

Arrange to have five carloads third ninety lb rail moved from car storage on Yellowstone Division to Odair marked hold at

Parkwater for movement to Odair stop When rail starts moving advise Supt Taylor car numbers so he can arrange for setting out at

Parkwater stop Also arrange with storekeeper to have six hundred pair of angle bars moved to Odair stop If angle bars are on car on

Yellowstone Division we can use full carload at this time stop Advise D 101

J T Derrig

Mail copy Mr. R. T. Taylor

8731

At Spokane, Wash.,
September 10, 1934

Mr. H. M. Tremaine:

Yours of the fifth transmitting letter from Mr. Banks about crossing of highway on the new leg of the wye at Odair:

I will handle this with Mr. Banks. After discussing the matter with Mr. V. E. Williams I am telling Mr. Banks that we will handle the right of way matter, but it is our intention simply to do nothing in the way of taking the matter up with the County Commissioners or the Board of Public Works as in Mr. Williams' opinion that is not necessary.

BB h

At Spokane, Wash.,
Sept. 10, 1934

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

Dear Sir:

Your letter of August 27, addressed to Mr. Tremaine, in regard to crossing of county road located on the south line of T-25-N R-28E at Odair, where the new wye track will cross same:

We will be glad to assume the obligations for crossing the road.

Yours very truly,

BB:h
cc Mr. A. F. Stotler
Mr. H. M. Tremaine
Mr. V. B. Williams

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

StPaul 9/10/34w J T Derrig, Spokane

D-101. Instructed Driscoll to move five carloads rail and asked GSK to move angle bars. Portion of file here indicates necessity for shipping rail under revenue billing which has been done. Cars billed to Mr. Blum at Odair, waybill to be marked hold at Parkwater. Supt Taylor will be advised car numbers. Y-880

L Yager

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

MEMORANDUM

St. Paul Sept. 10, 1934s. H. M. Smith,
Building.

Mr. Darrig wires from Spokane to move five carloads third 90 lb. rail from car storage Yellowstone Division to Odair, marked "Hold at Parkwater." Also wants 600 pair angle bars moved to Odair. If angle bars are on car ~~xxx~~ on Yellowstone Division can use full carload. Please arrange to ship to Mr. Blum at Odair, Wash., moving under revenue waybills, and mark the waybills to Hold at Parkwater. Also advise Supt. Taylor car number soon as shipment goes forward.

L. Yager

cy R. T. Taylor
H. J. Pentin

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

STPAUL 9/10/34w

D M Driscoll, Glendive
R T Taylor, Spokane

Orig. DMD cy RTT. ~~Mitt~~ Driscoll bill five carloads third 90 lb. rail in storage on cars your division hold for Odair apply on reqn. ED 318. Bill to Mr. Blum at Odair using revenue billing mark waybills hold at Parkwater and advise Supt Taylor car numbers so he can handle further. Ack. Y.879.

L. Yager

cy H. M. Smith
P. J. Pentin

N. P. 1386 12-24
28 SF X

TELEGRAM—BE BRIEF

TIME FILED
M.

SPOKANE SEPT 10 1934

H A CRIBBS

STPAUL

ARRANGE TO HAVE FIVE CARLOADS THIRD NINETY LB RAIL MOVED FROM CAR STORAGE ON YS DIVN TO ODAIR MARKED HOLD AT PARKWATER FOR MOVEMENT TO ODAIR STOP WHEN RAIL STARTS MOVING ADVISE SUPT TAYLOR CAR NUMBERS SO HE CAN ARRANGE FOR SETTING OUT AT PARKWATER STOP ALSO ARRANGE WITH STOREKEEPER TO HAVE SIX HUNDRED PAIR OF ANGLE BARS MOVED TO ODAIR STOP IF ANGLE BARS ARE ON CAR ON YELLOWSTONE DIVN WE CAN USE FULL CARLOAD AT THIS TIME STOP ADVISE D 101

J T DERRIG

1145A

8731

NORTHERN PACIFIC RAILWAY COMPANY
Office of District Accountant

WORK ORDER

No. 8600

Tacoma, Wash. 9/7/34

Mr. R. T. Taylor,

The above work order number has been assigned to the following work:

Odair - Material furnished the U.S.Government in connection with the construction of the Grand Coulee Dam.

All expenses incurred in connection with this project should be identified with the above number and this office advised when completed.

Remarks:

In accordance with instructions of the Auditor Disbursements dated Sept.4,1934 and the Chief Engineer dated August 30,1934, all material for this job is to be carried in the Western District's Suspense Account.

E.R.WALES
DISTRICT ACCOUNTANT

Cc-
H.M.Tremaine
A.F.Stotler
B.Blum
H.L.Scholes

J.T.Dorrity JTD 9/17
J.H.Rochow JHR 9/17
To note.
Bernard Blum
9/13/34



N. P. 1012 6-24

8731

B 18020

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

STOREKEEPER AT Brainerd

9/6/34 DATE

SHIP TO B.Blum, Chief Engr.

AT Odair, Wash.

USE OF SHIPPING STORE ONLY SHIPMENTS 4 3 2	QUANTITY REQUIRED	DESCRIPTION	PURPOSE	ON HAND AND DUE
	2073 ~~5400~~	NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK Pr. 2x 90# RB angle bars plan T-20-106 Ship Group 2 and 3 S.H. soft bars Note - Delivery of above material is not to be made until requested by Engr. Dept. or Gen. Storekeeper Wherever possible, material is to be supplied from released product of 1934 Main Line BB-CAN-WHR-FCT-RGB Canceled on G 15679	For Construction of Coulee Damx Line	

BB

Odair - Coulee Line

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

COPY

UNITED STATES DEPARTMENT OF THE INTERIOR.

BUREAU OF RECLAMATION

CUSTOMHOUSE

Denver, Colorado.
September 6, 1934.

Office of Chief Engineer.

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

Dear Mr. Blum:

The draft of proposed contract between the United States and the Northern Pacific Railway Company for construction of a branch line to Grand Coulee dam, Columbia Basin project, was submitted to the commissioner of the Bureau of Reclamation at Washington after receipt of your wire of August 18, 1934, in reply to my letter of August 16, 1934, and the commissioner now advises me that he is prepared to submit the draft of contract to the Department for approval if the railway company will consent to the addition to the contract of an article to be numbered 22, and reading as follows:

"Art. 22. The performance by the United States of any obligation undertaken hereunder involving the expenditure of money is dependent upon the availability of appropriated funds and/or allocated public works funds for the purpose, and in all cases where such funds are not available the United States is hereby released of all claims on account of such non-performance due to such non-availability."

It is the commissioner's view that as the proposed contract involves the doing of work or the paying of bills by the United States at a time in the somewhat indefinite future (referring especially to Article 20), it would be well, if the railway company will consent, to add such an article. The commissioner adds that some such addition to the draft of contract seems necessary to avoid conflict with Title 31, Sec.665, U.S. Code.

If the addition of such an article is satisfactory to the railway company, I will appreciate your advice by wire in order that early approval of the draft of contract by the Department may be had.

Very truly yours
R. F. Walter,
Chief Engineer.

St. Paul, Minn., Sept. 6, 1934

File Q

Mr. Barnard Blum,
Chief Engineer,
Building.

Your letter 3rd:

NP 65428 reported Missoula Sept. 6th.

NP 61979 arrived Spokane 5th.

Gen'l Sup't Transp'n.

cwp-s

B

OFFICE OF
CHIEF ENGINEER
SEP
1934
NOR. PAC. RY.
ST. PAUL, MINN.

St. Paul, Sept. 6, 1934..

Mr. W. J. Stevenson:

Referring to the matter of rail and other track material furnished the U. S Government at Odair, Washington, about which I wrote Mr. Behler August 30th, copy of letter sent you. I give below additional information you personally requested yesterday afternoon.

The car numbers containing the initial shipment on which no demurrage charges should be assessed are as follows:

Rail

NP	65428	Out of Misko, Montana	Sept. 1
	61979	"	"

(These are the shipments referred to in my letter of the 30th as originating at various points on the Yellowstone Division.)

Other Track Material:

NP	61785	Out of South Tacoma	Aug. 27th,
	62383	Glendive	"
	61509	Missoula	"
	65081	Parkwater	"

Referring to the last paragraph my letter of the 30th listing requisitions and points from which shipments will be made. In addition to these shipments will originate at Glendive, Noxon and Heron, Montana, and Centralia, Wash.

Chief Engineer.

r

N. P. 1012 6-24

8731

G 17955

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

STOREKEEPER AT Glendive

SHIP TO B.Blum, Chief Engr. DATE 9/5/34

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		
	1	Rigid clamp frog 85# 11'6" angle 1 in 9		
		Conf. Wire 8/25/34 file ED 318		
		BB-CAN-WHR-FCT		
		Canceled one #9 85# ASCE Frog on S-15674		

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

8731

ST 17954

CLASS NO. _____ MATERIAL REQUISITION NO. ED 422 G. S. K. NO. _____

STOREKEEPER AT So. Tacoma

SHIP TO B.Blum, Chf.Rngr. 9/5/34 DATE

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		
	4	Right bent and bevelled angle bars	Grand Coule Dam	
	4	Left " " " " "		
	8	Straps		
		For 90# Split switches from Glendive on B-16230 see wire 8/31/34		
		Shipment should not be made until requested by Engr. Dept. or Gen. Storekeeper		
		To be supplied from released product of 1934 main line relays so far as possible.		
		BB-CAN-RGB-WHR-FCT		

E.T.D.

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. 1703 / 6-32

INSTRUCTIONS: 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-DUPLICATE (SECOND COPY) TO BE FORWARDED TO CONSIGNEE. 3-TRIPLICATE (THIRD COPY) AND QUADRUPLICATE (FOURTH COPY) TO BE FORWARDED TO DIVISION OR STORE ACCOUNTANT FOR PRICING. 4-SHIPPING RECEIPT (FIFTH COPY) TO BE RETAINED BY SHIPPER.

COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

FROM Parkwater Store

TO Odair, Wash

FOR C. W. Coil, DRM

DATE OF WAYBILL 9-5-34 19

NUMBER OF WAYBILL PK-13

CAR INITIALS NP-43597 CAR NO.

STORE RECORD

INVOICE L-9-13

1ST TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

2ND TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAYBILL ONLY WHEN SUPPLIES ARE FORWARDED ON FREIGHT TRAINS. WHEN SUPPLIES ARE FORWARDED ON PASSENGER TRAINS NO REPORTS WILL BE REQUIRED, BUT WAYBILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT IS MADE.

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REQ'N	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT
2 pcs.	Tr. switch ties 8x14x16'	memo		2000#	2		

DATE 19 / TRAIN NO. / TIME M. — TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.

DATE 19 / TRAIN NO. / TIME M. — TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION.

AGENT AT DESTINATION WILL STAMP THE DATE RECEIVED HEREIN

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE PROPERTY DESCRIBED ON THIS WAYBILL.

19

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

R T TAYLOR

ST PAUL SEPT 5 1934

SPOKANE.

LY B-391 THIRD CARS 65428 AND 61979 OUT OF MISKO PASSED HELENA FOURTH THESE CARS CONTAIN TWENTY-FIVE HUNDRED AND FOURTEEN AND TWENTY-FOUR HUNDRED AND FIFTY-FOUR LINEAL FEET RAIL RESPECTIVELY B-251

BERNARD BLUM

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

St Paul Minn Sept 5 1934

R T T Spokane

D-141 NP 65428 61979 passed Helena 4th QX-53

PHM 115PM

cc- Mr.Bernard Blum.

Your letter 3rd.

Spokane, Sept. 5, 1934.

Mr. Bernard Blum:- Additional wye Odair, account Coulee Dam Railroad.

I hand you herewith letter from Mr. Banks, of August 27th, relative to crossing of highway across this new leg of the wye. Will you please advise what I may say to Mr. Banks in reply, or if you will handle direct with him?

H. M. Tiemann

District Engineer.

HMT-T

Encl.

UNITED STATES

DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION

District Engineer N.P.R.
SEP 5 1934
Spokane, Wash.

Almira, Washington
August 27, 1934

Mr. H. M. Tremaine, District Engineer
Northern Pacific Railway Company
Spokane, Washington

Subject: Permits for U. S. Construction Railroad

Dear Sir:

By referring to the enclosed print of a drawing prepared by Mr. Gibson under date of July 11, you will note that the county road on the south line of township 25 north, range 28 east crosses the location for the new track to be constructed to form the leg of the new wye at Odair. This crossing will be on the present right of way of the Washington Central branch, and the track involved will be used solely by the Northern Pacific Railway.

The railway may wish to continue to use this after the Government railroad may be abandoned. Under the circumstances it seems logical that your company would wish to secure in its own name any permits which it may be necessary or desirable to secure from the State or county authorities.

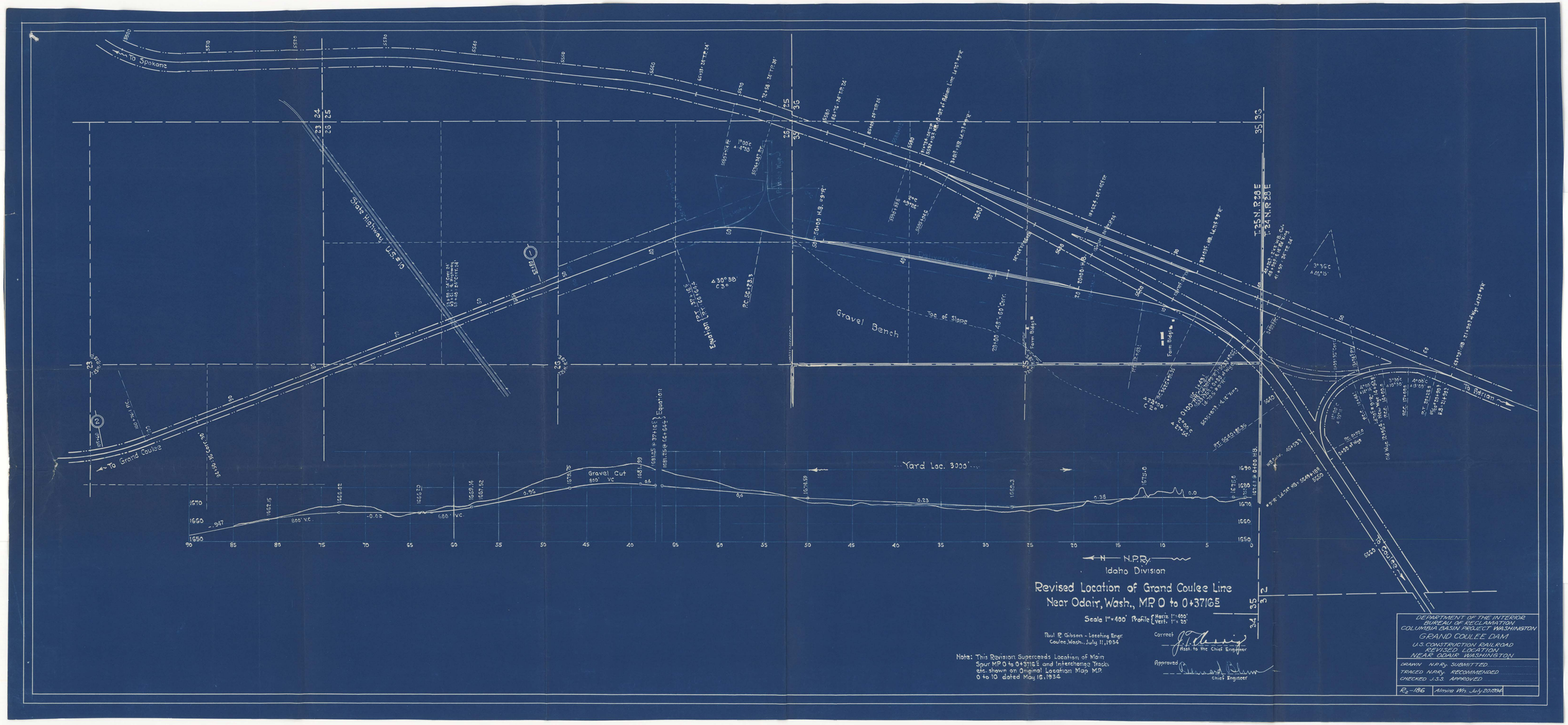
Will you kindly advise me if your company will give this matter the necessary attention.

Very truly yours,

F. A. Banks

F. A. Banks
Construction Engineer

Encl.


To Spokane
State Highway U.S. #10
To Grand Coulee
To Adrian
Gravel Bench
Toe of Slope
Gravel Cut
Yard Loc. 3000'
Equation
T. 25 N. R. 35 E.
T. 24 N. R. 35 E.
N.P.Ry.
Idaho Division
Revised Location of Grand Coulee Line
Near Odair, Wash., MP 0 to 0+3716.5
Scale 1"=400' Profile (Horiz. 1"=400' Vert. 1"=25'
Paul R. Gibson - Locating 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+3716.5 and Interchange Tracks etc. shown on Original Location Map M.P. 0 to 10 dated May 16, 1934
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
COLUMBIA BASIN PROJECT WASHINGTON
GRAND COULEE DAM
U.S. CONSTRUCTION RAILROAD
REVISED LOCATION
NEAR ODAIR WASHINGTON
DRAWN N.P.Ry. SUBMITTED
TRACED N.P.Ry. RECOMMENDED
CHECKED J.S.S. APPROVED
R2-186 Almira Wn. July 20 1934

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

R T T

St Paul Minn Sept 4 1934 Spokane

Lumpkin

D-141 NP 65428 61979 correct numbers passed ~~Spokane~~ date QX-429

P H McCauley 440PM

cc- Bernard Blum
Your letter 3rd.

Mr. Denny

To note.

H A C

9/3/34

8731

St.Paul, Minn., Sept.3, 1934.c

Mr. P. H. McCauley:

N. P. 65428 and 61979, rail, out of Misko, Mont. about Sept. 1. Please rush to Odair, Wash.

Chief Engineer.

P. H. McCauley

[redacted] N. P.

65428 and 61979 out of Missoula Mont about Sept 1 and rush to Ottawa Wash.

B. B.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St.Paul, Minn., Sept. 3, 1934

R. T. Taylor,
Spokane, Wash.

A-577. Think your line up all O.K. Yellowstone cars of 90-lb. rail are NP 65428 and 61979 out of Misko. Am tracing McCauley. B-391

2454

Bernard Blum

2514

R. T. Taylor
Spokane

A. 577 -

Thinks you line up all O.K. Yellowstone cars of 9/0 list are 65428 and 61979 out of Minot. am tracing McCauley.

B. B.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

54SFE

SPOKANE SEPT 2 1934 BERNARD BLUM ST PAUL

AUGUST 31 CONTRACTOR RYAN STATED READY FOR CONNECTION SWITCH ODAIR ASKED IF WE WOULD DO THE WORK AND ESTIMATE OF COST WE SUGGESTED LOAN HIM OUR STEEL GANG FOREMAN TO BE CARRIED ON HIS ROLLS RYAN TO ORGANIZE OWN SMALL GANG WE LOAN NECESSARY TOOLS THIS GANG TO PUT IN THE THREE SWITCHES AT ODAIR AND ANY OTHER PRELIMINARY TRACK WORK ONLY HE TO FURNISH OWN TOOLS. LATER FOR PRINCIPAL TRACK LAYING WORK THIS AGREEABLE AND WE ARE ARRANGING ON HIS REQUEST WILL LOAN HIM THE FEW BOLTS AND SPIKES REQUIRED NOW TO BE REPLACED TO US WHEN GOVERNMENT SUPPLY RECEIVED MATERIAL LISTED DERRIGS D-102 AUG 30 AND SOME ADDITIONAL MATERIAL FROM PARKWATER NOW ON HAND ODAIR EXCEPT TRACING YELLOWSTONE DIVN FOR CAR NUMBERS AND LOCATION 90 LB RAIL WHICH SHOULD BE RUSHED TO ODAIR A-577

1145AM RTT

8731

September 3, 1934.

Silas Mason Company,
Spokane, Wash.

Attention - M. H. Slocum.

Dear Mr. Slocum:

With further reference to my letter of August 18th advising that the Union Depot Co., Seattle, King Street Station, have five #6 - 90-lb. frogs on hand available for disposition.

I am now advised that these frogs are Great Northern special rail section, 5-3/8" high, 5" base, ball 2-5/8" wide, web 5/8" thick.

If you are interested in these frogs suggest that you arrange to get in touch with Superintendent Bisbee, King Street station, Seattle.

Yours truly,

Asst. to Chief Engineer.

JTD-w

8731

August 31, 1934.

Mr. F. A. Banks, Constn. Engr.,
Department of Interior,
Grand Coulee Dam,
Almira, Wash.

Dear Sir:

I have arranged to ship sufficient rail for 2000 ft. of track, together with one 85-lb and two 90-lb. frogs and split switches complete with angle bars and necessary compromise joints to permit contractor to place turnout and connecting track at Odair.

I am sending this material forward at this time in order to avoid any delay in constructing the turnout inasmuch as the material can be conveniently unloaded in the immediate vicinity of the turnout.

For your information I am forwarding herewith print showing reference to material requisitions together with copy of my letter to Mr. Smith, our General Storekeeper, requesting delivery of this material required for the construction of the 2000 feet of track reverred to. We will have to move some of our rail from the vicinity of Glendive, Mont. and I will thank you to advise me about ten days in advance of the date that you will require the additional rail and switch material.

Yours truly,

Chief Engineer.

JTD-w

cc - Mr. R.F. Taylor

August 31, 1934.

Mr. F. A. Banks, Constn. Engr.,
Department of Interior,
Grand Coulee Dam,
Almira, Wash.

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Yours truly,

Chief Engineer.

JTD-W

cc - Mr. R.T. Taylor

Glendive, Mont., August 31, 1934

MR. L. YAGER:

Your letter August 7th, about requisition GSK YD-14136-34, 90# rail to be shipped to Odair, Wash.

We have applied on this order NP-65428 and 61979 which will be forwarded promptly from Misko to Odair. NP-65428 contains 2514 lin. ft. and 61979 contains 2454 lin. ft.

J. McDermott
Superintendent.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, August 31, 1934

H M Tremaine

S pokane, Wash.

If you see Mr. Banks Saturday advise him we have shipped rail for two thousand track feet and three frogs and switches complete for turnout and connecting track at Odair in order to avoid any possible delay. Would like to have about ten days notice for shipment on additional rail and frogs as required.

D-104

J T Derrig

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul, August 31, 1934

R. T. Taylor

Spokane, Wash.

A-725 My D-102 should have read two thousand track feet. Do not think it advisable to ship additional material until turnout and short section of track is constructed. We can ship rail on short notice. D-103

J T Derrig

N. P. 1386 12-24
86 SF X

TELEGRAM—BE BRIEF

TIME FILED
M.

SPOKANE AUG 30 1934

J T DERRIG

STPAUL

D 102 WE WILL ASSEMBLE THIS MATL AT ODAIR TO BE AVAILABLE AS REQUIRED YOU STATE SUFFICIENT MATERIAL FOR 4000 FT TRACK WHILE CHIEF ENGINEERS LETTER AUG 24TH SHOWS 4000 LIN FT 90 LB RAIL WHICH APPARENTLY IS NOT ENOUGH TO TAKE THEM TO POINT WHERE THEY WOULD LIKELY ESTABLISH MATERIAL YARD I AM INTERESTED IN ESTABLISHMENT OF THIS YARD TO AVOID UNLOADING CARS OFF EAST LEG WYE WHICH IS MAIN TRACK . A 725

RTT

1232P

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, August 30, 1934

R T Taylor
Spokane Wash

A-720 Material listed Chief Engineers letter 24th sufficient for four thousand feet track including turnouts only. Some switch material moved from South Tacoma in NP-61785 and some from Missoula in NP-61509. Two hundred pair ninety and ten pair eighty five pound angle bars loaded at Parkwater do not have car number. Suggest this material might be held on cars until government is ready for same if there is no interference. Have two cars ninety pound rail moving from Yellowstone division. Will advise car numbers so you can arrange to hold at Parkwater until government ready to unload. If holding material on cars interferes in any way suggest you arrange to unload this first order at Odair keeping track of cost. Will arrange to have instructions issued covering freight charges. D-102

J T Berrig

Mr. Blum: Please note attached wire about delivery of material at Odair. Suggest that definite instructions be issued to interested parties so there will be no misunderstanding bout freight charges in handling such accounts.

St. Paul, August 30, 1934..

Mr. L. A. Behler:

Under terms of agreement with the United States Government we are to furnish them f.o.b. cars Odair, Washington, rail and other track material for use in constructing facilities in connection with the construction of the Grand Coulee Dam.

This material is to move without transportation cost to the Government, but they will assume demurrage charges.

There ~~is~~ are now at Odair shipments consisting of four thousand feet of rail, frogs and switches and other track material and I have wired Superintendent Taylor at Spokane that inasmuch as this initial shipment was made at the convenience of the Railway Company and far in advance of the time the Government required it that no demurrage charges should be assessed against it and that they should be handled on deadhead billing.

For the purpose of assuring an accurate record of the movement of this rail and track material I suggest that all subsequent shipments made in this connection be forwarded on revenue billing. This will also insure the setting up of demurrage charges, the agent at destination then to remit the freight bills to the Auditor of Agencies for relief which in turn will be transmitted to this office for verification as to cancellation of transportation charges.

To facilitate the issuance of instructions I wish to advise that the material is to originate at the following points and is covered by requisitions ED 318 and 422: Brainerd Store, Missoula, Parkwater, South Tacoma and various points on the Yellowstone Division. If any changes are made in this linearp the General Storekeeper will please so advise your office.

Chief Engineer.

r
Copies
JT Derrig
H M Smith
R T Taylor
W J Stevenson

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

St. Paul,
August 30, 1934..

R T Taylor,,
Spokane.

A 720 With reference freight charges. Initial shipment four thousand feet rail, frogs and track fastenings should move deadhead and without demurrage as this shipment made by Ry Co in advance requirements of Government. All subsequent shipments should move tariff agent to submit freight bills to Auditor Agencies for relief. Agreement provides Government shall assume demurrage charges. B 302.

r

Bernard Blum.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul,

August 30, 1934..

R T Taylor,,

Spokane.

A 720 With reference freight charges. Initial shipment four thousand feet rail, frogs and track fastenings should move deadhead and without demurrage as this shipment made by Ry Co in advance requirements of Government. All subsequent shipments should move tariff agent to submit freight bills to Auditor Agencies for relief. Agreement provides Government shall assume demurrage charges. B 302.

r

Bernard Blum.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

St. Paul, August 30, 1934

R T Taylor
Spokane Wash

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J T Derrig

Mr. Blum: Please note attached wire about delivery of material at Odair. Suggest that definite instructions be issued to interested parties so there will be no misunderstanding bout freight charges in handling such accounts.

St. Paul, August 30, 1934..

Mr. L. A. Behler:uh:

Under terms of agreement with the United States Government we are to furnish them f.o.b. cars Odair, Washington, rail and other track material for use in constructing facilities in connection with the construction of the Grand Coulee Dam.

This material is to move without transportation cost to the Government, but they will assume demurrage charges.

There ~~is~~ are now at Odair shipments consisting of four thousand feet of rail, frogs and switches and other track material and I have wired Superintendent Taylor at Spokane that inasmuch as this initial shipment was made at the convenience of the Railway Company and far in advance of the time the Government required it that no demurrage charges should be assessed against it and that they should be handled on deadhead billing.

For the purpose of assuring an accurate record of the movement of this rail and track material I suggest that all subsequent shipments made in this connection be forwarded on revenue billing. This will also insure the setting up of demurrage charges, the agent at destination then to remit the freight bills to the Auditor of Agencies for relief which in turn will be transmitted to this office for verification as to cancellation of transportation charges.

To facilitate the issuance of instructions I wish to advise that the material is to originate at the following points and is covered by requisitions ED 318 and 422: Brainerd Store, Missoula, Parkwater, South Tacoma and various points on the Yellowstone Division. If any changes are made in this lineup the General Storekeeper will please so advise your office.

r Chief Engineer.

Copies
JT Derrig
H M Smith
R T Taylor
W J Stevenson

St.Paul,Minn.,Aug.30,1934

ED-318

Mr.B.Blum,

Chief Engineer

Dear Sir:-

Referring to my letters August 28th and 29th reporting shipments of material on ED-318 and ED-422, Odair.

I am now advised that the following material was shipped from Missoula August 27th on NP 61509 in addition to the material asked for in your letter August 24th:-

1000 Pr.	90# RB angle bars Plan T-20-106 Ship group 2 and 3 bars
658 Pcs.	90# RB tie plates Lundies
1 Pr.	85# ASCE to 90# RB Comp.Joints RH
1 Pr.	85# ASCE to 90# RB " " LH

As stated in my letter August 28th Glendive shipped three sets 90# 16'6" split switches, complete ordered on ED-422 on NP 62383 August 27th. This was also shipped in addition to that asked for in your letter.

Yours truly,

H.M.Smith

General Storekeeper

N-n
Cy ED-422



N. P. 1386 12-24
142. SF X

TELEGRAM—BE BRIEF

TIME FILED
M.

SPOKANE AUG 29 1934

J T DERRIG
STPAUL

YOUR LETTER AUG 24 ~~XX~~ TO HMSMITH MATERIALFOR GOVT RAILROAD ODAIR. WE HAVE PERMITTED UNLOADING FEW CARS MATERIAL OFF EAST LEG WYE AT LOCATION SWITCH LEADING TO DELIVERY

YARD AND DAM WITH UNDERSTANDING THEY WOULD SHORTLY BUILD SUFFICIENT TRACK TO TAKE CARE MATERIAL YARD REQUIREMENTS AS WE COULD NOT PERMIT SPOTTING LOADS IN QUANTITY

ON EAST LEG WHICH IS THE MAIN TRACK. PRESUME THIS 4000 LIN FT 90 LB RAIL WILL GIVE THEM SUFFICIENT MATERIAL REACH SITE THEIR MATERIAL YARD . STOP. DO NOT HAVE COPY

AGREEMENT BUT PRESUME RAIL IS TO BE FURNISHED FOB CARS ODAIR AND IF SO TRACK MATERIAL WE FURNISH SHOULD BE BILLED DH OPERATING TO DESTINATION THEN THERE WOULD BE NO

DEMURRAGE CHARGES ODAIR AS I UNDERSTAND IT STOP. CONTRACTOR SHOULD BE INSTRUCTED GIVE US ADVANCE NOTICE WHEN WILL BE PUTTING IN THREE NEW SWITCHES ODAIR SO CAN

FURNISH SUPERVISION TO PROTECT THIS MAIN TRACKWORK. PLEASE ADVISE IF YOU WILL ARRANGE A-720

R TTAYLOR

324P

YS
Do Ta
Tesla
Ra
PKwaltz

St.Paul,Minn.,Aug.29,1934

ED-318

Mr.B.Blum,

Chief Engineer

Dear Sir:-

Referring to my letter August 28th reporting shipments of material on ED-318 and ED-422, Odair.

The following material was shipped from Parkwater August 27th on NP 65081 with telegraph poles for line changes:-

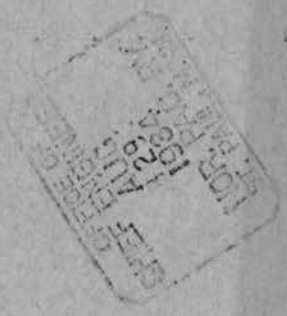
200 Pair	SH 90# angle bars
3	Switch locks
10 Pair	(instead of 6 pair ordered) Second hand 85# angle bars

Yours truly,

General Storekeeper

N-n

Cy ED-422



D a T

With return of these invoices, will you please advise if material has been received.

N M T

Rec'd OK as per foreman's receipt D a T

H M T

9-5-34

N. P. 1703 / 6-32

INSTRUCTIONS: 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-DUPLICATE (SECOND COPY) TO BE FORWARDED TO CONSIGNEE. 3-TRIPLICATE (THIRD COPY) AND QUADRUPLICATE (FOURTH COPY) TO BE FORWARDED TO DIVISION OR STORE ACCOUNTANT FOR PRICING. 4-SHIPPING RECEIPT (FIFTH COPY) TO BE RETAINED BY SHIPPER.

COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

FROM Parkwater Store

TO Odair

FOR B. Blum, Chief Engr. c/o Agent Coulee

DATE OF WAYBILL 8-29-34 19

NUMBER OF WAYBILL Expr. 2934

CAR INITIALS _____ CAR NO. _____

STORE RECORD

INVOICE 8-166

1ST TRANSFER MADE AT _____ DATE _____ 19 ____ INTO CAR INITIALS _____ CAR NUMBER _____

2ND TRANSFER MADE AT _____ DATE _____ 19 ____ INTO CAR INITIALS _____ CAR NUMBER _____

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAYBILL ONLY WHEN SUPPLIES ARE FORWARDED ON FREIGHT TRAINS. WHEN SUPPLIES ARE FORWARDED ON PASSENGER TRAINS NO REPORTS WILL BE REQUIRED, BUT WAYBILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT IS MADE.

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REQ'N	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT
	(memo)						
	Switch Locks	S-15674		4#	3		

Noted RES 9/30

DATE _____ 19 ____ TRAIN NO. _____ TIME _____ M. TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.

DATE _____ 19 ____ TRAIN NO. _____ TIME _____ M. TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION.

AGENT AT DESTINATION WILL STAMP THE DATE RECEIVED HEREIN

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE PROPERTY DESCRIBED ON THIS WAYBILL.

Thos Chandak

Sept- 12 19 34

District Engineer N.P.R.
AUG 30 1934
Spokane, Wash.

N. P. 1703 / 6-32

INSTRUCTIONS: 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-DUPLICATE (SECOND COPY) TO BE FORWARDED TO CONSIGNEE. 3-TRIPLICATE (THIRD COPY) AND QUADRUPLICATE (FOURTH COPY) TO BE FORWARDED TO DIVISION OR STORE ACCOUNTANT FOR PRICING. 4-SHIPPING RECEIPT (FIFTH COPY) TO BE RETAINED BY SHIPPER.

COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

FROM Parkwater Store

TO Odair, Wash.

FOR B. Blum, Chief Engineer.

DATE OF WAYBILL 8-27-34 19

NUMBER OF WAYBILL PK-150

CAR INITIALS NP-65081 CAR NO.

STORE RECORD

INVOICE 8-150

1ST TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

2ND TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAYBILL ONLY WHEN SUPPLIES ARE FORWARDED ON FREIGHT TRAINS. WHEN SUPPLIES ARE FORWARDED ON PASSENGER TRAINS NO REPORTS WILL BE REQUIRED, BUT WAYBILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT IS MADE.

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REQ'N	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT
		(memo)					
C/L	90# angle bars, SH, T-20-106	S-15674		10800#	200 pr		
	85# " " SH T-20-120	"		490#	10 pr.		

District Engineer N.P.R.
AUG 28 1934
Spokane, Wash.

DATE 19 TRAIN NO. TIME M. TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.

DATE 19 TRAIN NO. TIME M. TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION.

DESTINATION WILL HEREIN

AGENT AT

DATE RECEIVED

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE PROPERTY DESCRIBED ON THIS WAYBILL.

Thos. Chanolak

Sept-12 19 34

8731

St.Paul,Minn.,Aug.28,1934

ED-318

OFFICE OF CHIEF ENGR. AUG 28 1934 NOR. PAC. RY. ST. PAUL, MINN.

Mr.B.Blum,

Chief Engineer

Dear Sir:-

Referring to your letter August 24th requesting certain material ordered on requisition ED-318 and ED-422 shipped to reach destination about September 3rd:-

The following material was shipped from So.Tacoma August 27th on NP 61785:-

2 Pair	Second hand compromise joints 85# to 90# L.H.
2 "	ditto R.H.
2	No.9 second hand 90# spring rail frogs, L.H.
2 Sets	90# Guard rails 8'3"
2 Sets	90# Split switches complete
1	High Banner switch stand
3	Switch Lamps

The following from Missoula August 27th on NP 61509:-

1 Set	Second hand 85# split switches comp.
1 Set	Second hand 85# guard rails 8'3"

The following from Glendive August 27th on NP 62383:-

1	Rigid clamp frog 85#, 13'7" long angle 1 in 9 plan T-18-159
2	High Banner switch stands

Storekeeper also loaded on this car three sets 90# 16'6" split switches complete ordered on ED-422, but not called for to be shipped at present. If these switches cannot be handled at destination I will endeavor to have them unloaded at Parkwater and held until wanted.

The following material is being loaded at Parkwater, but I have not been advised car number:-

200 Pair	Second hand 90# angle bars
3	Switch locks
10 Pair	(instead of 6 pair ordered) Second hand 85# angle bars

Possibly some of this material can be transferred so that it will not be necessary to forward the four cars to Odair.

Will let you know car number containing the material from Parkwater as soon as received.

Yours truly,

General Storekeeper

N-n

Cy ED-422

8731

Saint Paul, August 27, 1934.

MR. R. T. TAYLOR:

GSK reqn. ID-14137-34, ED reqn. 318-34, covers 180 lin.ft. 3/85# B rail, ASCE section, to be shipped to Bernard Blum, Chief Engineer, Odair, Wash.

This rail is now required and will you please have shipment made promptly.

Please acknowledge.

L. YAGER
Ass't.Chief Engineer.

CC-BB JTD HMS
PJP-vml

8731

Saint Paul, August 27, 1934.

MR. D. M. DRISCOLL:

GSK reqn. YD-14136-34, ED reqn. 318-34 covers 90# rail to be shipped to Bernard Blum, Chief Engineer, Odair, Wn. and is now being held on cars at Misko, Mont. for further instructions.

4000 lin.ft. 3/90# B rail is now required at Odair, Wn. Please forward two cars from Misko having 4000 lin.ft. or more under load, advising this office the car numbers and lineal feet shipped.

A prompt shipment is requested.

Please acknowledge.

L. YAGER.

Ass't.Chief Engineer.

CC-BB JTD HMS

PJP-vml

B

8731

N. P. 1703 / 6-32

INSTRUCTIONS: 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-DUPLICATE (SECOND COPY) TO BE FORWARDED TO CONSIGNEE. 3-TRIPLICATE (THIRD COPY) AND QUADRUPLICATE (FOURTH COPY) TO BE FORWARDED TO DIVISION OR SHOP ACCOUNTANT FOR PRICING. 4-SHIPPING RECEIPT (FIFTH COPY) TO BE RETAINED BY SHIPPER.

COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

FROM DSK - Glendive

TO Odair, Wash.

FOR N. P. Railway Co.
% B. Blum, Chf. Engineer.

DATE OF WAYBILL 8-27-34 19

NUMBER OF WAYBILL

CAR INITIALS NP CAR NO. 62683

STORE RECORD

INVOICE GS-801

1ST TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

2ND TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAYBILL ONLY WHEN SUPPLIES ARE FORWARDED ON FREIGHT TRAINS. WHEN SUPPLIES ARE FORWARDED ON PASSENGER TRAINS NO REPORTS WILL BE REQUIRED, BUT WAYBILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT IS MADE.

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REQ'N	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT
	Sets. Complete 16'6" 90# Split Switch Complete S.H.	G-16230			3		
	Pcs. High Banner Sw. Stands Second Hand				2		
	" Rigid Clamp Frog 85# 11'6" Plan T-18-159 SH				1		
	Needed at Odair Wash. by Sept. 3rd						
	Please RUSH						
	Weight this shipment 10,000#						

R 8/30

DATE 19 TRAIN NO. TIME M. TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.

DATE 19 TRAIN NO. TIME M. TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION.

AGENT AT DESTINATION WILL STAMP HEREIN THE DATE RECEIVED

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE PROPERTY DESCRIBED ON THIS WAYBILL.

19

8731

Saint Paul, August 27, 1934.

MR. D. M. DRISCOLL:

GSK reqn. YD-14136-34, ED reqn. 313-34 covers 90# rail to be shipped to Bernard Blum, Chief Engineer, Odair, Wn. and is now being held on cars at Misko, Mont. for further instructions.

4000 lin.ft. 3/90# B rail is now required at Odair, Wn. Please forward two cars from Misko having 4000 lin.ft. or more under load, advising this office the car numbers and lineal feet shipped.

A prompt shipment is requested.

Please acknowledge.

L. YAGER.

Ass't.Chief Engineer.

CC-BB JTD HMS

PJP-vml

8731

Saint Paul, August 27, 1934.

MR. R. T. TAYLOR:

GSK reqn. ID-14137-34, ED reqn. 318-34, covers 180 lin.ft. 3/85# B rail, ASCE section, to be shipped to Bernard Blum, Chief Engineer, Odair, Wash.

This rail is now required and will you please have shipment made promptly.

Please acknowledge.

L. YAGER.
Ass't. Chief Engineer.

CC-BB JTD HMS
PJP-vml

2½" R. H. 2¾" C. TO C.

N.P. 1961 6-24

INSTRUCTIONS: 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-DUPLICATE (SECOND COPY) TO BE FORWARDED TO CONSIGNEE. 3-TRIPLICATE (THIRD COPY) AND QUADRUPLICATE (FOURTH COPY) TO BE FORWARDED TO DIVISION OR SHOP ACCOUNTANT FOR PRICING. 4-SHIPPING RECEIPT (FIFTH COPY) TO BE RETAINED BY SHIPPER.

COMPANY WAY-BILL AND INVOICE FOR MATERIAL FORWARDED

FROM D & K Missoula TO Odair Wash

FOR B. Blum Chief Engr. DATE OF WAY-BILL Aug. 27 34

NUMBER OF WAY-BILL

CAR INITIALS N.P. CAR NO. 61509

STORE RECORD

INVOICE 7-8-159-M

1ST TRANSFER MADE AT _____ DATE _____ 19__ INTO CAR INITIALS _____ CAR NUMBER _____

2ND TRANSFER MADE AT _____ DATE _____ 19__ INTO CAR INITIALS _____ CAR NUMBER _____

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAY-BILL ONLY WHEN SUPPLIES ARE FORWARDED ON FREIGHT TRAINS. WHEN SUPPLIES ARE FORWARDED ON PASSENGER TRAINS NO REPORTS WILL BE REQUIRED, BUT WAY-BILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT IS MADE.

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REQ'N	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT
9	M-15676			70000			
	pr. 90# R.B. Angle Bars plan T-20-1106 S.H.				1000	✓	
	pcs. 90# R.B. Tie plates. Tangent plan T-4-10 7½x10¾ S.H.				658	✓	
	15' 85# asce spl switch Complete plan T-11-2 S.H.				1	✓	
	Sets Guard Rails 85# 8'3" plan T-15-3 S.H.				1	✓	
	Joints Compromise 85 to 90# R.H. S.H.				1	✓	
	Joints do. 90 to 85 L.H. S.H.				1	✓	

Dsk. File No. 52M
Date to Supt. AUG 31 1934
" " Engr.
" " Agent at
" " to Sta.

DATE _____ 19__ TRAIN NO. _____ TIME _____ M.
TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.

DATE _____ 19__ TRAIN NO. _____ TIME _____ M.
TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION.

DESTINATION WILL STAMP HEREIN THE DATE RECEIVED

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE PROPERTY DESCRIBED ON THIS WAY-BILL.

_____ 19__

N. P. Ry. Co.

AUG 31 1934

OFFICE OF
DIVISION STOREKEEPER
PARKWATER, WASH

RECEIVED
SEP 4 - 1934
OFFICE OF
Assistant Chief Engineer
SEATTLE, WASH.

OFFICE OF
CHIEF ENGINEER
SEP 7
1934
NOR. PAC. RY.
ST. PAUL, MINN.

8731
4

Mr. Dunn

Mr. Bloom asks that you check

H A C
9/1/34

Checks OK
RWD 9/4

N.P. 2175

INSTRUCTIONS: 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-DUPLICATE (SECOND COPY) TO BE FORWARDED TO CONSIGNEE. 3-TRIPLICATE (THIRD COPY) AND QUADRUPLICATE (FOURTH COPY) TO BE FORWARDED TO DIVISION OR SHOP ACCOUNTANT FOR PRICING. 4-SHIPPING RECEIPT (FIFTH COPY) TO BE RETAINED BY SHIPPER.

COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

FROM DSK SOUTH TACOMA TO ODAIR WASH

FOR B. BLUM CHIEF ENGR. DATE OF WAYBILL 8/27/34 19

NUMBER OF WAYBILL 0772

CAR INITIALS NP 61785 CAR NO.

STORE RECORD
INVOICE 8XXXXXXX

1ST TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

2ND TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAYBILL ONLY WHEN SUPPLIES ARE FORWARDED ON FREIGHT TRAINS. WHEN SUPPLIES ARE FORWARDED ON PASSENGER TRAINS NO REPORTS WILL BE REQUIRED, BUT WAYBILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT IS MADE.

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REQ'N	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT
C/L	COMPANY MATERIAL			15000			
	"DETAILS TO FOLLOW"						
	/FOR CONSTRUCTION OF COULEE DAM LINE./						

DATE 19 TRAIN NO. TIME M.
TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.

DATE 19 TRAIN NO. TIME M.
TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION.

AGENT AT DESTINATION WILL HEREIN DATE RECEIVED

NATION STAMP THE

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE PROPERTY DESCRIBED ON THIS WAYBILL.

19

N. P. Ry.

COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

FROM _____ TO _____

FOR _____ DATE OF WAYBILL _____ 19__

NUMBER OF WAYBILL _____

CAR INITIALS _____ CAR NO. _____

1ST TRANSFER MADE AT _____ DATE _____ 19__ INTO CAR INITIALS _____ CAR NUMBER _____

2ND TRANSFER MADE AT _____ DATE _____ 19__ INTO CAR INITIALS _____ CAR NUMBER _____

STORE RECORD

INVOICE

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAYBILL ONLY WHEN SUPPLIES ARE FORWARDED ON REQUISITIONS. WHEN SUPPLIES ARE FORWARDED ON REQUISITIONS THEIRS NO REPORTS WILL BE REQUIRED BUT WAYBILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT WAS MADE.

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	ROUTING	BILL	WEIGHT	QUANTITY	PRICE	AMOUNT

N. P. Ry. 68

AUG 28 1934

OFFICE OF STOREKEEPER

AGENT AT _____

DESTINATION _____

WILL _____

HEREIN _____

STAMP THE

DATE RECEIVED

DATE _____ 19__

TRAIN NO _____

TIME _____ M.

TO BE FILLED IN BY FIRST CONDUCTOR LEAVING TERMINAL AT DESTINATION

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE PROPERTY DESCRIBED ON THIS WAYBILL.

_____ 19__

N.P. 2175

INSTRUCTIONS: 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-DUPLICATE (SECOND COPY) TO BE FORWARDED TO CONSIGNEE. 3-TRIPLICATE (THIRD COPY) AND QUADRUPLICATE (FOURTH COPY) TO BE FORWARDED TO DIVISION OR SHOP ACCOUNTANT FOR PRICING. 4-SHIPPING RECEIPT (FIFTH COPY) TO BE RETAINED BY SHIPPER.

COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

FROM DSK SOUTH TACOMA TO ODAIR WASH

FOR B. BLUM CHIEF ENGR. DATE OF WAYBILL 8/27/34 19___

NUMBER OF WAYBILL

CAR INITIALS NP 61785 CAR NO.

STORE RECORD
INVOICE 8-706

1ST TRANSFER MADE AT ___ DATE ___ 19 ___ INTO CAR INITIALS ___ CAR NUMBER ___

2ND TRANSFER MADE AT ___ DATE ___ 19 ___ INTO CAR INITIALS ___ CAR NUMBER ___

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAYBILL ONLY WHEN SUPPLIES ARE FORWARDED ON FREIGHT TRAINS. WHEN SUPPLIES ARE FORWARDED ON PASSENGER TRAINS NO REPORTS WILL BE REQUIRED, BUT WAYBILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT IS MADE.

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REQ'N	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT
	CONSTRUCTION OF COULEE DAM LINE.						
	#9 SPRING RAIL 90# FROGS L.H. - S.H.	ST 16227			2 ✓		
	COMPROMISE JOINT 85/90# R.H. S.H.				1 PR. ✓		
	COMPROMISE JOINTS 85/90# L.H. S.H.				1 PR. ✓		
	HIGH BANNER SW STAND RPD				1 ✓		
	SWITCH LAMP MAIN LINE RED & GREEN PLAN T-18-1 RPD				1 ✓		
	6FT 2" CONNECTING RODS RPD				1		
	7/8X4" BOLT S.H. SQ HD			1	1		
	7/8" SQ NUT S.H.			1/3	1		
	1/4X2" COTTER KEY S.H.				1		
	SWITCH LAMPS MAIN LINE RED & GREEN PLAN T-18-1 RPD	ST 15680			2 ✓		
	COMPROMISE JOINT 85/90# R.H. S.H.	ST 16228			1 PR. ✓		
	COMPROMISE JOINTS 85/90# L.H. S.H.				1 PR. ✓		

DATE ___ 19 ___ TRAIN NO. ___ TIME ___ M.
TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.

DATE ___ 19 ___ TRAIN NO. ___ TIME ___ M.
TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION.

AGENT AT DESTINATION WILL STAMP HEREIN THE DATE RECEIVED

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE PROPERTY DESCRIBED ON THIS WAYBILL.

___ 19 ___

N. P. Ry. Co.

AUG 28 1934

OFFICE OF
TON SPOKEKEEPER
WASH.

N.P. 2175

INSTRUCTIONS: 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-DUPLICATE (SECOND COPY) TO BE FORWARDED TO CONSIGNEE. 3-TRIPLICATE (THIRD COPY) AND QUADRUPLICATE (FOURTH COPY) TO BE FORWARDED TO DIVISION OR SHOP ACCOUNTANT FOR PRICING. 4-SHIPPING RECEIPT (FIFTH COPY) TO BE RETAINED BY SHIPPER.

COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

FROM DSK SOUTH TACOMA TO ODAIR WASH

FOR B. BLUM CHIEF ENGR. DATE OF WAYBILL 8/27/34 19___

NUMBER OF WAYBILL

CAR INITIALS NP 61785 CAR NO.

STORE RECORD
8-707
INVOICE

1ST TRANSFER MADE AT ___ DATE ___ 19 ___ INTO CAR INITIALS ___ CAR NUMBER ___

2ND TRANSFER MADE AT ___ DATE ___ 19 ___ INTO CAR INITIALS ___ CAR NUMBER ___

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAYBILL ONLY WHEN SUPPLIES ARE FORWARDED ON FREIGHT TRAINS. WHEN SUPPLIES ARE FORWARDED ON PASSENGER TRAINS NO REPORTS WILL BE REQUIRED, BUT WAYBILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT IS MADE.

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REQ'N	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT
	CONSTRUCTION OF COULEEK DAM LINE.						
	COMPLETE 16FT 6" 90# SPLIT SW. COMPT (SH) AS FOLLOWS - T-11-3	ST 16228			2 SETS.		
	90# 16FT 6" R.H. SW POINT S.H.				2		
	90# 16FT 6" L.H. SW POINT S.H.				2		
	NON-INS. HEAD ROD RPD				2		
	NON-INS. TIE ROD RPD				2		
	NON-INS. GAUGE PLATE S.H.				2		
	90# RAIL BRACES S.H.				36		
	R-435 HEEL BLOCKS S.H.			304	4		
	90# BENT & BEV. ANGLE BARS R&L S.H.				4		
	90# 3/4X24" STRAPS S.H.				4		
	1X11-1/2" RD HD HCHT BOLTS S.H.				8		
	1X12" DO DO S.H.				8		
	1-1/16" NUT LOCKS S.H.				16		
	1" SQ NO 1 GRIP NUTS S.H.				16		
	7/8X3-1/4" SQ HD BOLTS S.H.				8		

DATE ___ 19 ___ TRAIN NO. ___ TIME ___ M.

TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.

DATE CONTINUED 19 ___ TRAIN NO. ___ TIME ___ M.

TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION.

AGENT AT DESTINATION WILL STAMP HEREIN THE DATE RECEIVED

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE PROPERTY DESCRIBED ON THIS WAYBILL.

___ 19 ___

N. P. Ry. Co.

AUG 28 1934

OFFICE OF
STOREKEEPER
TER. WASH.

N.P. 2175

INSTRUCTIONS: 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-DUPLICATE (SECOND COPY) TO BE FORWARDED TO CONSIGNEE. 3-TRIPLICATE (THIRD COPY) AND QUADRUPLICATE (FOURTH COPY) TO BE FORWARDED TO DIVISION OR SHOP ACCOUNTANT FOR PRICING. 4-SHIPPING RECEIPT (FIFTH COPY) TO BE RETAINED BY SHIPPER.

COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

FROM DSK SOUTH TACOMA TO ODAIR WASH

FOR B. BLUM CHIEF ENGR. DATE OF WAYBILL 8/27/34 19

NUMBER OF WAYBILL

CAR INITIALS NP 61785 CAR NO.

STORE RECORD
8-708
INVOICE

1ST TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

2ND TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAYBILL ONLY WHEN SUPPLIES ARE FORWARDED ON FREIGHT TRAINS. WHEN SUPPLIES ARE FORWARDED ON PASSENGER TRAINS NO REPORTS WILL BE REQUIRED, BUT WAYBILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT IS MADE.

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REQ'N	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT
	CONTINUED CONSTRUCTION OF COULEE DAM LINE.						
	16FT 6" SPLIT SWITCH CONT.-	ST 16222					
	7/8" SQ NUTS S.H.			2 2/3	8		
	1/4X2" COTTER KEYS S.H.				8		
	1" H.T. PIPE THIMBLES S.H.				4		
	#2 90# SLIDE PLATES S.H.				24		
	#3 90# SLIDE PLATES S.H.				4		
	#4 90# SLIDE PLATES S.H.				4		
	#10 90# TIE PLATES S.H.				4		
	#11 90# TIE PLATES S.H.				4		
	#12 90# TIE PLATES S.H.				4		
	#13 90# TIE PLATES S.H.				4		
	#14 90# TIE PLATES S.H.				4		
	#15 90# TIE PLATES S.H.				4		
	#16 90# TIE PLATES S.H.				4		
	#17 90# TIE PLATES NEW H-3636				4		

DATE 19 TRAIN NO. TIME M.
TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.

DATE 19 TRAIN NO. TIME M.
TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION.

AGENT AT DESTINATION WILL HEREIN DATE RECEIVED

NATION STAMP THE

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE PROPERTY DESCRIBED ON THIS WAYBILL.

19

N. P. Ry. Co.

OFFICE OF
DIVISION STOREKEEPER
ELLENSBURG, WASH.
AUG 23 1921

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REC'D IN	BLKS	WEIGHT	QUANTITY	PRICE	AMOUNT

N.P. 2175

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COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

FROM DSK SOUTH TACOMA TO ODAIR WASH

FOR B. BLUM CHIEF ENGR. DATE OF WAYBILL 8/27/34 19

NUMBER OF WAYBILL

CAR INITIALS NP 61785 CAR NO.

STORE RECORD
INVOICE 8-709

1ST TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

2ND TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

FORWARDING AND RECEIVING AGENTS WILL REPORT THIS WAYBILL ONLY WHEN SUPPLIES ARE FORWARDED ON FREIGHT TRAINS. WHEN SUPPLIES ARE FORWARDED ON PASSENGER TRAINS NO REPORTS WILL BE REQUIRED, BUT WAYBILL MUST BE RECEIPTED BY CONSIGNEE AND PROMPTLY RETURNED TO STOREKEEPER BY WHOM SHIPMENT IS MADE.

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REQ'N	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT
	CONSTRUCTION OF COULEE DAM LINE.						
	..... ST						
	COMP. 90# RG GUARD RAILS 8FT 3" PLAN T-15-1 AS FOLLOWS-	16228			2 SETS		
	90# 8FT 3" GD RAILS S.H.				4		
	R-422 END BLOCKS S.H.			224	8		
	90# GD RL CLAMPS S.H.				4		
	#1 90# GD RL PLATES S.H.				8		
	#2 90# GD RL PLATES S.H.				8		
	#3 90# GD RL PLATES S.H.				4		
	90# ROLLED STEEL FILLER BLOCKS S.H.				4		
	90# 3/8" BEV. WASHERS S.H.				4		
	3/4X3-1/4" BOLTS S.H.			2-1/2	4		
	3/4" SQ NUTS NEW			4/5	4		
	3/4" VERONA LOCKS #1 NEW				4		
	RM-43 WEDGES S.H.			32	4		
	3/8X2" COTTER KEYS NEW				4		
	90# 3/4" BEV. WASHERS S.H.				8		

CONTINUED

DATE 19 TRAIN NO. TIME M.
TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.

DATE 19 TRAIN NO. TIME M.
TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION.

AGENT AT DESTINATION STAMP HERE

DATE RECEIVED

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE PROPERTY DESCRIBED ON THIS WAYBILL.

19

N. P. Ry. Co.

AUG 28 1934

OFFICE OF
STOREKEEPER

N.P. 2175

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COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

FROM DSK SOUTH TACOMA TO ODAIR WASH

FOR B. BLUM CHIEF ENGR. DATE OF WAYBILL 8/27/34 19

NUMBER OF WAYBILL

CAR INITIALS NP 61785 CAR NO.

STORE RECORD
8-710
INVOICE

1ST TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

2ND TRANSFER MADE AT DATE 19 INTO CAR INITIALS CAR NUMBER

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NO. OF PACKAGES	DESCRIPTION OF ARTICLES	REQ'N	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT
	CONTINUED						
	CONSTRUCTION OF COULEE DAM LINE.						
	90# GD RAILS 8FT 3" CONT.-	ST 16228					
	90# HEAD LOCKS S.H.				8		
	1-1/8X10-1/2" SQ HD HCHT BOLTS NEW				8		
	1-1/8" NUT LOCKS HI-POWER S.H.				8		
	1-1/8" SQ NO 1 GRIP NUTS NEW				8		

DATE 19 TRAIN NO. TIME M.
TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT.

DATE 19 TRAIN NO. TIME M.
TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION.

AGENT AT DESTINATION WILL STAMP HEREIN THE DATE RECEIVED

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE PROPERTY DESCRIBED ON THIS WAYBILL.

19

N. P. Ry.

COMPANY WAYBILL AND INVOICE FOR MATERIAL FORWARDED

FROM _____ TO _____

FOR _____ DATE OF WAYBILL _____

NUMBER OF WAYBILL _____

CAR INITIALS _____ CAR NO. _____

STORE RECORD

INVOICE _____

1ST TRANSFER MADE AT _____ DATE _____ 19__ INTO CAR INITIALS _____ CAR NUMBER _____

2ND TRANSFER MADE AT _____ DATE _____ 19__ INTO CAR INITIALS _____ CAR NUMBER _____

NO. OF PACKAGES	DESCRIPTION OF ARTICLES	ROUTING	CLASS	WEIGHT	QUANTITY	PRICE	AMOUNT

N. P. Ry. 60.

AUG 28 1924

OFFICE OF
DIVISION STOREKEEPER
ELLENSBURG, WASH.

RECEIVED FOR THE USE OF THE N. P. R'Y. CO. THE PROPERTY DESCRIBED ON THIS WAYBILL.

_____

AGENT AT _____

DATE RECEIVED _____

8731

Saint Paul, August 25, 1934.

Mr. R. T. Taylor:

I am attaching hereto copy of my letter to General-Storekeeper about delivery of sufficient rail and fastenings to permit the construction of leg of wye and turnout leading to delivery yard at Odair. I am arranging to have the material moved at this time in order to avoid any possible delay to the Government in constructing the turnout.

I do not want to run into complications about holding the material at Odair to incur demurrage. However this rail is under load on the Yellowstone Division and I see no reason why this amount of material cannot be handled by you on the Idaho Division and held back until the date Government require it. There are some 90-lb. rigid frogs involved which will be shipped from the East End and as soon as I have car numbers will advise you so you can make arrangements for delivery at Odair promptly on request from the Government.

Asst. to Chief Engineer.

JTD-W

COPY

Saint Paul, August 24, 1934.

Mr. H. M. Smith:

The Government will require at Odair on or about Sept. 3, sufficient material to construct leg of wye and turnout leading to the delivery yard. The material required for the construction of this portion of the track is as follows:

1.	4000	lin.ft. 90# 3-cl. A. rail - Apply against Reqn. ED	318
2.	200	pr. SH 90# angle bars "	422
3.	2	" SH Comp. joints 85/90 LH	"
4.	2	" SH " " 85/90 RH	"
5.	2	#9 SH spring frogs LH	"
6.	2	sets 90# guard rails 8'3" SH	"
7.	2	" 90# switch points comp. SH	"
8.	3	High Banner switch stands SH	"
9.	3	switch lamps	318
10.	3	" locks	318

The above material for east leg of wye and turnout for Government connection at Odair.

11	180	lin.ft. 85# 3rd Rail SH	318
12	10	pr. SH 85# angle bars	"
13	1	#9 " 85# rigid frog	"
14	1	set " 85# split switches comp.	"
15	1	" " 85# guard rails 8'3"	"

The above material for west leg of wye at Odair.

I will arrange for the movement of rail and will thank you to arrange for the delivery of frogs, switches and fastenings as above listed. I would like to have the material loaded on flat cars as it is possible tje Government may wish to withhold unloading of the material beyond the date indicated. I will also thank you to advise me car numbers in which this material is loaded so that I may make arrangements with Superintendent Taylor to hold the material in cars on the division until the government are ready to handle the material. You of course understand the rail is now under load on Yellowstone Division and it is our desire to have this first order of material available at Odair on the date government will require it so they can arrange to put in the short section of track leading to their delivery yard without delay on the part of the railway company due to the delivery of the material.

Chief Engineer.

JTD-W
cc - Mr. H.H. Tremaine
Mr. Taylor
P.J. Pentin

C O P Y

Saint Paul, August 24, 1934.

Mr. H. M. Smith:

The Government will require at Odair on or about Sept. 3, sufficient material to construct leg of wye and turnout leading to the delivery yard. The material required for the construction of this portion of the track is as follows:

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2.	200 pr. SH 90# angle bars	"	422
3.	2 " SH Comp. joints 85/90 LH		"
4.	2 " SH " " 85/90 RH		"
5.	2 #9 SH spring frogs LH		"
6.	2 sets 90# guard rails 8'3" SH		"
7.	2 " 90# switch points comp. SH		"
8.	3 High Banner switch stands SH		"
9.	3 switch lamps		318
10.	3 " locks		318

The above material for east leg of wye and turnout for Government connection at Odair.

11	180 lin.ft. 85# 3rd Rail SH		318
12	10 pr. SH 85# angle bars		"
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The above material for west leg of wye at Odair.

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JTD-W

cc - H.F. Taylor
P.J. Pentin

Chief Engineer.

8731

Saint Paul, August 24, 1934.

Mr. H. H. Smith:

The Government will require at Odair on or about Sept. 3, sufficient material to construct leg of wye and turnout leading to the delivery yard. The material required for the construction of this portion of the track is as follows:

1.	4000	lin. ft. 90# 3-cl. A. rail - Apply against Reqn. ED 318	
2.	200	pr. SH 90# angle bars " 318 422	
3.	2	" SH Comp joints 85/90 L.H.	"
4.	2	" SH " " 85/90 R.H.	"
5	2	#9 SH spring frogs L.H.	"
6	2	sets 90# guard rails 8'3" SH	"
7	2	" 90# switch points comp. SH	"
8	3	High Banner switch stands SH	"
9	3	switch lamps	318
10	3	" locks	318

The above material for east leg of wye and turnout for Government connection at Odair.

11	180	lin.ft. 85# 3rd Rail SH	318
12	10	pr. SH 85# angle bars	"
13	1	#9 " 85# rigid frog	"
14	1	set SH 85# split switches comp.	"
15	1	" SH 85# guard rails 8'3"	"

The above material for west leg of wye at Odair.

I will arrange for the movement of rail and I will thank you to arrange for the delivery of frogs, switches and fastenings as above listed. I would like to have the material loaded on flat cars as it is possible the Government may wish to withhold unloading of the material beyond the date indicated. I will also thank you to advise me the car numbers in which this material is loaded so that I may make arrangements with Superintendent Taylor to hold the material in cars on the division until the government are ready to handle the material. You of course understand the rail is now under load on Yellowstone Division and it is our desire to have this first order of material available at Odair on the date government will require it so they can arrange to put in the short section of track leading to their delivery yard without delay on the part of the railway company

#2 - H.H. Smith

due to the delivery of the material.

Chief Engineer.

JTD-w

cc - Mr. H. H. Tremaine
Mr. H. T. Taylor
Mr. P.J. Pentin

Please arrange for movement of this rail advising Mr. Taylor the car numbers. Think it best that you obtain car numbers after the rail is moved by Yellowstone Division as they undoubtedly will wish to ship the cars first out.

J.T.D.

8731

Saint Paul, August 22, 1934

Mr. R. M. Willis:

Your notation on attached letter from Mr. Morris of Yakima, about the Grand Coulee dam railway:

It is contemplated having a joint agent at Odair but we undoubtedly will desire to furnish such agent and I presume Mr. Morris' age would prevent our employing him.

The railway in question is to be operated by the Silas Mason Company, constructors of the Grand Coulee dam as part of their contract. I do not know if they will require an agent at the dam site but do not think an agent, as such, would be necessary. If Mr. Morris desires he could write to Mr. M. H. Slocum, General Superintendent of the Silas Mason Company at Grand Coulee.

RB h

8731

St.Paul,Minn.,Aug.20,1934

File 1183

Mr.J.T.Derrig,

Asst. to Chief Engineer

Dear Sir:-

Referring to your letter August 18th to the Silas Mason Company regarding six 90# frogs on hand at King Street station, Seattle.

I am advised that these frogs are Great Northern special rail section, 5-3/8" high, 5" base, ball 2-5/8" wide, web 5/8" thick.

This for your information.

Yours truly,

General storekeeper

N-n

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8716 M.

St Paul Aug 20 1934

J T Derrig Train three Fargo Division

While there take up with Highway Dept ~~xxxxx~~ about federal aid automatic signals and additional grade separation projects B 201

Bernard Blum

8781

Saint Paul, August 18, 1934.

Mr. W. C. Sloan:

Referring to your letter of August 15th in regard to surplus of five #6 - 90-lb. frogs on hand at the King Street station:

Contractor building the Coulee Dam, Silas Mason Co. will without doubt be able to use a considerable number of frogs of this angle. It is also possible that the Government might use some frogs of this angle on their Coulee line, but present indications are that Silas Mason Company would be the only ones interested in a frog of this angle. I am advising Mr. Harvey Slocum, Spokane representative of the Silas Mason Company that the above frogs are available and if he is interested to get in touch with the Superintendent of the King Street Station, Seattle.

Chief Engineer.

JTD-w

August 18, 1934.

Silas Mason Company,
Spokane, Wash.

Attention Mr. H. H. Slocum.

My dear Mr. Slocum:

I have recently been advised that there are on hand with the Union Depot Company, Seattle, King Street Station, five Number 6 90-lb. frogs. These frogs were ordered sometime ago on duplicate order and I understand have not been put in track.

It occurred to me that you would have use for a number of frogs of this size and type on your track work in the vicinity of the Dam. If you are interested I suggest that you arrange to get in touch with the Superintendent of the Union Depot Co. King Street Station, Seattle, who has authority to dispose of this material.

Yours truly,

Asst. to Chief Engineer.

JTD-w

cc - Mr. W.C. Sloan - For your information.

Mr. H.M. Smith - As per my discussion with your Mr. Nichols.

8731

Saint Paul, August 14, 1934.

Mr. W. C. Sloan:

Referring to your letter of August 7th relative to proposed switch material for the Government Railroad leading to the Coulee Dam:

It is not contemplated to furnish any new switch material for this railroad. The Government have asked for two #7 frogs near the location of the dam site. It will be necessary for us to furnish two #9 spring frogs at the location of the turnout near Odair and one #9-85# for the left leg of the wye. We have now located sufficient secondhand material to meet these requirements without disturbing emergency stock of roadmasters'. It will be sometime before the #7 frogs are required and if for some reason the Store use the #7 frogs now in stock we can lift some of the #7-85-lb. frogs from the Moody Quarry spur at Sauk Rapids. There are seven 85-lb. #7 frogs available in this spur.

Mr. Tremaine advises that it will probably be three weeks before the three frogs at Odair are required by the Government.

JTD-W
cc - Mr. T.F. Lowry
Mr. F.R. Bartlee

Chief Engineer.

At Helena, Mont.,

August 13, 1934e

MR. BERNARD BLUM:

My letter of August 7 about the frogs for the Coulee extension.

King Street has a surplus of five new No. 6 90 lb. frogs. It seems that several years ago a mistake was made and order duplicated, so that these are all available, and it would be a fine thing if they could be used in the new line.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

174SFW

SPOKANE AUG 13 34 BERNARD BLUM

STPAUL

YOUR WIRE AUG 10TH RE MATERIAL FOR NEW WYE SWITCHES AT ODAIR . MR BANKS ADVISES THAT THE CONTRACTOR WILL NOT BE IN A POSITION TO HANDLE RAIL FOR WYE AND THREE TURNOUTS AT ODAIR FOR THREE WEEKS OR MORE . HE WILL ADVISE LATER THE EARLIEST DELIVERY DATE ACCEPTABLE TO CONTRACTOR . S 28

HMTREMAINE 614P

B

Mr Blum
I will follow
in due time
JPS 8/14


OFFICE OF
CHIEF ENGINEER
AUG
14
1933
NOR. PAC. RY.
ST. PAUL, MINN.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8731-4 M.

St Paul, Aug 10, 1934

H M Tremaine

Spokane, Wash.

See my letter August 7th about track material for Grand Coulee Line. We want to use number nine spring 90-lb. frogs available at Brainerd for east leg of wye and government turnout. Think it would be advisable at this time to ship sufficient rail for leg of wye including both switches and switch for government turnout. Advise approximate date Mr. Banks will want this portion of material. D-92

J T Berrig

attached pencil sketch of wye & switch layout
first will take care of 3 turnouts leg of wye
& Govt turnout
8/14

8-10-34.

			Apply Against Req E.O.#
1	4000	Lin Ft 90# 3d Cl. A Rail.	318
2	200	Pair 90# Angle Bars. SH.	422
3	2	Pair Comp Joints 85/90 L.H. (2d)	✓
4	2	Pair Comp Joints 85/90 R.H. (2d)	✓
5	2	#9 (SH) Spring Frogs #9 L.H.	✓
6	2	Sets 90# Guard Rail 8'3" SH.	✓
7	2	Sets 90# Switch Points Comp. SH.	✓
8	3	High Banner switch Stands SH.	✓
9	3	Switch Lamps	318
10	3	Switch Locks	318

the above material for East Leg Wye and Turnout for Goat Connection Odair

11	180	Lin Ft 85# 3d Rail SH	#318
12	10	Pair 85# Angle Bars SH	✓
13	1	#9 85# Rigid frog SH	✓
14	1	Set 85 Split Switches Comp. SH.	✓
15	1	Set 85 Guard Rails 8'3" SH.	✓

the above material for West Leg Wye Odair

St.Paul, August 9, 1934.

MR. H. M. SMITH:

Referring to your letter of August 9th in regard to ED requisition 422-34, covering 7500 lin. ft. 3/90# B rail for Grand Coulee Dam Line.

Please place order with the Idaho Div. to furnish from Pasco rail yard 7500 lin.ft. 3/90# B rail, shipment to be made when requested by the Engineering Dept.

L. YAGER
Ass't.Chief Engineer.

CC-B Blum
R T Taylor

PJP-vml

J. T. D.

Note
8/10 BB

GENERAL THEOLOGICAL SEMINARY
CHELSEA SQUARE
NEW YORK
AUG 6
1934

Saint Paul, August 9, 1934.

MR. D. M. DRISCOLL:

Referring to your letter of August 6th in regard to 90# rail released from relays on your division to apply on Coulee Dam project.

As you state in your letter, there is a shortage of 10,140 lin.ft. 3/90# B rail and a surplus of 3020 lin.ft. 3/90# A rail which makes a total shortage of 7120 lin.ft. on cars at Misko, Montana, to apply on GSK requisition YD-14136.

If the 10,349 lin.ft. 3/90# B rail now under load at Glendive, released from curve relays, compares favorably with the 3/90# B rail on the cars at Misko, this rail may be applied on GSK requisition YD-14136, which will make a surplus of 3229 lin.ft. which will be adjusted when shipments are made from other divisions.

The 3/90# B rail at Mandan plus the rail to be released from curve relays at Chama will be sufficient for the Mandan coal storage tracks.

L. YAGER

Ass't.Chief Engineer.

CC-Mr. Blum

PJP-vml

J.T.D.

B.B.

8/10

11278

GEOLOGICAL SURVEY
AUG 6 1934
CHIEF ENGINEER
NORFOLK, VA.

8231

Tacoma, Aug. 9, 1934

Mr. B. Blum:

Referring to your letter of August 1st, in connection with Nos. 7 and 9 rigid 90# frogs for the Coulee Dam Railroad.

We have no No. 7 frogs of this weight, but have 4-90# No. 9. However, while these 4-90# No. 9 frogs are surplus at the present time we have a considerable number of this size frog of this weight in our tracks around terminals and we are holding same for emergency repairs.

Division Roadmaster

WGA-G


GREAT NORTHERN RAILWAY
ENGINEER
1923
DEC 7
ST. PAUL, MINN.

8731

Saint Paul, August 8, 1934

Mr. H. E. Stevens:

In regard to request of David H. Ryan and M. H. Slocum that Paul Gibson be assigned to the Grand Coulee Dam Railroad:

I have a message from Mr. Murphy that Mr. Ryan now withdraws his request so that we may consider the matter closed.

MB h

At Spokane, Wash.,

August 7, 1934.

MR. BERNARD BLUM:

Referring to your letter of July 21 about Nos. 7 and 9 frogs now held for protection.

Attached is a list of those we have on the system. The only ones that can be spared are those on the Darrington Branch and a portion of those that can be salvaged at Ellensburg. You will note we do not have an excess supply, considering the number of frogs to be protected, and I can see no object in buying new ones for our own work in order to give the contractor the benefit of price on second hand frogs of these numbers.

There is no question but that we will recover more No. 11's as time goes on, and these, I think, should be furnished to the extent possible in preference to Nos. 7 and 9.

Copy Mr. Bartles
Mr. Lowry

N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y
OFFICE OF THE GENERAL MANAGER
WESTERN DISTRICT

List of No. 7 and No. 9, frogs which Roadmasters are holding for protection and which are not carried in Store Stock, and the number of frogs in existing tracks which they are held to protect.

ROCKY MOUNTAIN

None. Depend on Store Department to furnish when needed.

IDAHO DIVISION

1 - No.9, 85-lb Rigid Frog, Paradise, Mont.
(Held to protect 35 frogs in Paradise Yard).

1 - No.9, 85-lb Rigid Frog, Spokane, Wash.
(Held to protect 25 frogs Spokane-Parkwater yards.)

TACOMA DIVISION

2 - No.7, 85-lb	Rigid frogs,	Tacoma,	Sec. TC.	) Held to
2 - No.9, 66-lb	" "	"	" "	) protect
1 - No.9, 90-lb	" "	Seattle	" SB	) approxi-
1 - No.7, 56-lb	" "	"	" SC	) mately
1 - No.9, 66-lb	" "	"	" "	) 700 frogs
1 - No.9, 85-lb	" "	Fremont	" SD	) in Seattle
1 - No.9, 72-lb	" "	"	" "	) and 100 in
1 - No.7, 66-lb	" "	"	" "	) Tacoma.
1 - No.7, 85-lb	" "	Auburn		)
1 - No.9, 90-lb	" "	"		)
1 - No.9, 66-lb	" "	Darrington		Can be spared ✓
1 - No.9, 90-lb	" "	Sheomet		✓
1 - No.7, 85-lb	" "	Oso		✓
1 - No.9, 85-lb	Spring Rail,	Blue Canyon,	(LH)	✓
1 - No.9, 90-lb	Rigid Frog,	Grass Creek,		
4 - No.9, 85-lb	Rigid Frogs,	Ellensburg,		) To be sal-
6 - No.9, 72-lb	" "	"		) vaged from
2 - No.9, 66-lb	" "	"		) abandoned
4 - No.9, 60-lb	" "	"		) yard tracks.
4 - No.9, 56-lb	" "	"		)
1 - No.7, 60-lb	" "	"		)
1 - No.7, 56-lb	" "	"		)

Seattle, Aug. 1, 1934.

W.C.Sloan,
General Manager,

EASTERN DISTRICT

List of No. 7 and 9 frogs roadmasters are holding for Protection..

		Number Held for Protection	Number of Frogs which They Protect
LakeSuperior		None	
St. Paul	No. 7	11	734
	No. 9	27	1122
Yellowstone	No. 7	1	10
	No. 9	3	185
Fargo		None	

8731

H423

OFFICE OF CHIEF ENGR
AUG 8 1934
NOR. PAC.
ST. PAUL, MINN.

Saint Paul, Minn.,

August 7, 1934.

MR. BERNARD BLUM:

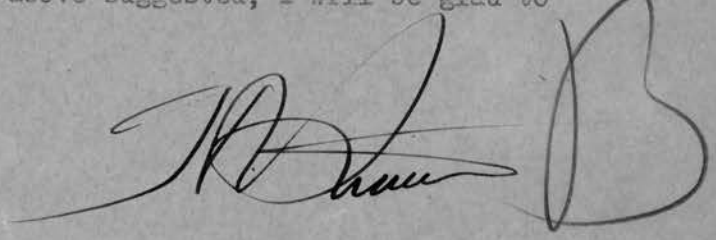
Your letter of the fifth about suggestion of Contractors Ryan for the railroad and Slocum for the Coulee Dam that the Northern Pacific assign Mr. Paul Gibson to act as contact officer for the railway. Just what you mean by this term I am unable to understand.

Under the contract we have nothing whatever to do with the construction of the railroad and I am sure the Government engineers would resent interference on our part. On the other hand, if Mr. Gibson is supposed to be working for the contractors he certainly would have no authority unless they gave him a title and place in their organization. If they feel they cannot afford to pay the salaries of the superintendence needed for handling their contract, you might be able to work something out with them for putting Mr. Gibson on a part time basis and allow him to give such time as is necessary to handle their work.

As I see it, he must be on the contractor's roll or there will be misunderstandings and difficulties that will be much more harmful to our interests than helpful.

It would be worth something to us to have a man on the ground in immediate touch with all shipments coming in but you must keep in mind that Ryan has no direct contact with the Mason Company and consequently would know very little about their shipments.

The whole thing is a hybrid arrangement which does not appeal to me at all, but if you can work something out with Ryan along the lines above suggested, I will be glad to consider it.



1206 A

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

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

8731

St Paul August 7 1934

M H Slocum
Davenport Hotel
Spokane Wash

Your wire regard Gibson helping out railroad construction stop Afraid this would cause complications with government engineer and David Ryan now voluntarily cancels his request

Bernard Blum

CHARGE NOR. PAC. RY. CO.
ENGINEERING DEPT.

WESTERN UNION GIFT ORDERS ARE APPROPRIATE GIFTS FOR ALL OCCASIONS

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

174SFW

SPOKANE AUG 7 34 BBLUM

STPAUL

FOLLOWING FROM DAVID H RYAN QUOTE . ADVISE BLUM AFTER GOING OVER JOB WITH RESIDENT ENGINEERS I DECIDE THAT IT IS UNNECESSARY AND INADVISABLE TO HAVE PAUL GIBSON COME STOP BELIEVE BOTH MEN ON JOB ABSOLUTELY COMPETENT . AM VERY MUCH GRATIFIED TO FIND THAT SUCH IS THE CASE UNQUOTE A 231

TAMURPHY 445P


OFFICE OF
CHIEF ENGINEER
AUG
7
1934
NOR. PAC. RY.
ST. PAUL, MINN.

Saint Paul, August 7, 1934.

Mr. H. M. Tremaine:

For your information I am attaching hereto two prints showing list of material contemplated for the Grand Coulee Line, together with references therefor.

Due to the change of line it is considered best to furnish one weight of rail. The Store Department has in stock #9 - 90-lb. spring frogs and these can be furnished promptly.

Asst. to Chief Engineer.

JTD-w

cc - Mr. R.T. Taylor

Saint Paul, August 6, 1934

8731 41/22

Mr. H. E. Stevens:

I told you last week about telephone call I had from David H. Ryan, Government Contractor for construction of the Grand Coulee Dam Railroad, desiring that we assign Mr. Paul Gibson to act as a contact officer for the railroad, helping out in the construction of the Government road.

I have just received the following telegram from Mr. Slocum, General Superintendent of the Silas Mason Company, Government Contractor for the construction of the Grand Coulee Dam:

> "Believe would be advantageous all concerned if Gibson is sent here to expedite railroad construction. Will appreciate whatever action you take regard to this."

In view of the importance of the dam to the Northern Pacific Railway I think it best to call the matter to your attention before replying to Mr. Slocum.

I agree with your remarks that the Northern Pacific has given up everything that could be expected in the way of engineering service, use of rail without compensation and cutting of rates drastically below the land grant rates, but I realize that the salary and expenses of Mr. Gibson for a few months would amount to very much less than what the two contractors might punish us in the way of diverted business.

I believe Mr. Gibson would be of some assistance to the Railway Company in looking after our interests if you should decide that we will assign him to the job.

BB h

RECEIVED AT

STANDARD TIME
INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables | All America Cables | Mackay Radio

TELEGRAMS CABLEGRAMS RADIOGRAMS

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
WLT	WEEK END CABLE LETTER
	RADIOGRAM

CA155 25 DL

1934 AUG 6 PM 2 30

DA SPOKANE WASHN 6 1126A

BERNARD BLUM

CHIEF ENG NORTHERN PACIFIC RR STPAUL MINN

BELIEVE WOULD BE ADVANTAGEOUS ALL CONCERNED IF GIBSON IS SENT HERE TO EXPEDITE RAILROAD CONSTRUCTION STOP WILL APPRECIATE WHATEVER ACTION YOU TAKE REGARD TO THIS

M H SLOCUM.

CA135 25 DL

DA SPOKANE WASHN 6 1126A

BERNARD BLUM

CHIEF ENG NORTHERN PACIFIC RR STPAUL MINN

BELIEVE WOULD BE ADVANTAGEOUS ALL CONCERNED IF GIBSON IS SENT

HERE TO EXPEDITE RAILROAD CONSTRUCTION STOP WILL APPRECIATE

WHATEVER ACTION YOU TAKE REGARD TO THIS

M H SLOCUM.

OFFICE OF
CHIEF ENGINEER
AUG
6
1934
NOR. PAC. RY.
ST. PAUL, MINN.

8731

August 6, 1934.

Mr. F. A. Banks, Constn. Engineer,
Department of Interior,
Grand Coulee Dam,
Altire, Wash.

Dear Sir:

With reference to your letter of July 28th in regard to rail and switch material for the proposed Grand Coulee Line, the four No. 11 turnouts for the interchange track at Odair was predicated on two interchange tracks. In accordance with our final understanding we will provide for three interchange tracks. Therefore 6 #11 turnouts will be required at this location.

In order to avoid complications of weight of rail at the turnout I have arranged to requisition additional 90-lb. crossing frogs and 90-lb. rail to take care of the leg of the wye and Government turnout at Odair. For your information I am attaching hereto summary showing detail of material required and material requisitioned. On lower section of this chart is shown statement of total material required and diagram of track layout showing proposed location of the #9, #11 and #7 frogs. You will note we are providing for two LH #9 90-lb. spring frogs, one for the east leg of wye and one for the Government turnout.

The material as requisitioned will provide 6 #11 turnouts for the interchange tracks, 2 #9-90# frogs for siding at the head of Grand Coulee and 2 #7-90# rigid frogs for siding at the location of the dam.

We have been checking over our available material and if we are unable to locate 2 #7-90# frogs for the siding at the dam, we have available #9-85# frogs and can furnish compromise joints for the 90# rail. It will of course be sometime before you need the #7 frogs and I will review this statement of material when you have furnished your revised map showing your final location in the vicinity of the dam. Material indicated on requisition 318 and 422 shown on print is available and can be supplied on short notice.

Yours truly,

JTD-w
cc - Mr. R.F. Walter
Denver, Colo.

Chief Engineer

BB
2 RTT
2 HXT
1 AFS
1 Brew
1-x J. T. Derrig

Slip B.B. Order W.R.

Edit ✓ Aug 6, 1934

Attached is a summary sheet showing the present requisitions and the amount of material required to complete the Grand Coulee project.

Make Requisition for the following

1	7500 lin. ft	3rd Class 90# RB Rail
2	2	#7 "R" 90# Frogs S.H
3	3	#9 "S" 90# Frogs LH SH
4	1	#9 "S" 90# " RH SH
5	6	Sets 16'6" - 90# Split Sw. Compl. SH
6	6	Sets 90# RB Guard Rails 8'3" lg SH
7	2	pr Compromise Joints 85/90# RH
8	2	" " " 85/90# LH
9	3	High Banner Sw Stands SH
10	3	Economy Sw Stands SH
11	1	Switch Lamp
12	1	Switch Lock

Delivery as directed by Ch Engr.

Paul R. Gibson

2 of item 3 of 788

ED - 4rr

St. Paul, Minn. August 6, 34

Bernard Blum, Chief Engineer Odair, Wash.

1	7500	Lin.Ft. 3rd Cl. 90# MB Rail	Grand Coulee
2	2	#7 "F" 90# frogs S.H.	Dam
3	3	#9 "S" 90# " RH S.H.	
4	1	#9 "S" 90# " RH S.H.	
5	6	sets 15'0" 90# split sw. comp. S.H.	
6	6	" 90# MB guard rails S.S/Lg S.H.	
7	2	pr compromise joints 85/90#TH	
8	2	" " " 85/90# RH	
9	3	High Runner sw. stands S.H.	
10	3	Economy sw. stands S.H.	
11	1	Switch lamp	
12	1	" lock	

NOTE: Item 2, can furnish #7-85# frogs from Moody Quarry spur Sauk Rapids if #7-90# not available

cc MB ASB MET-2 MET-2 MBW

Delivery as directed by Chief Engineer.

Chief Engineer Asst. to Chief Engineer

Requisitions
- Grand Coulee Line -

Aug 6. 1934

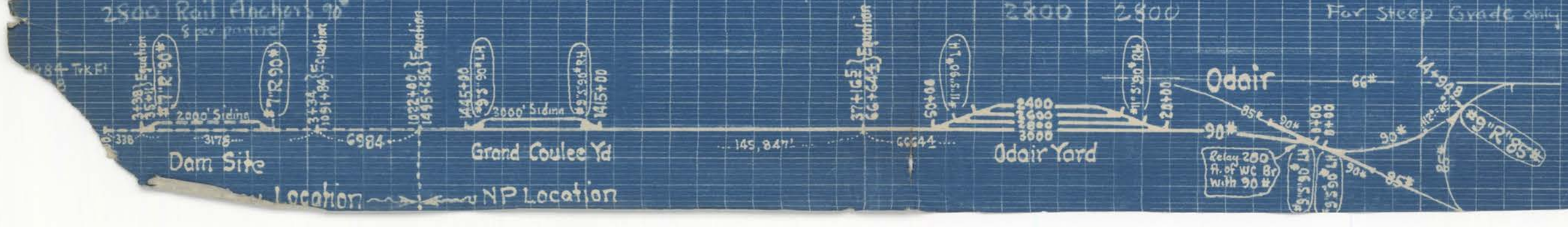
N.P. Loc. to Sta. 1495+63.6 Includes Leg of Wye & 3 Trk Yd @ Odair and 1 Siding @ Grand Coulee
Gov. Loc Sta. 1495+63.6 to End as per NP Loc Map except includes 1 2000 siding @ Dam Site

MADE IN GERMANY

Note: Orig Req.#319 for Mfr. to const Track changes @ Odair - Cancelled
Orig Req.#318 revised to include 1 - 85# Turnout

Gov. Loc - Sta 1495+68.4 to End	Leg of Wye @ Odair	N.P. Loc. - Odair to Sta 1495+63.6	Total Required	Ordered on Req.# 318	Req.# 427	Remarks
				350 000	7500	
25200 Lin. ft. 90# 3rd Rail	2800 lin. ft 90# 3rd Rail	329500 lin. ft. 90# 3rd Rail	357 500			
	180 lin ft 85# 3rd Rail		180 lin ft	180	-	Wye Swl @ Odair
1005 pr. 90# Angle Bars SH	95 pr 90# Angle Bars S.H.	10 400 prs 90# Angle Bars SH	11 500	11 500	-	
	6 pr. 85# Angle Bars SH		6	6	-	
	1 pr. Comp. Jts. 85/90# RH	2 pr Comp. Jts 85/90 RH	3 pr	1	2	
	1 pr. Comp. Jts. 85/90# LH	2 pr " " 85/90 LH	3	1	2	
3000 pc Tie Plates 90# 6x8½ SH	1400 pc Tie Plates 90# 6x8½ SH	1600 pc Tie Plates 90# 6x8½ SH	6000	6000	-	For Sharp Curves
2 #7 "R" 90# Frogs SH			2	-	2	Siding @ Dam Site
	1 #9 "R" 85# Frogs SH		1	1	-	Wye @ Odair
	1 #9 "S" 90# Frog LH SH	2 #9 "S" 90# Frog LH SH	3	-	3	Wye & 1st Swl @ Odair - Yard at Grand Coulee
		1 #9 "S" 90# Frog RH SH	1	-	1	Yard @ Grand Coulee
		3 #11 "S" 90# Frog LH SH	3	3	-	Yard @ Odair
		3 #11 "S" 90# Frog RH SH	3	3	-	Yard @ Odair
2 Sets 90# Split Swl 16½ pt. SH	1 Set 90# Split Swl 16½ pts SH	9 Set 90# Split Swl 16½ pts SH	12	6	6	
	1 Sets 85# Split Swl 15 pt SH		1	1	-	
2 Sets Guard Rail 90# 8³/₄ lg SH	1 Set 90# Guard Rail 8³/₄ SH	9 Sets Guard Rails 90# - 8³/₄ lg SH	12	6	6	
	1 Sets 85# Guard Rails 8³/₄ SH		1	1	-	
2 High Banner Swl Stds. SH	2 High Banner Swl Stds SH	5 High Banner Swl Stds SH	9	6	3	
		4 Economy Swl Stds. SH	4	1	3	
	2 Swl Lamps	5 Swl Lamps	7	6	1	
	2 Swl Locks	5 Swl locks	7	6	1	
		Note 428 pc Br Ties 8x8-12	428			

Material to be furnished by Government			Total Required	Mr. Blum's letter of June 6	Remarks
		6 Sets #11 Swl Ties	6	6	
	2 Sets #9 Swl Ties	3 Sets #9 Swl Ties	5	8	
2 Sets #7 Swl Ties			2		
6850 pc X Ties	720 pc X Ties	89000 pc X Ties	96 600	2000	
95 Kegs Trk Spikes	12 Kegs Trk Spikes	1133 Kegs Trk Spikes	1240	1145	
6000 pc Trk Bolts 90#	350 pc Trk Bolts 90#	41 000 pc Trk Bolts 90#	47 350	43 350	
	200 pc Trk Bolts 85#	150 pc Trk Bolts 85#	350	350	
6000 pc Nut locks 90#	350 pc Nut locks 90#	41 000 pc Nut Locks 90#	47 350	43 350	
	200 pc Nut locks 85#	150 pc Nut Locks 85#	350	350	
		1000 pc Nut Locks 65#	1000	1000	Ordered for Long Trk Chg @ Odair
2500 Rail Anchors 90# 5 per panel			2800	2500	For Steep Grade only



file copy 8731

Saint Paul, August 3, 1934.

Mr. A. F. Stotler:

For your information I am attaching hereto print of exhibit sketch showing proposed connections of the Government railroad at Odair and delivery yard at that location.

Delivery yard as proposed contains three tracks as recently agreed upon by Mr. Blum and Chief Engineer Walter of the Reclamation Service. The wye at the head of Grand Coulee has been cut out as this feature is not considered necessary with the type of equipment the contractor proposed to utilize.

Asst. to Chief Engineer.

JTD-w

cc - Mr. J.L. Burnham
Mr. H. E. Tremaine
Mr. T. A. Murphy

N. P. 1012 6-24

8731 S 15674

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

STOREKEEPER AT Parkwater 8/3/34 DATE

SHIP TO B.Blum, Chief 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		
	2,094	Pr. 90# RB angle bars Plan T-20-106 Ship Group 2 and 3 ~~Bars~~ Bars	For construction of Coulee Dam Lin	
	5,107	Pcs. 90# RB tie plates Lundies (PASCO)		
	235	" 90# ditto		
	1	#11 SR 90# RB frogs R.Hand Plan T-12-3 S.H.		
	1	#11 SR 90# RB " L. " " T-22-3 S.H.		
	2	16'6" 90# split switches complete Plan T-11-3 SH		
	2	Pr. 90# RB guard rails Plan T-15-1 SH		
	1	Economy switch stand plan T-17-8 & 9, SH		
	6	Switch locks		
	1	#9 R - 85# ASCE frog plan T-18-159 or T-13-3 SH		
	6	Pr. 85# ASCE Angle Bars SH Plan T-20-110 Group 2 or 3 bars		
		NOTE: Delivery of above material is not to be made until required by Engr.Dept. or Gen. Storekeeper. ~~Whenever~~ Wherever possible, material is to be supplied from released product of 1934 M.L.Relays		

BB-CAN-RRM-PCT

APPROVED _____ 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

E 15675

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

STOREKEEPER AT Seattle

8/3/34 DATE

SHIP TO B.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		
			250	Pr. 90# RB angle bars Plan T-20-106 Ship Group 2 & 3 Bars	For construction of Coulee Dam Line	
			2	#11 SR 90# RB Frogs R.Hand Plan T-12-3 SH		
			2	#11 SR 90# RB " L. " " T-22-3 SH		
			4	16'6" 90# split switches complete Plan T-11-3 SH		
			4	Pr. 90# RB guard rails Plan T-15-1 SH		
				SHIP FROM TACOMA DIVISION		
				Note: Delivery of above material is not to be made until requested by Engineering Dept. or Gen. Storekeeper.		
				Wherever possible, material is to be supplied from relased product of 1934 Main Line relays.		
				BB-CAN-WHR-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
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INVOICE NUMBER DATE	INVOICE NUMBER DATE	INVOICE NUMBER DATE	INVOICE NUMBER DATE

N. P. 1012 6-24

M 15676

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

STOREKEEPER AT Missoula 8/3/34 DATE

SHIP TO B.Blum, Chief 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		
	1,000	Pr. 90# RB angle bars Plan T-20-106 Ship group 2 and 3 bars	For construction of Coulee Dam Line	
	658	Pcs 90# RB tie plates Lundies		
	1	15'0" 85# ASCE split switch complete Plan T-11-2 SH		
	1	Pr. 85# ASCE guard rails Plan T-15-3 SH		
	1	Pr. 85# ASCE to 90# RB Comp. Joints RH		
	1	Pr. 85# ASCE to 90# RB " " LH		

NOTE: Delivery of above material is not to be made until requested by Engr. Dept. or General Storekeeper

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

BB-CAN-WHR-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
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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

L 15677

ED 318

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

STOREKEEPER AT Livingston 8/3/34 DATE

SHIP TO B.Blum, Chief Engr.

AT Odair,Wash.

USE OF SHIPPING STORE ONLY SHIPMENTS 4 | 3 | 2	QUANTITY REQUIRED	DESCRIPTION	PURPOSE	ON HAND AND DUE
	483	NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK Pr. 90# RB angle bars Plan T-20-106 Ship Group 2 and 3 bars Note - Delivery of above material is not to be made until requested by Engineering Dept. or General Storekeeper Wherever possible, material is to be supplied from released product of 1934 Main Line Relays BB-CAN-WHR-FCT	For construction of Coulee Dam Line	

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
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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

J 15678

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

STOREKEEPER AT Jamestown 8/3/34 DATE

SHIP TO B.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		
			200	Pr. 90# RB angle bars Plan T-20-106 Ship Group 2 and 3 bars	For construction of Coulee Dam Line.	
				NOTE: Delivery of above material is not to be made until required by Engineering Dept. Or General Storekeeper.		
				Wherever possible, material is to be supplied from released product of 1934 Main Line Relays		
				BB-CAN-WHR-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
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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

G 15679

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

STOREKEEPER AT Glendive

SHIP TO B. Blum, Chf. Engr.

AT Odair, Wash.

8/3/34 DATE

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		
			7,473	Pr. 90# RB angle bars Plan T-20-106 Ship Group 2 and 3 bars	For construction of Coulee Dame Line	
				NOTE: Delivery of above material is not to be made until requested by Engineering Dept. or Gen'l Storekeeper.		
				Wherever possible, material is to be supplied from released product of 1934 Main Line relays		
				BB-CAN-WHR-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
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INVOICE NUMBER DATE	INVOICE NUMBER DATE	INVOICE NUMBER DATE	INVOICE NUMBER DATE

N. P. 1012 / 6-24

ST 15680

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

STOREKEEPER AT So. Tacoma 8/3/24 DATE

SHIP TO B. Blum, Chief 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		
			6	High banner switch stands Plan T-17-1 second hand	For contruction of Coulee Dam Line	
			6	Switch lamps		

NOTE: - Delivery of above material is not to be made until requested by Engr. Dept. or General Stotekeeper

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

BB-CAN-WHR-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
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INVOICE NUMBER DATE	INVOICE NUMBER DATE	INVOICE NUMBER DATE	INVOICE NUMBER DATE

St.Paul,Minn.,Aug.2,1934

File 572

Mr.B.Blum,

Chief Engineer

Dear Sir:-

Referring to my letter July 30th in regard to No.7 and No.9 frogs for use of the Government railway at Grand Coulee.

Mr.Derrig has written me stating that he has found a No.9, 85# frog at Pasco on the river track which is not in use and could be taken up and used at Grand Coulee. He also seems to think that sufficient No.7 frogs could be picked up from the old roundhouses at Kootenia or Paradise.

I neglected to tell you in my previous letters that I have issued instructions to storekeepers to hold all material recovered from this year's relays subject to inspection by your department.

Yours truly,

General Storekeeper

S-n



8-231

Saint Paul, August 1, 1934

Mr. H. E. Stevens:

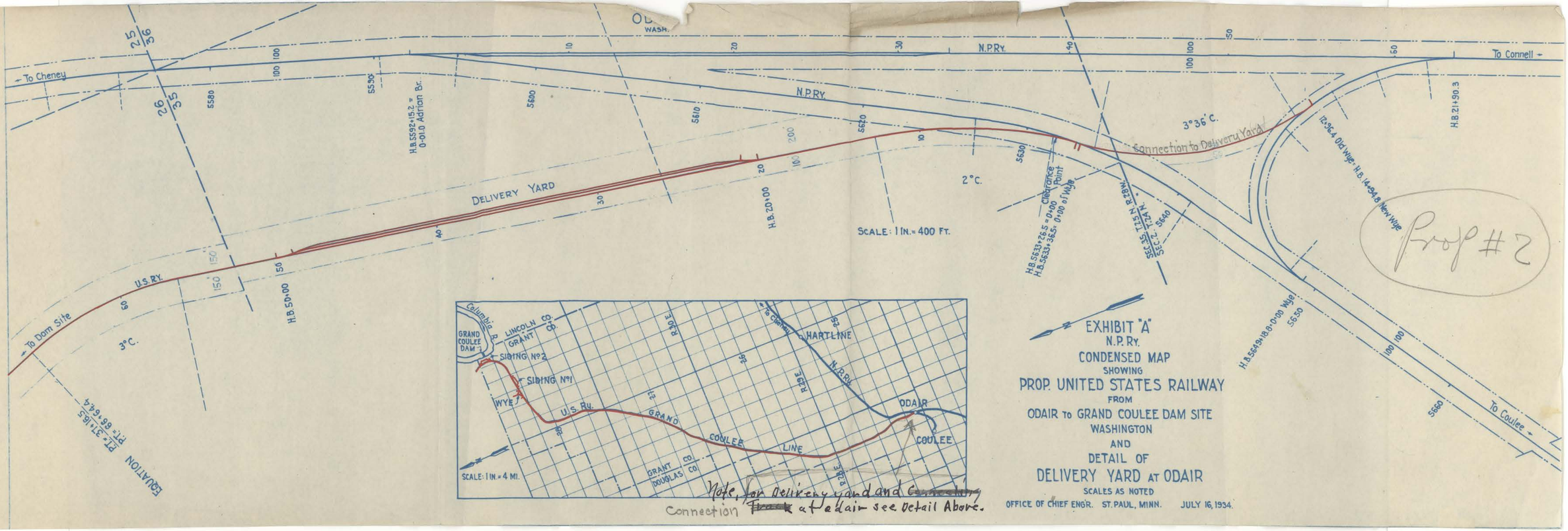
Your letter July 14 and returning papers about location of power transmission lines from the Coulee Dam:

It is probable that this matter arose from the Western Union Telegraph Company on account of the United States in constructing its power line from Great Falls to Fort Peck locating quite close to the telegraph line of the Great Northern. I understand the United States were required to make a large number of transpositions and other changes which cost them $12,000.

I discussed this matter with Mr. Banks and with Mr. Walter. They advised me, as I surmised, that their plans were so indefinite at this time as to the distribution of power to and from the dam that they could only promise to keep the matter in mind and take up with us the location of power lines when and as their plans developed.

cc Mr. E. E. Dilding

RB h



Note, for delivery yard and connection at Odair see detail above.

Connection ~~From~~

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 ENGR. ST. PAUL, MINN. JULY 16, 1934.

Prop #2

8731

Saint Paul, August 1, 1934

Mr. W. C. Ashworth:

Your letter July 28 about No. 7 - 90# rigid frogs desired for the Coulee Dam Railway:

I am wondering if you have not other usable No. 7 and No. 9 rigid frogs in the Ellensburg yard layout that could be taken up in view of our general plan of abandoning this yard. Kindly let me know at your earliest convenience. We are anxious to line up several No. 7 and No. 9 - 90# frogs.

BB h

8731

Saint Paul, July 31, 1934.

Mr. H. E. Smith:

Referring to my letter of July 5th relative to #7 rigid frog for the proposed Grand Coulee Line.

Mr. Stotler's letter of July 27th copy attached, does not indicate that there are #7 frogs available but he refers specifically to the two #9 - 85# frogs which can be made available.

I suggest that you keep these 5 two frogs in mind should you have requisition for this type of frog. If the contractor desires some second hand #7 frogs Mr. Taylor can probably pick up some on the Division, probably available from the old roundhouses at Kootenai or Paradise.

Asst. to Chief Engineer.

JTD-w

cc - Mr. R.T. Taylor

8731

Seattle, Washington,
July 30, 1934.

0-279-1

Mr. J. T. Derrig:

Trackage to serve Grand
Coulee Dam.

Referring further to your letter to Mr. H. M. Smith of July 5th and my letter of July 27th regarding #7 rigid frogs that might be used in connection with construction of trackage at lower end of Grand Coulee Dam.

I find there are no frogs available on the Rocky Mountain Division.

In my letter of July 27th I stated there were five #9 bolted 85# frogs in the roundhouse circle at Paradise. Mr. Tremaine, however, under date of July 28th states the frogs at Paradise should read 1 - 85# and 4 - 72# with the same description as I formerly gave you.

ANB/w

5 - #9 Rigid 85# frogs on hand at Paradise Track Repairs

P.R. to note & Return with file 8731



Tacoma, July 28, 1934

Mr. B. Blum:

Recently when you passed over the 1st sub-division, in conversation with Mr. Mattson, you were advised that he had at Yakima, one No. 7 90# rigid frog that he said he was contemplating using in connection with the caboose tracks at that point.

You, however, advised him to hold onto it because you would want it in connection with switch material being furnished for the Coulee Dam Railway.

For your information, wish to advise that Mr. Mattson on arriving at Yakima, found that this frog had been used in connection with the caboose tracks.

Division Roadmaster

WGA-G

OFFICE OF ENGINEER
AUG 1954
DIST. ENGR.
ST. PAUL, MINN.

8731

OFFICE OF CHIEF ENGINEER JUL 31 1934 NOR. PAC. RY. ST. PAUL, MINN.

UNITED STATES

DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION

Almira, Washington
July 28, 1934

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

Dear Sir:

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

The revised layout for the interchange yard and connection of the Grand Coulee line at Odair, as indicated on the plan prepared by Mr. Gibson on July 11, 1934, and subsequently approved by you, has also been approved by the Bureau of Reclamation.

The maps and profile of the railroad line are being revised to show this revision, and several minor revisions of grade or line; and in due course we will forward for your records Van Dykes of these tracings revised to date.

We duly received your letter, dated at Seattle July 17, advising that you were experiencing difficulty in securing No. 7 and No. 9 frogs for the Grand Coulee line. In view of this we would propose to use

6 4 No. 11 turnouts at Odair interchange yard,
2 No. 11 turnouts at siding at head of coulee.

Mr. Gibson's plan shows two No. 9 turnouts for the new leg of the wye and one No. 9 turnout from the Washington Central to the Grand Coulee line. We assume the Northern Pacific will arrange for this material.

The track layout at the damsite is still tentative, awaiting a full discussion with the contractor for the dam, but we still are of the opinion that the limited space will force the use of three No. 9 turnouts on the switchbacks and five No. 7 turnouts on the warehouse tracks. We hope that eventually you will be able to furnish these.

In your letter of June 6 to this office you listed quantities of track, bolts and washers for 66-pound and 85-pound rail which were intended for use in relaying rail to be taken up in the Odair yard. We assume that with the yard layout as now proposed no appreciable length

of track in the present yard will be taken up, and we are countermanding request for purchase of the 66-pound and 85-pound bolts and nutlocks and will increase the quantity of bolts and washers for 90-pound rail to be ordered. If our action is not consistent with your plans, will you kindly advise at once.

Very truly yours,

F. A. Banks

F. A. Banks
Construction Engineer

cc: Chief Engineer, Denver
JHM:LRH

D Ewert

UNITED STATES

DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION

Almira, Washington
July 28, 1934

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St. Paul, Minnesota

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Very truly yours,

F. A. Banks
Construction Engineer

cc: Chief Engineer, Denver
JHM:LRH

Seattle, Washington,
July 27, 1934.

0-279-1

Mr. J. T. Derrig:

Trackage to serve Grand
Coulee Dam

Your letter to Mr. H. M. Smith of July 5th relative to #7 rigid frog for use in connection with construction of trackage at lower end of Grand Coulee Dam.

I find there are no frogs of this class available on the Tacoma Division Division, but the Idaho Division has six such frogs which can be made available as follows:

1 - #9 rigid 85# frog at Pasco on the river track, not in use.

5 - #9 bolted ~~85#~~ 72# frogs, good condition, in roundhouse circle at Paradise. These tracks have been abandoned. These frogs are in good shape except that they have been cut off at the throat and are 10 ft. long. There is still room enough at the throat so that holes can be bored and angle bars applied, and should be all right for the use the contractor wants to make of them.

I have not yet received report as to whether there are any frogs available on the Rocky Mountain Division or not and will advise as soon as report is received.

ANB/w

cc HMT

O. F. Shell

2

8731

Saint Paul, July 27, 1934.

Mr. A. F. Stotler:

In compliance with your request of July 9th I am attaching hereto white prints of map and profile covering location of the Grand Coulee line which railroad is to be constructed by the Government.

The original tracings for this location were turned over to the Government and are in the possession of Mr. Banks. We made a slight revision station 0-90 in order to meet the requirements of the contractor in avoiding his necessity of crossing our operated track. In view of the fact that tracings have been turned over to the Government I have shown the revision on separate map rather than revise original map.

The grade line through the cut Sta. 40 is indefinite. Government investigation shows this cut contains suitable gravel for ballast and it is possible in removing the gravel material they will find it consistent to lower the grade line several feet. This depending on stripping involved. The grade line at Station 68 has been held done to avoid disturbing the surface of U.S. highway No. 10.

I had in mind sending you a VanDyke of the location

Mr. A.F. Stotler - #2

but Mr. Banks has under consideration several small revisions including elimination of the wye at the head of Grand Coulee and stated he would return the tracings for correction when he makes final decision on the several contemplated revisions. When and if this tracing is returned I will arrange to send you VanDyke of corrected map.

One complete set of located map, scale 400 ft. to the inch and profile is attached.

Asst. to Chief Engineer.

JTD-w

8731

St.Paul,Minn.,July 30,1934

File 572

Mr.B.Blum,

Chief Engineer

Dear Sir:-

Referring to your letter July 27th in regard to No.7 and No.9 frogs for use of the Government railway at Grand Coulee.

I have been investigating further, trying to locate suitable frogs, and find we have on hand at Brainerd two No.9 frogs, one 72# and the other 85#, which require repairs before they would be suitable for service.

These frogs, when they are repaired, will - of course - be worth more than a second hand frog, and so far as the service to us is concerned, would be practically the same as new.

In view of this,you perhaps would not care to use them. Will you please advise?

Yours truly,

S-n

General Storekeeper


DISTRICT ENGINEER
CORPS OF ENGINEERS
NOV 1 1963
FILE
ST. PAUL, MINN.

Yellowstone Divn., Train #4
July 27th, 1934

8731

Mr. H. M. Smith:

Your letter of the 24th, File 572, commenting on my letter of July 21st addressed to Mr. Sloan in regard to No. 7 and No. 9 frogs for use of the government railway at Grand Coulee -

This letter first written up was badly bulled and I had it rewritten. It is evident that copies of the first draft which should have been destroyed were by mistake mailed out.

Following is the letter as rewritten and forwarded to Mr. Sloan:

"We have been trying to pick up some No. 7 and No. 9 frogs for use in the government railway at Grand Coulee.

Mr. H. M. Smith does not appear to have any in stock. We of course do not care to furnish other than second hand usable frogs. Mr. Smith is holding No. 11 turnouts recovered in this year's relay. While these are spring rail frogs, I see no reason why they are not suitable for use on the temporary railroad for sidings.

It is my belief there are secondhand frogs available on the line and I would request that you canvass the Superintendents to ascertain if they have not some in their material yards. I happened to mention this to Mr. Mattson coming out of Seattle and he told me he had a No. 7 available which he would hold for instructions."

I realize that the only No. 7 and No. 9 secondhand frogs we would have would come from abandoned tracks. It is my recollection I discussed that with you and you advised that we did not have any in stock.

About my statement that you are holding No. 11 turnouts recovered in this year's relay. I spoke to you about this matter some weeks ago and it was my understanding that you were to issue to your Storekeepers instructions not to scrap any of the 90# turnout material recovered from this year's relay as we could use a number of them on the Grand Coulee line. We are figuring on using No. 11 spring rail frogs on the yard tracks. I know of no reason

why they cannot be so used. If you have not done this will you please do so as we have promised the governement to furnish them with the frogs, switches, guard rails, connecting rods, etc. We will not require 40 such turnouts, but I think it would be advisable to hold them all so that the most suitable ones can be selected.

In regard to Mr. Mattson having a No. 7 frog available. I do not think Mr. Mattson has violated any instructions. The frog in question was obtained in taking up the caboose tracks at Ellensburg and moving same to Yakima. As I recall it there were two No. 7 frogs involved. Mr. Mattson has been taking up other tracks at Ellensburg and he stated that he could put in just as readily a No. 9 frog at Yakima and would arrange to hold the No. 7 for our use at Grand Coulee.

It seemed to me that there might be other places where No. 7 or No. 9 rigid frogs could be made available, for, as you know, we do have tracks which are abandoned insofar as use goes although we may not have actually taken them up.

MH:vp

cc Mr. J.T.Derrig

8731

Yellowstone Divn., Train #4
July 27th, 1934

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It seemed to me that there might be other places where No. 7 or No. 9 rigid frogs could be made available, for, as you know, we do have tracks which are abandoned insofar as use goes although we may not have actually taken them up.

BERNARD BLUM

BB:wp

cc Mr. J.T.Derrig

Yellowstone Divn., Train #4
July 27th, 1934

Mr. W. C. Sloan:

Supplementing my letter of the 21st to you about obtaining No. 7 and No. 9 frogs for use in the government railway, Grand Coulee dam -

I am wondering if in the abandonment of the yard at Ellensburg there may not be some No. 7 and No. 9 rigid frogs which could be recovered at this time.

BB:wp

8731

MEMORANDUM:

MR. BERNARD BLUM:

Referring to your letter twenty-sixth in reply to my memorandum of the twenty-third about Coulee Dam Line rail. The Operating Department thus far have made no objection to holding rail on cars.

L. Yager

copy Mr. J. T. Derrig

St. Paul 7/28/34w

Mr Blum
I think rail should be held back until we get in order to avoid demurrage charges.
7/30

8731

OFFICE OF
CHIEF ENGINEER
JUL
28
1934
NOR. PAC. RY.
ST. PAUL, MINN.

MEMORANDUM:

MR. BERNARD BLUM:

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L. Yager

copy Mr. J. T. Derrig

St. Paul 7/28/34w


OFFICE OF THE
AMERICAN EMBASSY
SEOUL
APO SAN FRANCISCO

8731

At Billings, Montana
July 26th, 1934

Mr. L. Yager:

Your memorandum of the 23rd about Coulee Dam line:

Contract was finally awarded last week to David Ryan and he will undoubtedly push construction to a point that they will require material for tracks at Odair very shortly. We will keep watch to the end that cars can be unloaded as promptly as possible. Have the Operating Department raised objection to the holding of rail on cars?

BB:wp

cc Mr. J.T.Derrig

15

MEMORANDUM:

MR. BERNARD BLUM:

Have there been any developments in connection with Coulee Dam line to indicate when they will be ready to receive rail which we are holding on cars?

L. Yager

St. Paul 7/23/34w

8731

At Billings, Montana
July 26th, 1934

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BERNARD BLUM

BB:wp
cc Mr. J.T.Derrig

8731

At Billings, Montana
July 26th, 1934

Mr. H. E. Stevens:

In accordance with your letter of the 19th I am returning your file on the Grand Coulee Dam.

B:vp

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8 731 M.

6 SF DO

SPOKANE JUNE 26

J T DERRING$

ST PAUL

D-62 SLOCUM OF MASON COMPANY HAS TALKED TO US ABOUT THIS AND TAYLOR TREMAINE AND MYSELF ARE GOING WITH HIM TO LOOK OVER SITUATION AT ALMIRA AND ODAIR TOMORROW FOLLOWING WHICH WE WILL SUBMIT RECOMMENDATIONS ON FACILITIES REQUIRED HANDLE TRAFFIC UNTIL SUCH TIME AS RAILROAD LINE HAS BEEN CONSTRUCTED A 193

T A MURPHY

101 AM

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

St Paul, June 26, 1934.

T. A. Murphy

Spokane, Wash.

Understand Silas Mason will want to have set out yard outside of our operated tracks. If so think we can help him out on this proposition. Will Mr. Mason, Jr. or his representative from Spokane office stop in St.Paul on the way East and if so would like to confer with him. D-62

J T Derrig

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

8731

Almira, Washington
July 25, 1934

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

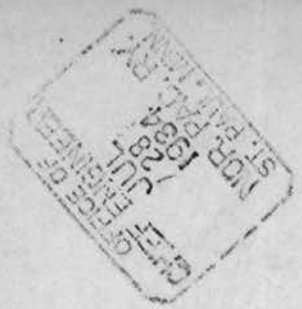
Dear Mr. Blum:

I have your letter of July 19, 1934 relative to the revised location of the Grand Coulee railroad near its junction with the Northern Pacific at Odair. I am pleased to advise that the revised location was recently approved by the Chief Engineer. We are planning to proceed with construction along those lines and in accordance with the understanding as expressed in your letter.

Very truly yours,

F. A. Banks
Construction Engineer

B


CHIEF ENGINEER
1924
RECEIVED
ST. PAUL, MINN.

8731

OFFICE OF CHIEF ENGINEER
JUL 27 1934
NOR. PAC. RY.
ST. PAUL, MINN.

Seattle, Wash.,

July 24, 1934.

MR. F. R. BARTLES:

MR. T. F. LOWRY:

Will you please check up by wire and let me know the number of Nos. 7 and 9 frogs roadmasters are holding for protection that are not in store stock, and the number of frogs of these numbers in existing tracks which they are held to protect.

Copy Mr. Blum

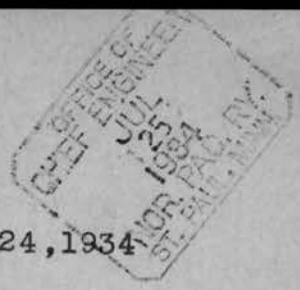
We cannot, of course, release all our protection frogs, of which I do not think we have many. It would be better to use No. 11 turn-outs on the Coulee line.

W. C. Sloan

B

8731

17



St.Paul,Minn.,July 24,1934

File 572

Mr.B.Blum,

Chief Engineer

Dear Sir:-

I have received copy of your letter July 21st addressed to Mr.Sloan in regard to No.7 and No.9 frogs for use in the government railway at Grand Coulee, and am not clear on two of the statements you have made in your letter.

The first one - "Mr.H.M.Smith does not appear to have any in stock on account of limited space" - is certainly not understood and I wish you would explain it.

No.7 and No.9 rigid frogs are considered regular stock for all weights of rail, and you, undoubtedly, know that we would not accumulate any second hand ones unless perhaps from abandoned spurs or yard tracks, and if any frogs of this kind are salvaged in such cases, they are soon issued for use at other points. As a matter of fact, we are buying rigid frogs to these angles right along.

Your second statement that - "Mr.Smith is holding a No. 11 turnout recovered in this year's relay" - is also not understood.

As a matter of fact, we have - or will have, when

the relays are completed - somewhere in the neighborhood of forty No.11 turnouts complete, and I understand it is the intention to use these turnouts for sidings on the Coulee Line. I assume that the second hand switches and guard rails will be all right for the yard tracks, but that the No.11 spring rail frogs will not.

If Mr. Mattson, or any other Roadmaster, has material in his emergency stock that he no longer requires, I am somewhat surprised that it has not been turned over to Storekeepers in accordance with instructions, so that it might be available for use in some other territory and thereby avoid buying new material.

Will you kindly explain these two statements to me?

Yours truly,

H M Brick

S-n

General Storekeeper

8731

At Billings, Montana
July 21st, 1934

Mr. W. C. Sloan:

We have been trying to pick up some No. 7 and No. 9 frogs for use in the government railway at Grand Coulee.

Mr. H. M. Smith does not appear to have any in stock on account of limited space. We of course do not care to furnish other than second hand usable frogs. Mr. Smith is holding a No. 11 turnout recovered in this year's relay. While these are spring rail frogs, I see no reason why they are not suitable for use on temporary railroad for sidings.

It is my belief there are secondhand frogs available on the line and I would request that you canvass the Superintendents to ascertain if they have not some in their material yards. I happened to mention this to Mr. Mattson coming out of Seattle and he told me he had a No. 7 available which he would hold for instructions.

[redacted]:wp
cc Mr. J.T.Derrig
Mr. H.M.Smith

8731

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BERNARD BLUM

BB:wp
cc Mr. J.T.Derrig
Mr. H.M.Smith

8731

July 21, 1934.

Mr. J. T. Derrig;

Replying to your inquiry of the 20th instant about ownership of land within the triangle bounded by right of way for the Adrian Branch, Washington Central Branch and track connecting these two branches at Odair, Washington.

This triangular tract of land is not owned by the Railway Company.

J. L. Watson

JET-p

N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED
M.

8731

Billings, Mont., July 21, 1934

H E Stevens

St Paul Minn

S-211 Reported in press contract construction of railroad has been awarded to David Ryan by Secretary Ickes B-214

BERNARD BLUM

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

33 NP M

ST PAUL JULY 21 1934 BERNARD BLUM

CAR 12 BILLINGS

HAVE JUST WIRED MR WALTER ASKING HIMIF HE CANNOT DO SOMETHING TO EXPEDITE AWARD OF CONTRACT FOR CONSTRUCTION OF RAILROAD WISH YOU WOULD ASCERTAIN WHAT IS HOLDING THIS MATTER UP AND IF THERE IS ANY THING WE CAN DO TO EXPEDITE IT FILE S-211

H E STEVENS

256PM

July 21, 1934

Mr. H. M. Slocum,
General Superintendent,
Silas Mason Co. Inc & Associates,
Davenport Hotel,
Spokane, Wash.

Dear Sir:

I find I neglected to enclose with my letter of the 18th diagrams of the locomotives, cars and cabooses which I offered you and I hasten to forward them with this letter as follows:

Cabooses - Sheet No. 6.
41' Steel underframe flat cars 80,000 lbs capacity Sht 66.
Locomotive No. 1540 - Sheet 108
Locomotive No. 1658 - Sheet 111.

In regard to your inquiry for two steel underframe flat cars of 100,000 lbs. capacity. While we are not anxious to dispose of any of these series, as we have only 500 units we will, however, be glad to offer to you two of them at $1650 each, out of our series 60000 to 60199 which were built new in 1928. They are 50 ft. long. They have suffered very little depreciation and were built at the time of rather high prices which accounts for the considerable spread in this quotation as compared with our price for the 80,000 lbs. capacity flats.

Yours truly,

HB:wp
enc

NORTHERN PACIFIC RAILWAY COMPANY
TRAFFIC DEPARTMENT
701 SPRAGUE AVENUE, SPOKANE, WASHINGTON
T. A. MURPHY, GENERAL AGENT

87 31

Spokane, Washington.
July 20, 1934.

File A-1423-7

Mr. J. T. Derrig,
Asst.Chief Engineer,
St.Paul, Minnesota.

Thank you very much for sending me a copy of your letter of July 17th and print of the revised location of the Government Line at Odair.

We are very glad to have this on file and will, as requested, destroy the previous print you sent us.

As requested by you, I obtained a letter from Mr. Slocum approving the revision and held it here for several days thinking you would stop over on your way East. However, when Mr. Blum was here last Wednesday, I learned that you were now in St.Paul and gave him the letter, following a conference with Mr. Slocum at the car regarding rental of equipment and other subjects which Mr. Blum discussed with him.

T.A.Murphy

tam-s

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 8 73 M.

St Paul July 20, 1934

J L Watson

St. Paul

We are figuring on constructing leg of wye within triangle of the long wye at Odair. Does the property within this long leg of wye belong to the railway company?

J T Derrig

N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED
M.

St.Paul Jul[illegible] [illegible]
Car #12 Train #4 Rocky Mountain Divisio

Following from L.A.Anderson Denver B 197 R.F.Walter will be glad to xxx see you Monday morning. M 84

R E Gemmell

8731

583 GO B 929AM

DENVER JULY 20 34

MR BERNARD BLUM

NP HELENA MONT

B-197 R F WALTER WILL BE GLAD TO SEE YOU MONDAY MORNING

L A ANDERSON

1119W

1934 JUL 20 AM 11 39

N. P. File 8731-4

DEFENDANT'S EXHIBIT 4120

At Billings, Montana
July 20th, 1934

Mr. J. T. Derrig:

Your letter of the 18th transmitting several prints of Exhibit for contract with the Government covering construction of Coulee Dam Railroad:

I see no reason for your so-called proposition No. 2, as I believe it calls too much attention to the piece of track we have called our Odair wye track.

It appears now the Government are not going to furnish any wye tracks in the contract, either at Odair or at the head of the dry coulee, at least that was the expression of Mr. Banks. Mr. Banks appears perfectly willing to build the wye track between our present wye connection if we will furnish the metal.

With respect to the small scale map. I think that should be marked location sketch.

With respect to the title: You call it condensed map. The Exhibit itself appears to cover track at Odair with small insert map, so that condensed map appears to be a misnomer. Why not say something as follows - Exhibit "A" Proposed Railway from Odair to Grand Coulee Dam, Washington accompanying contract dated_____ between the United States and the Northern Pacific Railway.

At any rate these details can await my return from Denver. There may be other points brought up by Mr. Walter.

Bernard Blum

P.L.
Note we will wait
Mr Blum's Return
JTD 7/23

8731

Saint Paul, July 20, 1934.

Mr. Bernard Blum:

You have copy of Mr. Gibson's estimate covering comparative cost of revised location at Odair with the original proposition. Mr. Gibson shows a saving of $504.39.

This figure includes the construction cost for the leg of wye or connecting track, but dies not include the cost of any right of way contractor might require, neither does it include the cost of right of way that might be required for the contractor's wye or additional yard tracks contractor might wish to construct.

The right of way feature is called to your attention as it is presumed the cost of right of way for this bottom land if bought by the contractor would be more expensive than obtaining right of way within the triangle of the Odair yard where the delivery yard was first contemplated.

Mr. Gibson stated that Mr. Darland seemed to be satisfied with the estimate as prepared by him, and if so I assume the government will not penalize the contractorif the revision in location is used.

Asst. to Chief Engineer.

JTD-w

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul, July 20, 1934

Bernard Blum 8731

Car 12 - Helena, Mont.

B-194 Wire should have read estimate includes cost of right of way for track changes only but does not include cost of right of way for contractors wye or additional yard tracks. We do not own right of way in triangle between existing wye. D-83

J T Derrig

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED ~~8 31~~ M.

8731

St Paul July 20, 1934

Bernard Blum

Car 12 - Helena Mont.

B-195 Exhibit maps Propositions one and two forwarded to you in mail bag ten out of St. Paul 18th. D-81

J T Derrig

Saint Paul, July 20, 1934.

Mr. Bernard Blum:

You have copy of Mr. Gibson's estimate covering comparative cost of revised location at Odair with the original proposition. Mr. Gibson shows a saving of $504.39.

This figure includes the construction cost for the leg of wye or connecting track, but dies not include the cost of any right of way contractor might require, neither does it include the cost of right of way that might be required for the contractor's wye or additional yard tracks contractor might wish to construct.

The right of way feature is called to your attention as it is presumed the cost of right of way for this bottom land if bought by the contractor would be more expensive than obtaining right of way within the triangle of the Odair yard where the delivery yard was first contemplated.

Mr. Gibson stated that Mr. Darland seemed to be satisfied with the estimate as prepared by him, and if so I assume the government will not penalize the contractorif the revision in location is used.

Asst. to Chief Engineer.

JTD-W

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Stpaul 20

Bernard Blum Car 12

on no 4

Logan

B-194 wire should have read Estimate includes Cost of right of Way for Track Changes only but does not include Cost of Right of way for Contractors Wye or additional Yard track We do not own right of way in Triangle between existing Wye D 83

J T Derrig

128pm

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Helena, Mont. July 19, 1934

J T Derrig

St Paul Minn

D-79 Gibsons estimate fourth sheet shows right of way $855 stop Does Railway own right of way for new leg of wye B-194

BERNARD BLUM

4119

July 19th, 1934

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

Dear Sir:

Our conversation yesterday at Spokane in regard to the revised location of the Grand Coulee Dam Railroad in the vicinity of Odair:

It is understood that the Railway Company will furnish to the United States rail, etc., for the two interchange tracks in addition to the main line as shown on our revised plat; likewise the Railway Company will furnish the metal for the connecting track between the leg of wye of our present tracks so as to form a direct entrance from the west to the government railway. The United States will furnish all of the right of way necessary for tracks as shown on the revised plat, as well as ties, bolts and spikes and labor necessary for laying.

You were, I believe, advised by our Mr. Gibson that the comparison of cost of the original location of the interchange track and the revised location of the interchange track shows revised layout will cost $500 less than the first layout. This difference does not include track material furnished by the Railway Company which will be in excess of that required under the original scheme. However, you are not particularly interested in that phase.

Yours truly,

BB:wp

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

37vsr

Helena July 19 1934 J T Derrig

Stpaul

Regarding exhibit Map of Contract stop banks does not figure on furnishing contractor with WYE on the government rail -way shown Pencil on revised map of July 11 th stop he suggests we indicate that wye in Dotted red stop Have you sent me copies of exhibit stop suggest if necessary send me revised prints mail package tonight stop expect to leave Billings saturday or sunday morning B 195

Bernard Blum 526p

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

36bsr

Helena July 19 1934 J L Derrig

Stpaul

D 79 Gibsons estimate fourth sheet shows right of way $ 855 stop

Does Railway own right of way for New Leg of Wye B 194

Bernard Blum

522p

Not Req for

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

27 VSK

8731

StPaul July 19-1934

Bernard Blum Car 12

Helena

B-191 sending my file in your mail pouch tonight S 192

H E Stevens

550 PM

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Rky Mtn Divn Train #4 July 19, 1934

R E Gemmell

St Paul, Minn

Like to have you send out tonight such part of Mr Stevens file Grand Coulee Dam that bears on his negotiations at Denver B-191

BERNARD BLUM

8731

July 19th, 1934

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

Dear Sir:

Acknowledging your letter of July 14th and attached copy of your specifications Nos. 569 and 572 for which I thank you.

I will keep in touch with Mr. Banks in the matter of tie plate requirements and we will see that there is no delay to your work in making delivery of plates. It will of course be some time before you are ready for these plates for that portion of the line from the head of the Grand Coulee down to the damsite.

Yours truly,

BB:wp

12

OFFICE OF CHIEF ENGINEER
JUL 19 1934
NOR. PAC. RY.
ST. PAUL, MINN.

Saint Paul, Minn.,

July 19, 1934.

MR. BERNARD BLUM:

I am handing you herewith my entire file covering negotiations for construction of the railroad to the Grand Coulee Dam-site.

Wish you would return it as promptly as possible as questions frequently come up that necessitate referring to this file.

It is my understanding of your letter of July 16th that you now thinkthe necessary trackage to accommodate the contractor's equipment can be provided as a part of the railroad construction contract and that you will undertake to work out that arrangement at your meeting with the engineers in Denver.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

MD H

St Paul July 19-1934

B Blum

Helena

B-185 do not like to dispose of our fifty foot one hundred thousand capacity flats as have only five hundred but to accomodate party you may offer two at sixteen fifty each these are series sixty thousand to sixty thousand one ninety nine built new in 1928 C-191

H E Stevens

1203P

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Spokane, Wash., July 18, 1934

H E Stevens

St Paul Minn

Can I offer Silas Mason Company two steel underframe flat cars one hundred thousand pound capacity stop They want this for transferring heavy loads from head of Coulee down to dam site stop Give price to be asked and minimum stop Prices asked as quoted in Grimm's memo 14th to you apparently satisfactory B-185

BERNARD BLUM

July 18th, 1934

Mr. M. H. Slocum,
General Superintendent,
Silas Mason Co. Inc & Associates,
Davenport Hotel,
Spokane, Wash.

Dear Sir:

Confirming our conversation today:

The Northern Pacific have available two Mikado locomotives in good operating condition which we can sell to you at $12,000 each. These locomotives are of the 2-8-2 type and have a tractive effort of 46,600 pounds. They are superheated.

We can also let you have ten 80,000 pound capacity steel underframe flat cars with spring draft gear at $450.00 each. These cars are of our series 69000 to 69999. In case you would prefer to have them equipped with friction draft gear and reinforced sills they would cost $50.00 additional.

We have at Tacoma two wood sill cabooses Nos. 1227 and 1232 in good condition on which we quote $350 each.

These prices are quoted to you f.o.b. Odair, Washington.

In regard to furnishing two steel underframe flat cars of 100,000 pounds capacity which you will need for transporting heavy loads from the head of the Grand Coulee down to the damsite. I will take up at once with our people to ascertain what we have available and the price for same.

As I advised you, the above prices are depreciated values and as they have been kept up in good repair I think you will find that the price is considerably under their true worth.

I will be glad to be advised of your wishes in the matter at your convenience.

Yours truly,

At Spokane, Wash.,
July 18th, 1934

Mr. H. E. Stevens:

I had Mr. M. H. Slocum of Silas Mason Company Inc. & Associates for lunch today and discussed with him various matters about the Grand Coulee dam railroad.

This noon's newspaper carried an article that the Secretary of Interior had finally awarded contract for construction of the railroad to David Ryan.

Mr. Slocum is most anxious for the railroad to be completed at the earliest possible moment and asked that I do everything possible to assist and have every influence possible on the part of the railroad to press the construction. I assured him that we would do so.

I spoke to him about the matter of hauling commercial freight and he appeared to be greatly interested and stated that in his opinion that could be done without very much cost on the part of the contractors, and especially in the early months of the job before the big bulk of material would commence to move that they would have ample slack to handle commercial business at a time when the commercial business would be at a peak.

He has approved our revised layout for connection with the government railroad at Odair to avoid use of the operating tracks of the Railway Company. It is his understanding that the government is to furnish him a main spur and two interchange tracks as shown on our plan, and necessary additional storage tracks would be met by the contractors at their expense.

I brought up the matter of sale of locomotives and cars and quoted him the prices to be asked given in Mr. Grimm's letter of the 14th to you. He stated that the $12,000 figure for locomotives is what he had estimated, and frankly stated that he thought the price for the flat cars and cabooses was very reasonable. Evidently he figured our price would be higher. He did state that he would want two steel underframe flat cars of at least 100,000 pounds capacity as there were going to be some heavy units to haul down from the storage yard at the head of the dry coulee to the damsite. I told him that I would take that matter up promptly and advise him in due time.

Mr. Stevens, #2

I am attaching copy of my letter to him of this date quoting prices on the equipment.

Mr. Slocum is to be General Superintendent of construction. At the present time he is here alone but expects a meeting of his principals shortly to organize the work.

In addition to the Grand Coulee dam they have as you know a large contract for the diversion tunnels at Fort Peck and have been awarded the Mid-Hudson River tunnel job at New York. These three jobs will total about $50,000,000.

RD:wp

At Spokane, Wash.,
July 18th, 1934

#118

Mr. H. E. Stevens:

I had Mr. M. H. Slocum of Silas Mason Company Inc. & Associates for lunch today and discussed with him various matters about the Grand Coulee dam railroad.

This noon's newspaper carried an article that the Secretary of Interior had finally awarded contract for construction of the railroad to David Ryan.

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BB:wp

8731

St Paul Minn

July 18 1934

Mr Bernard Blum:

I am attaching herewith three prints each of Exhibit A for proposed contract with the government covering construction of the Grand Coulee line, designated as Propositions No 1 and 2.

Proposition No 1 shows the leg of wye, but makes no reference to the delivery yard in the small insert on the print. Proposition No 2 defines the leg of wye as a connection to the delivery yard and I have also placed a note on the insert section of the exhibit referring to the delivery yard and connecting track at Odair.

When at Spokane Mr Darland seemed to question the necessity of the government participating in the leg of wye of the connecting track since the delivery track was moved outside of our track limits. I think we should insist on the government standing the expense of the connecting track and I therefore think it will be preferable to show it on the exhibit as outlined in Proposition No 2. You will note that I have defined this track as a connection to the delivery yard rather than as a leg of wye.

With the attached information please advise how you wish the tracing completed and if you decide to use Proposition 2 I think it will be advisable to make reference to these two tracks in paragraph 2 and 8 of the contract as outlined in my wire of the 17th.

JTD J enc

Asst to Chief Engineer

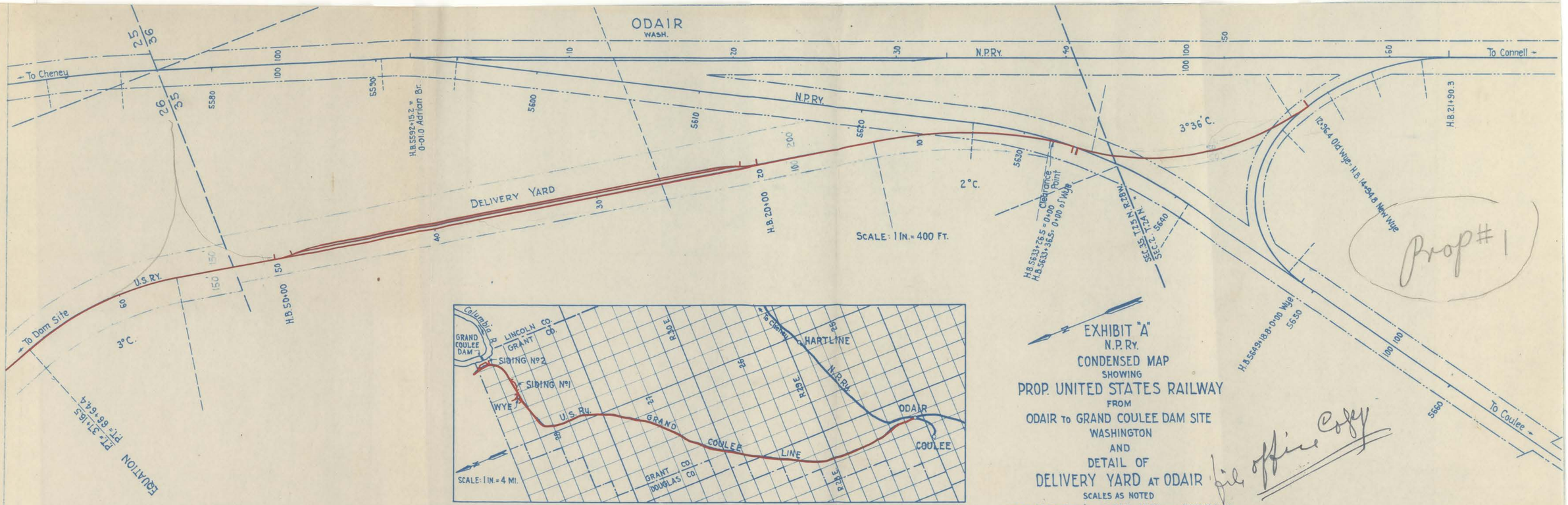


EXHIBIT "A"
N.P. Ry.
CONDENSED MAP
SHOWING
PROP. UNITED STATES RAILWAY
FROM
ODAIR to GRAND COULEE DAM SITE
WASHINGTON
AND
DETAIL OF
DELIVERY YARD AT ODAIR
SCALES AS NOTED
OFFICE OF CHIEF ENGR. ST. PAUL, MINN. JULY 16, 1934.

file office copy

Note Stem —
Can furnish #7-85#
Frogs from Moody Furn
Also Sault Rapids #7 70#
Not available

8731

Mr. Gemmell:

Attached copy of the Earth Remover. I think it would be well to put at least the portion overing the Grand Coulee Dam in our file.

BB ✓

7/18/34

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

The EARTH MOVER

VOLUME 21 JULY, 1934 NUMBER 7

Great Construction Activities in the West

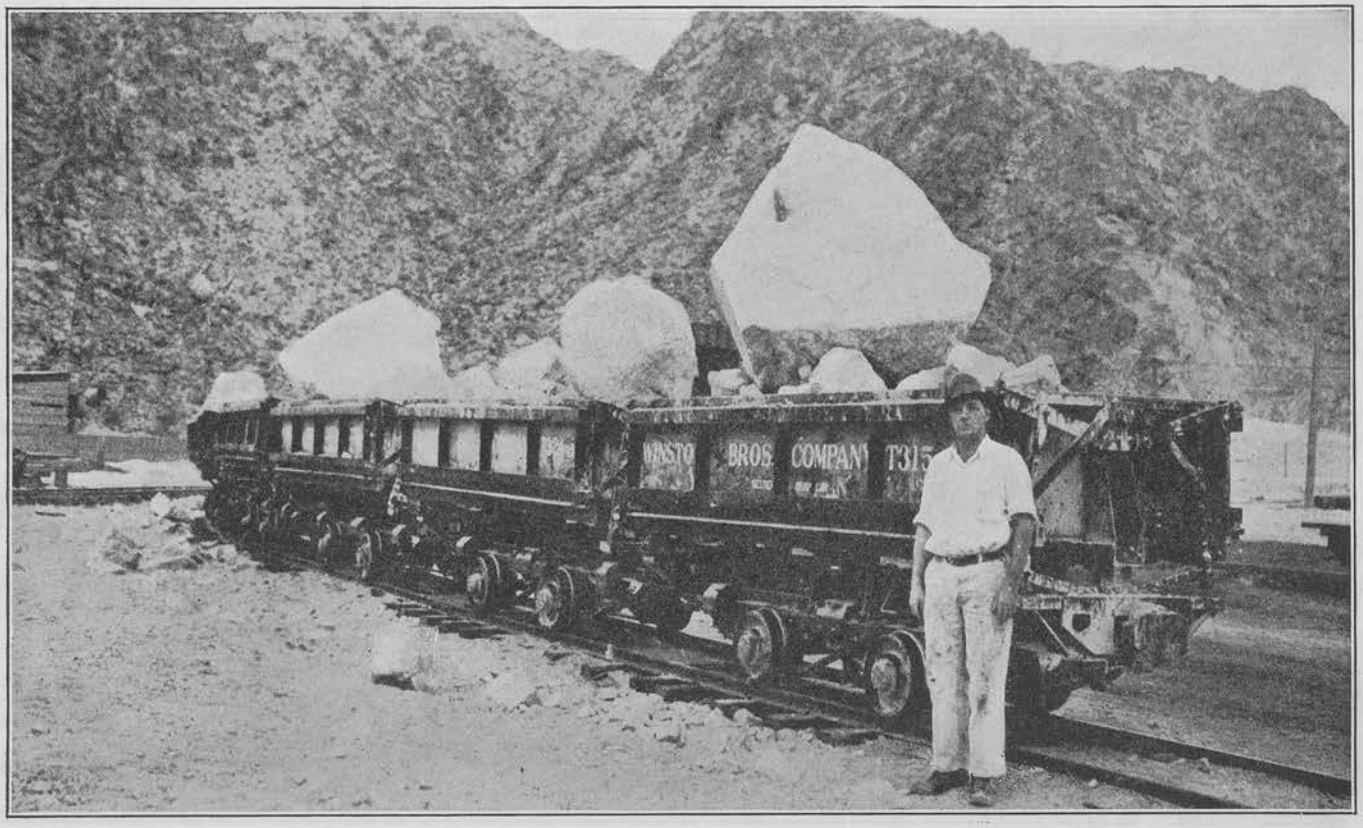
A Vast Public Works Program is Getting Underway That is Staggering in its Immensity

IT WOULD be interesting to know in terms of employment the full significance of the extensive Public Works construction that is getting underway in the West. At the present time, many thousands are employed on the two older projects, Boulder Dam and Colorado River Aqueduct.

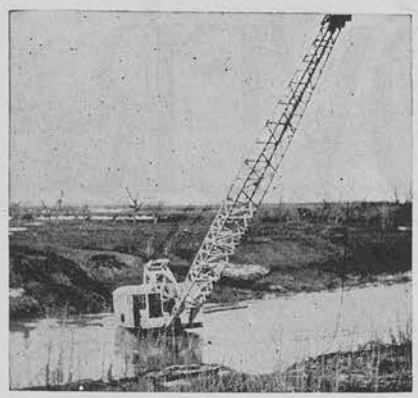
The great dam was two-thirds completed on the afternoon of June 2, when Six Companies Inc. poured the two-millionth cubic yard of concrete. The second million cubic yards was poured in five months, setting a new record of 200,000 cubic yards a month.

As to the Aqueduct, the first unit, Morris Dam, formerly known as Pine Canyon, already has been put into use. Excavation of another aqueduct tunnel was completed May 20, when the Morrison-Knudsen Company reached the 338-foot mark on Mecca Pass Tunnel No. 1. This is the first of three tunnels this company has under contract on that project.

All tunnel-driving records on the aqueduct were broken during the week ending May 26, when West Construction Company, working on Whitewater Tunnel No. 2, excavated 233 feet of the bore. This surpassed by six feet J. F. Shea Company's record on the Cottonwood Tunnel job, in much easier digging, however. June 1, 26.34 miles of tunnels had been excavated by the Metropolitan Water District's own forces and the thirteen contracting companies. Judging from the accompanying photograph of Winston Bros. Company's work on the Coxcomb bores,



Winston Bros. Company's cars loaded with rock from the East Coxcomb Tunnel, Colorado River Aqueduct Project. These are 4-yard Western cars specially built for such heavy work.



The first heavy unit on the Fort Peck job was a P & H Model 700 crane which traveled 32 miles across country.

the big job of excavating 85 miles of tunnels will be rushed through in record-breaking time.

Work Starts On Fort Peck Dam

But the new work now beginning is equally startling. Fort Peck Dam is being built under the direction of the United States Army Engineers on the Missouri River about 20 miles from the town of Glasgow, Montana. It is expected that the project will be completed in 1938. Many features of design are still tentative and an accurate estimate of the cost cannot be given at this time but it will be far up in the millions. The dam will be constructed of earth by hydraulic methods. It will require the movement of approximately 90,000,000 cubic yards of material. An additional 6,000,000 tons of rock will be brought in by rail.

The total length of the main dam structure is about 8500 feet. This main fill will rise about 230 feet above the present river bed, 100 feet wide at the top and more than 2600 feet wide at the widest portion of the base. An additional 11,000 feet of dikes or levees are to be built on the bench above the river. These dikes will rise 50 feet and have a width of 400 feet at the base. This part of the work alone will require the moving of 5,000,000 cubic yards of dirt. The entire dam, therefore, will be nearly four miles long, said to be the largest earth-fill barrier ever undertaken.

To move the enormous amount of construction material required, a railroad fourteen miles in length was completed to the damsite on April 15. This line runs from Wiota on the mainline of the Great Northern.

Transportation facilities to the damsite also include a combination railroad and highway bridge over the Missouri River, about 1,500 feet downstream from the proposed center line of the dam. This bridge will provide access by rail to the diversion tunnels, as well as a river crossing for vehicular traffic. Contract for this structure was let to the Massman Construction Company of Kansas City and the work is progressing rapidly.

It is estimated that the construction of the entire project will require four years. During 1934, the program includes the boring of four diversion tunnels, each more than a mile long, through the shale bluffs to the east of the dam; construction of the model city of Fort Peck; construction of dredges and other equipment, and the clearing of the reservoir basin. In 1935, the beginning of the large fill will be made with dredges working from both ends below the damsite and from both sides of the stream. This work is expected to require three 8-month periods.

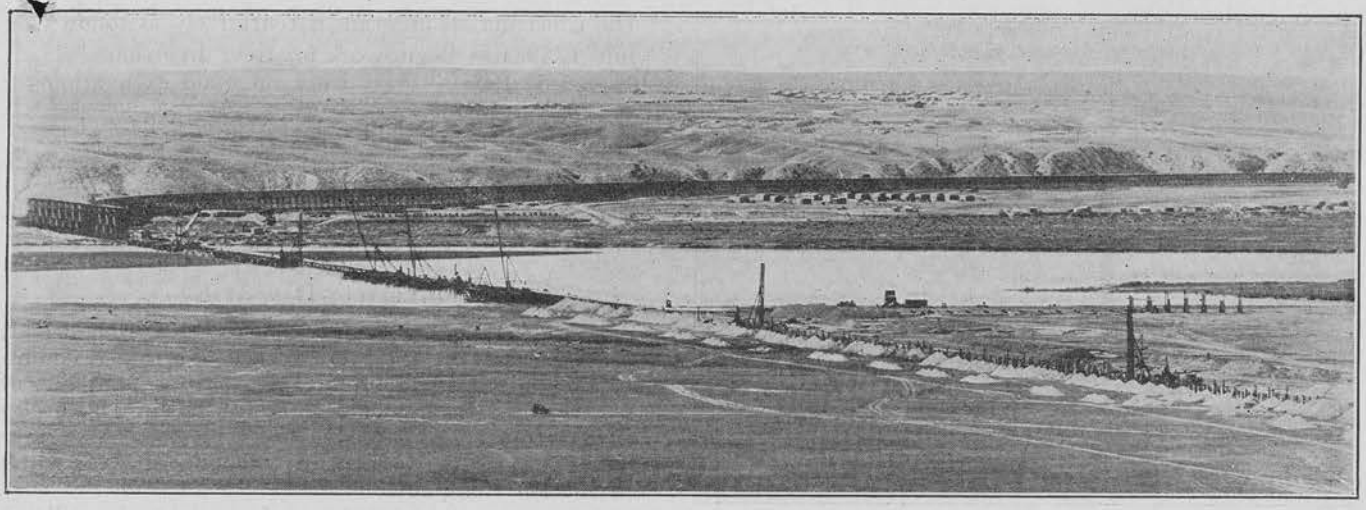
The first units of heavy equipment to arrive on the scene of action were two P & H Model 700 cranes which were unloaded at Paisley, Montana, and traveled 32 miles across country, breaking trail to the damsite.

Bids for a 4,000,000-yard stripping contract were opened May 24. Low bidders were Addison Miller and Fielding & Shepley of St. Paul. Construction is now starting on four diversion tunnels which will cut through the right bank of the river around the dam. Each of these tunnels will have an average length of 6,160 feet.

As reported last month, contract for construction of the four diversion tunnels was let to the Mason-Walsh



View from the air showing the Fort Peck project. The bridge in the center is 1500 feet downstream from the proposed center line of the dam. is evident from the picture why the dam and its wings will be nearly four miles long.



General view of construction work on the million dollar bridge across Missouri River near the Fort Peck damsite. This contract is held by the Massman Construction Company of Kansas City.

Company on its bid of $7,311,940. This is a combination of the Silas Mason Company and the Walsh Construction Company. The contractors wasted no time in getting to work on the preliminary tasks of organization, camps, ordering equipment, etc. Bucyrus and Marion shovels were shipped to the damsite to excavate the upper and lower portal cuts.

Considerable new equipment is being manufactured specially for their work. Orders, for example, were given for Conway muckers, Goodman locomotives and Western tunnel cars for use in the excavation of the tunnels. Eighty-five specially-built tunnel cars were purchased. They are similar in general construction to the Western cars that are working so successfully in the Colorado River Aqueduct tunnels for the Metropolitan Water District of Southern California. They are longer and narrower, however, being 6-yard two-way dump cars of 36-inch gauge. They are being built with roller bearings and compression locks. The Southern California cars were originally of five cubic yards capacity but since have been enlarged by the District to six cubic yards by side extensions.

The Ziebarth-Walker Company of Los Angeles has started construction work on a 280-mile power line from Great Falls, Montana, to the Fort Peck Project. This contractor's successful bid for the work was $1,070,499.

Bituminous pavements and concrete sidewalks and driveways for the new town that will house employes will be built by the Morrison-Knudsen Company of Spokane, the contract price being $137,966.

The Madsen Construction Company of Minneapolis has the contract for 390 buildings of the new city, constituting Group 1. Johnson, Drake & Piper of Minneapolis has contracted for Group 2. The work had been started before the end of May and is now in full blast. A permanent Government warehouse and a machine shop at the damsite were completed in May.

The Fort Peck Dam will back the water to fill a basin 175 miles long and approximately 11 miles wide. The lake thus formed will cover an approximate area of 350 square miles — 20,000,000 acre-feet of water — and will have a shore line of 1520 miles. The depth will average 16 feet, although it will run as high as 200 feet in some places.

The design of the spillway is still tentative. It will be located on the right bank of the river and will pass approximately 300,000 second-feet of water. It is estimated that 8,000,000 cubic yards of excavation will be necessary for its construction and that it will utilize 300,000 cubic yards of concrete.

Flood control is the primary purpose of the project, although other advantages of this development will be felt in navigation, irrigation, and hydro-electric power.

CASPER-ALCOVA $23,000,000 PROJECT

The Casper-Alcova, Wyoming, Development includes Alcova and Seminoe Dams, diversion tunnels and about 106 miles of main canal for the irrigation of 66,000 acres of land near Casper. The low bid for Tunnel No. 1 at the Alcova Dam was $225,990, Utah Construction Company; for earth work, $89,865, J. A. Terteling; for Tunnel No. 2, $293, 465, Ed. Peterson of Omaha. However, these sums to start the work are mere chicken feed. The estimated cost of the project is $22,700,000. Seminoe Dam on the North Platte will be a concrete gravity structure, 277 feet high, containing 260,000 cubic yards of concrete. Alcova Dam will be an earth and rock fill, 235 feet high, containing 1,340,000 cubic yards.

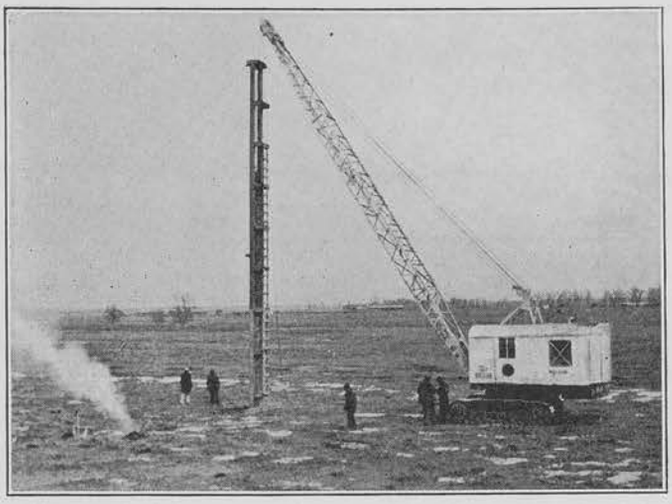
GRAND COULEE PROJECT UNDERWAY

On June 18, the U. S. Bureau of Reclamation at Spokane, Wash., opened bids for the construction of Grand Coulee low dam and power plant on Columbia River, 20 miles north of Almira, Washington. There were two bidders, Mason-Walsh-Atkinson & Kier combination, and Six Companies Inc. The Mason combination's bid of approximately $29,500,000 was low by more than $5,000,000.

The "low dam" is to be a concrete straight gravity structure about 335 feet high above the foundations and 3,430 feet long, and will be equipped with three 34,300 k. w. units initially installed. The total cost of this low-head development was estimated at $63,000,000, including government-furnished materials and equipment. Eighty-five bidding items are involved in one general contract.

There will be 200,000 cubic yards of excavation of all classes in stripping sand and gravel deposits; 1,100,000 cubic yards of common and 800,000 cubic yards of rock excavation for foundations of dam and power house; 1,500 cubic yards of excavation in the adit tunnels. The dam proper will require 3,100,000 cubic yards of concrete in addition to 600 yards in the parapets; 34,000 in trash rack structures; 400,000 in spillway, permanent coffer dams, penstock anchors and gravity walls; 515 in adit tunnel lining and 63,000 in the power house.

This "low" dam has been so designed that it can be used as a base for a greater dam, 442 feet high, if the government decides to build it. The lower dam is for



P & H crane piledriver driving the first pile on the Ft. Peck Dam project, for the Massman Construction Company's bridge across Missouri River.

power and employment purposes only. The project originally was one for the irrigation of the extensive Columbia River plateau.

The stripping of overburden from the damsite and canyon walls already has been completed. Contract for this stripping was let last November to David H. Ryan of San Diego, California, on his bid of 25 cents per cubic yard for the excavation on the west side of the river, and 25.2 cents per cubic yard on the east side. The work was sublet in three units. That on the west side went to Goodfellow Bros. Inc., of Wenatchee, Washington; 800,000 cubic yards of the east side excavation went to M. S. Ross of Los Angeles, McCutcheon Transportation Company of Los Angeles doing the hauling, and 200,000 cubic yards of the east side excavation went to Rowland Construction Company of Seattle.

The construction program is tentatively as follows:

July 1, 1934 — Begin work for river diversion.

August 1, 1934 — Start work on main excavation for dam and power house.

September 1, 1935 — Pour first concrete.

October 1, 1937 — Completion of the mass concrete in the dam.

L. Coluccio & Co. of Seattle will build 30 miles of railroad to Grand Coulee Dam on their low bid of $232,425.

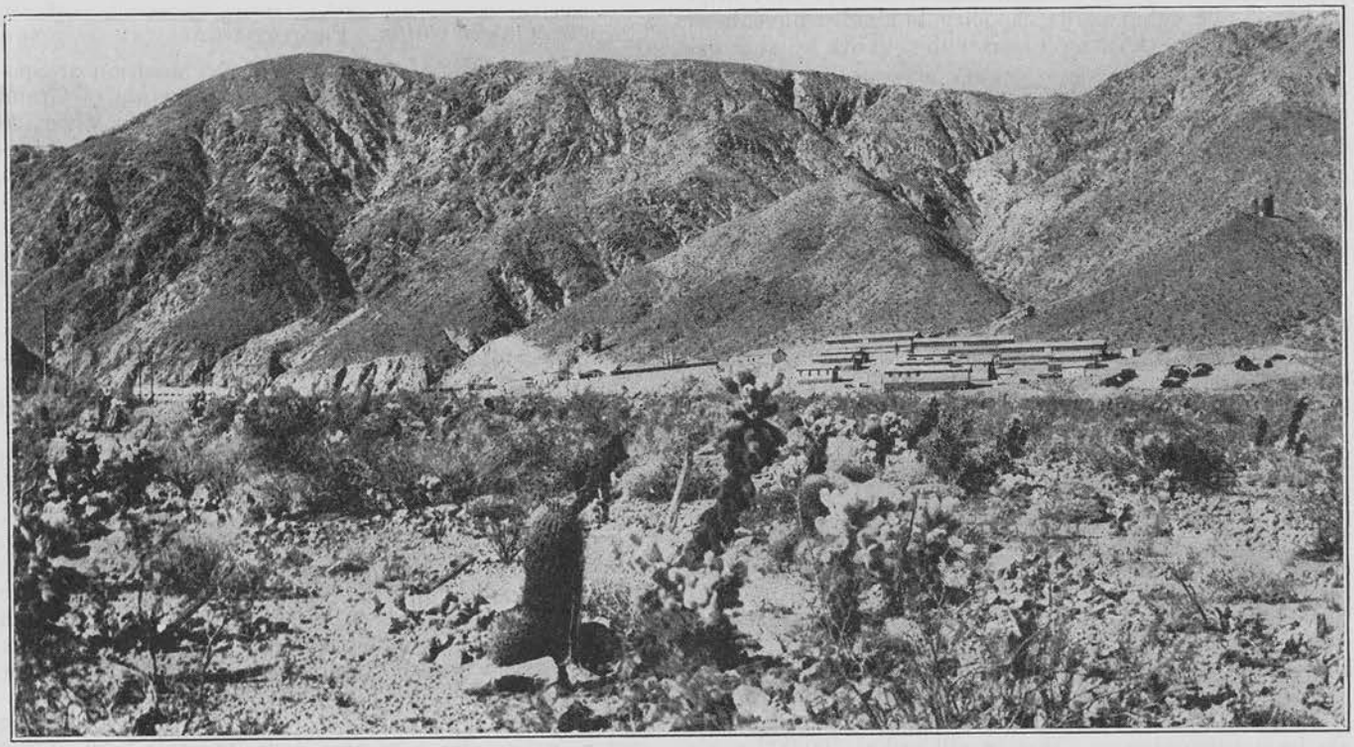
Bonneville Dam Also

Bids for the Bonneville Dam on the Columbia River, 40 miles east of Portland, were opened May 25. A combination known as Columbia Construction Company of Reno, Nevada, was low bidder at $8,972,650. This group of contractors consists of Bechtel & Kaiser, Morrison-Knudsen Company, McDonald & Kahn, and the Utah Construction Company.

The first major unit of this project, the main spillway dam, will be of concrete gravity type with an overflow spillway section. Its length will be 1,100 feet and its height, 180 feet from the bottom of the foundation to the top of the roadway girders; its width, 165 feet. The dam will be built in blocks 40 by 60 feet, 5 feet high, formed at the end to key together.

Major quantities estimated for the dam structure include 12,000,000 pounds of reinforcing steel; 4,900,000 pounds structural steel; 7,500,000 f.b.m. lumber; 800,000 cubic yards common excavation above water level and 100,000 cubic yards rock excavation; 500,000 cubic yards subaqueous excavation common and 700,000 cubic yards of rock; 500,000 cubic yards of excavation common inside cofferdams and 200,000 yards rock; 2,000,000 sta. yard overhaul; backfill 450,000 cubic yards; rolled fill 400,000 cubic yards. The government will purchase necessary cement and deliver it to the contractor on the job.

The plans involve a program calling for the completion of the project in 3½ low-water seasons, the main dam to



This shows the kind of country through which the Colorado River Aqueduct is being built — Pushawalla Camp on East Coachella Tunnel work is seen at the foot of the mountains. See also cover picture

be completed in two steps. Other contracts let on this project are:

Exploration drilling, Cannon Bros., Compton, Cal.; road to power house site, Joslin & McAllister, Spokane, Wash; temporary shifting of Union Pacific tracks, Clifton & Applegate, Spokane.

Construction Camp No. 1 — George H. Waale, Portland; cofferdam, excavation and roadway for lock and powerhouse, Guy F. Atkinson, Portland.

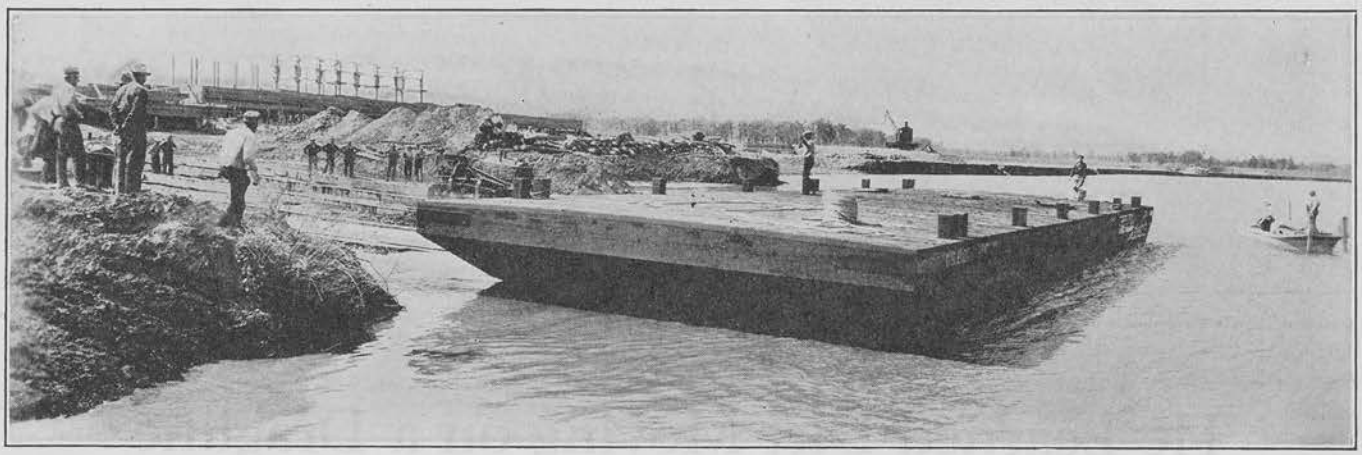
Exploration drilling at Ruckel slide — Diamond Drill Company, Spokane.

Excavation at Cascade Rapids — Meyers Contract Company, Portland, and Birkemeier & Saremal, Portland.

This is a low-level tunnel project of Joint Highway District No. 13 to provide a modern highway route from Oakland, Berkeley and other East Bay cities, into the Contra Costa County suburban area east of the Berkeley Hills. The main project is 2.82 miles in length. The double-bore tunnel will be 3,168 feet long, each tunnel accommodating two one-way traffic lanes on a 22-foot roadway. Wallace B. Boggs of Oakland is District Engineer.

Los Angeles has a rubble-mound jetty project at Newport Bay Harbor. The west jetty will be 675 feet long and the east jetty, 955 feet. Rohl Connolly Co. of Los Angeles had the low bid, $557,790.

Parker Dam, a concrete arch structure 800 feet long and 320 feet high, is still to be heard from at the present writing. This dam will be a part of the Colorado River Aqueduct Project. Two diversion tunnels 3,400 feet long and 29 feet in diameter, will require 10,000 cubic yards of common and 71,000 cubic yards of rock excavation in the inlet and outlet cuts and about 105,000 cubic yards of rock excavation between the portals. There also will be 135,000 cubic yards of rock excavation for power plant and trash rack structures.



Launching the first work barge at the Fort Peck boatyard. The barge is 100 feet long by 30 feet wide. It has been put into service transporting heavy equipment across Missouri River for the use of Mason-Walsh Company in boring the four great diversion tunnels.

Clearing 16 acres — Eric Enquist & Co., Troutdale, Oregon.

Core drilling at Ruckel slide — Lynch Bros., Seattle.

Twenty operators' residences — George Waale, Portland.

ALL-AMERICAN CANAL

One of the last steps toward irrigating thousands of square miles of California desert and keeping the control of the water within the United States was taken at Yuma, Arizona, June 7, when engineers of the U. S. Reclamation Bureau opened bids for the construction of a portion of the $28,000,000 All-American Canal.

The W. E. Callahan Construction Co. of St. Louis, in combination with Gunther & Shirley of Omaha, apparently were low bidders for the first excavation contracts with a tender of $4,859,587.50. The Griffith Construction Company of Los Angeles submitted a bid of $226,000 for rock work, lowest of thirteen tenders.

The excavation for the first section of canal to be built will require the removal of 39,340,000 cubic yards of dirt in the 31-mile strip between Laguna Dam on the Colorado River and Sand Hills, west of Yuma. The rock excavation calls for removal of 525,000 cubic yards of material. Bids for additional units will be called later extending the Canal's length to 80 miles, with laterals reaching through Imperial and Coachello Valleys. The maximum section will have a bottom width of 134 feet, a surface width of 200 feet, a depth of 22 feet. It is estimated that the total excavation will reach 60,000,000 cubic yards, 4 percent rock.

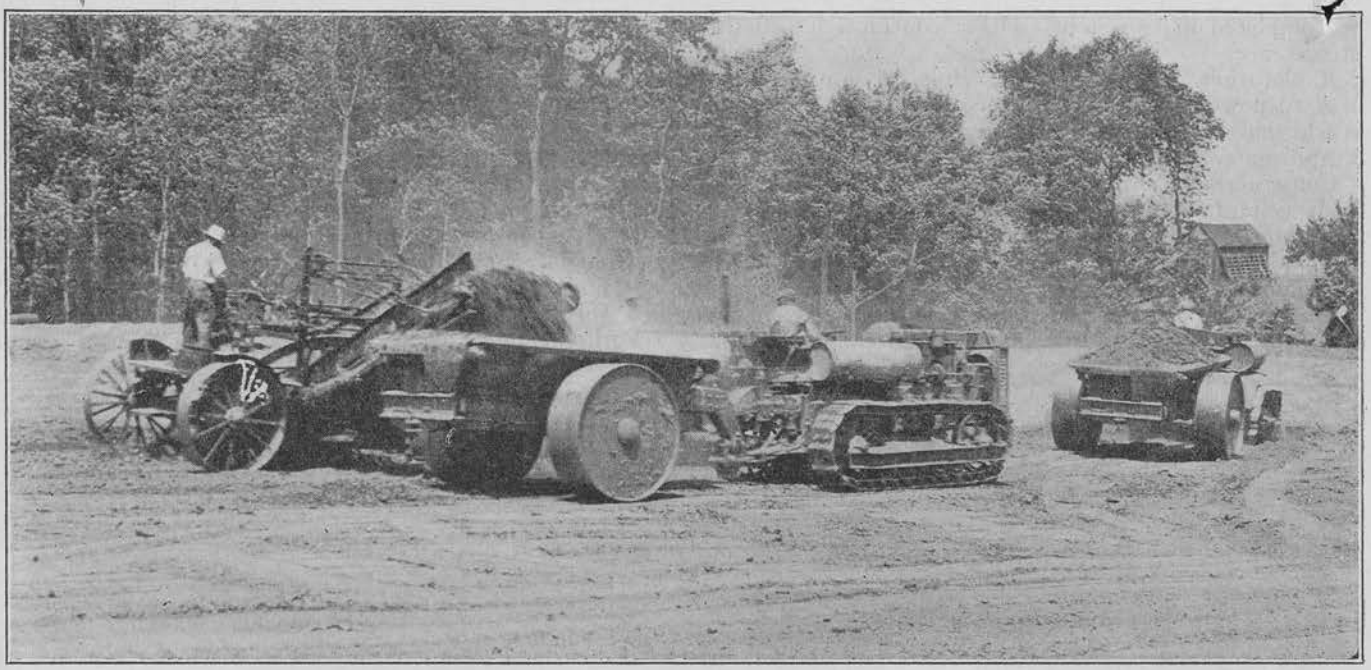
OTHER PROJECTS GETTING STARTED

Six Companies Inc., the strong combination now building Boulder Dam, were low bidders for the Broadway Tunnels, Oakland, California, at $3,683,931. The work involves a twin bore, 35 feet in diameter, 76,300 cubic yards of grading, and 8,100,000 cubic yards of overhaul.

On top of all this, plans are being drawn for raising O'Shaughnessy Dam on the Tuolumne River in Yosemite National Park. The estimated cost of the work is $3,500,000, to be financed by PWA loan and grant. This dam was built in 1919-23 as part of the Hetch-Hetchy project to provide water supply for the city and county of San Francisco. It is of arch gravity type, cyclopean concrete, with a 700-foot radius. The crest elevation is 3726.5 feet and the cut-off trench is carried to elevation 3382 feet, or 118 feet below streambed. Base thickness of the dam is 298 feet, crest width, 15 feet. The central portion of the dam was originally built to full section. On the lower side, an 80-foot bench was left at streambed elevation to carry the proposed addition.

The major quantities of the extension work include 260,000 cubic yards of concrete in the dam, 40,000 cubic yards of rock excavation for the dam, 35,000 cubic yards rock excavation for a side channel spillway through the east abutment. This spillway will be 195 feet long by 10 feet deep and will be equipped with three automatic drum gates. The eighteen siphon spillways now in use will be sealed after the dam has been raised but will be extended and operated during the construction period. Two outlets will be installed to supplement the twelve now in place.

These are a few of the projects now getting underway in the West, the total cost of which is staggering.



A view of Lewis Grundon's entire outfit which was moving about 1,400 cubic yards every 10 hours. The work in the dry, dusty borrow pit was quite different from soft footing encountered in the channel change.

He Learned Dirt Moving on a Dragline

The War Did One Good Thing—Developed a Bright Lad Into a Skilled Contractor

IN 1918, when the man power of this country was rallying to the colors, a 12-year old boy was taught to run his father's dragline. It was a drainage job. Throughout his summer vacation, this boy worked as an operator and continued during each succeeding school vacation until he graduated. That was 16 years ago, and today at the age of 28 the boy, now grown to manhood, is successfully running his own outfit. His name is Lewis Grundon.

There is an old saying, "As the twig is bent so the tree is inclined." Without a doubt, early environment and association had a great deal to do with the shaping of his career. Lewis Grundon hardly could have been anything else but an earthmover. His father and uncle were among the first to build crawler tracks under their dragline. There are many yarns that could be told about the exploits of the older members of the family but they have no place here in the story of the latest contract of the youngest member.



Left—Lewis Grundon stops long enough to have his picture taken. Right—"Slim" Bales, dump boss.

The work in question is an Iowa State job being done with PWA funds on a county road and is officially designated as NRS 460, Adair County. It is a relocation to take a kink out of the old road and eliminates a number of bad turns as well as shortens the road nearly a half-mile. Briefly, it is building a fill of 23,000 yards across a creek bottom. The fill is approximately 1,300 feet long and averages about 11 feet in height. It is 26 feet high at the highest point. All of the material is borrowed from pits along the side of the fill, the haul being about 300 feet.

Lack of rain, which has ruined the crops of small grain in the neighborhood and caused many of the wells to go dry, made it particularly dusty work. The breeze that usually makes such extreme heat bearable carried great clouds of dust raised by the equipment. Some one jokingly said that enough dirt was blown out of the borrow pit to pay for the contractor's cigars, and it easily might have been true.

With temperatures ranging anywhere from 100 to 110 degrees and seldom below 90 even on the coolest nights, it would have been almost impossible to conduct the work with stock. Mr. Grundon was fortunate in electing to operate a 100-percent machine outfit this year. Before the work began, he bought two new Western 5-yard dump wagons with round wheels and spring windups, a used Austin Contractor's Special elevating grader with power take-off, and three Caterpillar 60 tractors.

Tractor wagons with round wheels are an innovation. Speaking of his mechanized outfit, Mr. Grundon said, "We were not sure how these wagons would operate on wet ground, but we decided that the low upkeep on the round wheels would more than offset any operating limitations. Since we have used them, we have found, much to everyone's surprise, that there is no difficulty in using the wagons on soft ground. We gave them a good

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

St. Paul July 18, 1934.

Bernard Blum

Car 12 - Spokane, Wash.

You have copy Mr. Gibsons estimate for showing comparative cost of line change showing figure $504 in favor of revised line. This figure does not includ value of right of way furnished by goverment ~~and~~ but track material furnished by railway company. D-79

J T Derrig

N. P. 1386 12-24

51 SF X

TELEGRAM—BE BRIEF

TIME FILED

M.

SPOKANE JULY 18 1934 JTDERRIG

STPAUL

D 77 THESE WILL BE MATTERS TO DISCUSS WITH WALTER AT DENVER B 182

BERNARD BLUM

1157A

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

92 NP Y

ST Paul July 18 1934 Bernard Blum Car 12

Spokane

B-184 superheated G-181

E L Grimm

336pm

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Spokane, Wash., July 18, 1934

E L Grimm

St Paul Minn

Are locomotives 1540 and 1658 reserved for Coulee superheated or saturated B-184

BERNARD BLUM

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

3 NP Y

St Paul July 18 1934 Barnard Blum

Car 12 Spokane

You have copy Mr Gibsons estimate showing Comparative cost of line change showing figure $ 504 in favor of revised line This figure does not include value of right of way furnished by government or track material furnished by railway Co D-79

J T Derrig

340pm

N. P. 1386 12-24

$30182 NP J

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul 7-17-34

B Blum Car 12
Seattle

Proposed Contract Grand Coulee Line Paragraph two does not mention wye at Odair or Head of Grand Coulee. Paragraph eight refers to wye at Grand Coulee and Wye at Head of Grand Coulee . Should not paragraph eight be corrected to read " Leg of Wye at Odair for Entering Delivery yard and Wye at Head of Grand Coulee " Also think it would be advisabl -le to have similar reference to Wye in Paragraph two Exhibit as Prepared shows Leg of Wye Only at Odair and Does not show possible Wye for Contractor also showing Wye at Head of Grand Coulee. Advise if satisfactory and what change if any should be made in Paragraphs two and eight. D 77

JTDerrig

244Pm

At Seattle, Wash.,
July 17, 1934

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

Dear Sir:

In reply to your letter of June 21st in regard to turnouts which you require in connection with construction of the government railroad between Odair and the dam site -

I have been canvassing the system for No. 9 and No. 7 turnouts. Our General Storekeeper advises that they are unable to locate any No. 7 and No. 9 frogs but we will be able to furnish the necessary 90# switches and guard rails.

We will be able to obtain sufficient No. 11 spring rail frogs recovered from our main line relays this year. Ordinarily we would not think of using No. 11 spring rail frogs for yard tracks, but I do not see any reason why they are not entirely suitable in this case in view of the temporary nature of the line.

I have not exhausted all possible sources of No. 9 frogs and will advise you on that point later. However, I am very doubtful if we have any No. 7 frogs.

Yours truly,

MB:wp

Seattle, Wash.,

June 17, 1934e

MR. BERNARD BLUM:

Your letter of July 14 attached to which was print showing new location of interchange tracks at Odair.

Without commenting on the capacity of the tracks, the lay-out is satisfactory to me.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul July 17, 1934

Bernard Blum

Car 12 - Seattle

Proposed contract Grand Coulee Line paragraph two does not mention wye at Odair or head of Grand Coulee. Paragraph eight refers to wye at Grand Coulee and wye at head of Grand Coulee. Should not paragraph eight be corrected to read: "Leg of wye at Odair for entering delivery yard and wye at head of Grand Coulee." Also think it would be advisable to have similar referende to wye in paragraph two. Exhibit as prepared shows leg of wye only at Odair and does not show possible wye for contractor also showing wye at head of Grand Coulee. Advise if satisfactory and what change if any should be made in paragraphs two and eight. D-77

J T Derrig

Saint Paul, July 17, 1934.

Mr. Bernard Blum:

I am attaching hereto tracing together with four prints of revised exhibit for contract with the United States, covering construc ion of railroad from Odair to Grand Coulee.

I have had a negative made from this tracing and filed in our drafting room. I have also arranged to furnish the Law Dept. with white prints for the preparation of contract. I have in mind that you might wish to transmit tracing of proposed exhibit to Mr. Walter on your Denver trip.

The exhibit you will note shows wye track near the end of the line and from my discussion with Mr. Darling at Spokane the other day, he did not seem to think this wye would be necessary. In discussing the matter with the contractor he is not certain whether he would require the wye or not, but I think we should insist on this being a part of the exhibit. If not the government no doubt at a later time would insist on the contractor standing the entire cost if the wye was considered necessary.

8731

Saint Paul, July 17, 1934.

Mr. R. T. Taylor:

Under date of July 12, I forwarded you sketch showing revision in the immediate vicinity of Odair.

This tracing has been revised in accordance with Mr. Blum's request to include one additional siding and for your information I am forwarding you one print of the revised location.

Please destroy the original print furnished you.

Asst. to Chief Engineer

JTD-W

cc - Mr. H.M. Tremaine,
Mr. T. A. Murphy

8731

Saint Paul, July 16, 1934.

Mr. H. E. Stevens:

For your information I am attaching herewith clipping from the Spokesman-Review of July 14, covering awarding of the Grand Coulee contract to the Silas Mason Company.

You will note from the clippings page 2, that Senator Dill is given credit for getting prompt action in awarding of this contract for building the dam. No reference is made in regard to contract for constructing the railroad.

Asst. to Chief Engineer.

JTD-w
cc - Mr. Blum

Note 7/16

At Seattle, Wash.,
July 16, 1934

Mr. H. E. Stevens:

Your telegram S-102 of July 10th about trip made by Messrs. Tremaine, Taylor, Murphy and Slocum over the Washington Central to investigate trackage for handling business of contractors for Grand Coulee Dam, also your letters of July 9th and 10th -

As I advised you verbally, I had an understanding with representatives of the Silas Mason Company that we would lease them track metal required for the additional sidings and spurs that they would require on the new railroad in view of the fact that the government is providing for two interchange tracks only at Odair and two sidings at the upper end of the line.

As I wired you on July 10th, apparently the only discussion had by our local representatives in Spokane with the contractors was matter of handling contractors initial shipments prior to construction of new railroad and apparently Messrs. Taylor, Murphy and Tremaine were only concerned with the importance of getting the haul on this equipment and keep it away from the Great Northern.

It was my thought at the time I discussed the matter with you that we could put in at Odair the tracks for the revised layout having the government stand the expense thereof and avoid the installation of temporary tracks. I think this can still be worked out insofar as Odair and Coulee are concerned and will discuss it Wednesday with our people and the contractors.

BB:wp

cc Mr. W.C.Sloan

Dee Ass't Blum

8731

Spokane, Wash. July 15, 1934.

File

Mr. J. T. Derrig;

I mentioned in my letter to you of the 12th, the question of changing the original location tracings to show the changes that have been made in the proposed line and also the fact that Mr. Banks would rather not make the changes to the tracing over your and Mr. Blum's signatures.

They were to send the tracings to St.Paul so that we could make the corrections as they were O.Kd. Since then, or shortly after, our discussion on this subject, I ~~have~~ talked to their chief draftsman and told him that there would be no objection to their changing the tracings whenever they made and O.Kd. a change.

On account of the signatures they still feel that if they are to make the changes, that they would rather receive a letter from you, giving them permission to make any changes that they might desire.

Paul R Gibson

Assistant Engineer

Revised connection platted
on print- M.P.O to 10 Vault file 382-26
on profile " " 845-20

Prop. Revised Alignment near
Grand Coulee platted on print. 382-28
Grade Line on profile 845-20
Grade Changes " "

J.F.A July 25 1934

THE SPOKESMAN-REVIEW, SPOKANE, WASH.
SATURDAY MORNING, JULY 14, 1934.

1500 MEN ON BIG DAM JOB BY FALL

Mason Camp, Operation Plant and Bridge to Be Under Way Soon.

Within the next three months 1500 men will be at work at Grand Coulee dam site. Announcement yesterday from Washington, D. C., that the secretary of interior has formally accepted the $29,339,-301 bid of Silas Mason company of New York and associates for construction of the 183-foot first unit of the big dam, threw the switch that started the contracting company on the big job.

Plan Board Meets Here.

Members of the contracting firms, the Silas Mason company, Atkinson-Kier company of San Francisco and Walsh Construction company of Davenport, Iowa, will be here soon to adopt a definite plan of procedure.

Harvey Slocum, engineer, has been here for the last month preparing a schedule of operations, plans for the construction plant, camp, bridge and other features.

The contractors will pass upon these plans when they come here. Sam Mason is expected to arrive in a few days, possibly Sunday.

The dispatch from The Spokesman-Review's correspondent at Washington, D. C., said that Secretary Ickes announced Thursday at his press conference that the bids were being studied by a special committee of the public works administration. His announcement yesterday that the Mason bid was acceptable and the contract would be awarded immediately, was therefore a surprise.

Formal Orders Today.

Notice to proceed will be sent to the contractor from the Denver office of the United States reclamation bureau, probably today. The contractor will have 30 days to get on the job. Actually, it will not take that long.

Personnel of the contractors' organization has not been definitely selected.

The first step to be taken by the contractors is establishment of temporary offices at Spokane, selection of principal members of the construction staff and purchase of the most necessary supplies and machinery.

Since June 18, when the bids were opened, the contractors' representative here has been holding open house for salesmen offering everything from typewriter ribbons to locomotives.

Prepare to "Hole In."

As soon as possible the contractors will "hole in" at the dam site, as Mr. Slocum put it. A headquarters building will be constructed, machinery moved in and work begun on the contractor's town on the east side of the river.

Mr. Slocum says that accommodations for 1500 men will be ready within two months.

The town will have water and sewer system, electric lights, broad streets and well-constructed homes and dormitories. It will be zoned, that is the workshops and headquarters offices will be grouped nearest to the line of the dam. It is probable that dormitories will be in a group apart, and family residences in another group.

Separate from the living quarters will be the business section, where stores, theater, hospital, hotels, nurses' home, guest houses and other concessions will be located.

On East River Bank.

The first job in preparing the town is to level the long slope on the east bank. Streets will then be laid out and water, sewer and electric utilities installed.

The town may have a circular, central plaza, or civic center.

Mr. Slocum explained that all plans are tentative, and may be revised or completely changed when the contractors assemble here.

However, some things are certain about the plan of procedure. One is that as soon as possible after the camp and construction plant are started, work will be begun on a steel bridge that will shoot across the river on about a 45-degree angle upstream from the bridge now being built by the government.

This bridge will be used for auto traffic until the railroad has been built and will then be converted to a railroad bridge.

Plan Own Rail Line.

The railroad, coming down from the coulee, will swing south. The contractors' railroad will form a Y with this line, and will run northeast and across the new bridge, where another Y will be formed, and the line will run south to the construction plant and to the dam.

The contractor will not wait for construction of the railroad from Odair to the head of Grand coulee to get machinery on the ground. As soon as notice to proceed has been given and the plan of action decided upon, purchases will be made and the trek of machinery to the dam site will begin. Due to conditions of the roads, there will be difficulties.

"But there always are common garden variety difficulties on any big construction project," said Mr. Slocum. "Conditions on this job are more favorable than usual."

Excavation will proceed at the dam site as soon as equipment has been delivered and the plan of operation decided upon.

River Diversion Problem.

Several methods of diversion of the river and construction of the dam are under consideration.

Mr. Slocum was asked whether the coffer dams would be put in this year.

"We have to get the coffer dams in before the next high water or we will lose a year," he replied.

The coffer dams will be so constructed that men can work within them regardless of the stage of the water. The river is going down now and will reach low water stage in September, judging by past records.

Until the contractor's bridge is completed, a ferry service will be used to transport machinery, men and materials to the east bank.

The construction plant will consist of a large number of shop buildings, including welding shop, compressor house, machine shop, garage, rigging loft, carpenter shop and storage sheds.

Four operations soon will be under way simultaneously, the camp construction, bridge construction, excavation and driving of piles for the coffer dam.

Dill Wired Ickes.

Senator C. C. Dill revealed last night that he wired Secretary of Interior Harold Ickes yesterday morning, urging him to award contracts so that work will be in progress when President Roosevelt visits the dam site August 4. The senator sent his wire after reading in The Spokesman-Review yesterday morning that Secretary Ickes had announced the Silas Mason bid would be studied by a special committee.

The secretary replied to the senator: "I signed award of contract for Grand Coulee today. Have railroad contract before me for immediate consideration."

The senator wired Thursday to Miss Mae Schnurr, assistant to Dr. Elwood Mead, United States commissioner of reclamation, asking when the contract for the railroad would be awarded.

Miss Schnurr replied that the department hoped to act on the railroad soon.

Ryan Expects Award Today.

David H. Ryan, who submitted the low bid for the railroad contract, heard yesterday that he would be awarded the job today.

It is certain now that there will be activity at the dam site by the time the president comes. Some machinery will be on the job. The railroad may also be started by that time.

The Grand Coulee dam first unit will be 183 feet high above low water and 309 feet above lowest bed rock. The maximum height above average level of bed rock will be 253 feet.

Length of Dam.

The length of the dam at the crest will be 3400 feet, and the length of the spillway 1800 feet.

The dam and power plant will contain 3,598,815 cubic yards of concrete, as compared with 4,300,000 cubic yards in Boulder dam, power plant and tunnels. The ultimate Grand Coulee dam and power plant, however, will contain 9,500,000 cubic yards of concrete, or more than twice as much as Boulder dam.

The contractor has 1650 days to complete the low dam.

Mr. Slocum said Washington dealers would be given preference in purchase of supplies so far as prices will allow.

DAM AREA READY FOR ROOSEVELT

Plans Are Detailed for Visit to Site August 4.

MANY WILL AID

Committees Given Tasks—Halt Traffic While Executive in Area.

GRAND COULEE DAM SITE, July 13.—Twelve official cars will transport the presidential party from Soap Lake or Ephrata to the dam site August 4, it was announced here today by W. R. Jarrell of the United States secret service, at a meeting called to perfect details for taking care of the immense crowd expected when President Roosevelt comes.

Mrs. Roosevelt will be in the party, with John and Franklin Roosevelt Jr.; D. C. Roper, secretary of commerce, and Postmaster General James A. Farley. Senator C. C. Dill will join the president at Portland and accompany the special train here.

Mrs. Dill and Mrs. Clarence Martin, wife of the governor, will be asked to entertain Mrs. Roosevelt during her visit in Washington state.

Shake Roof on Word of Contract.

Discussions of the details of the president's visit here were forgotten momentarily when Frank A. Banks, who presided at the meeting of more than 100 persons, after being called to the telephone announced that the Silas Mason company had been awarded the contract to build the dam.

The shouts that greeted his announcement almost raised the roof off the Addison Miller dining hall.

During Mr. Banks' absence Senator Dill had taken charge of the meeting and said that he had wired Secretary Ickes this morning that, if the bid was held up much longer, President Roosevelt would find no men working here when he came.

The crowd gave him a big hand and the credit for the announcement that came later.

Unanimous for Dill.

In the midst of the resulting hilarity, James O'Sullivan, secretary of the Columbia basin commission, called for an expression on Senator Dill's running again. The response in favor was unanimous.

Senator Dill said he would like to introduce the president when he comes here and "place the credit for the building of the dam where it belongs, squarely on the shoulders of Franklin D. Roosevelt."

Other speakers at the meeting were E. F. Banker, chairman of the Columbia basin commission; Fred K. Jones, president, Spokane Chamber of Commerce; James McGovern and Rufus Woods of the commission; Major Fred Weil, Colonel E. R. Knabenshue of Fort George Wright; James Ford, secretary of the Spokane Chamber of Commerce; Ray Clark, Wenatchee, and Frank Funkhouser, Spokane.

Committees Are Named.

At the conclusion of the meeting members of the commission and Mr. Banks met in the commission's offices and worked out details of plans for the president's visit. Committees were named as follows:

Stand and seats, reclamation service; decoration, Columbia basin commission; broadcasting, Lieutenant Ellsworth C. French and James L. Ford, Spokane; parking, Major Fred Weil of the dam site and American legion posts.

Auto transportation for presidential party, Mr. McGovern; invitations, Senator Dill and Mr. McGovern; ushers, Lieutenant French; sanitation, state department of health.

Honorary committee—Wenatchee, Mrs. Belle Reeves and Ray Clark; Spokane, James Ford; Wilbur, State Senator W. P. Gray; Ephrata, Gale Mathews; Coulee, Frank McCann; Almira, George McDonald; Coulee Dam, A. A. Elmore and Major Weil.

Davenport, Jim Goodwin; Quincy, H. L. Johnson; Soap Lake, Earl McKay; Omak, State Senator Horace Smith; Pateros, Leonard Therriault; Okanogan, O. H. Woody; Nespelem, Harvey K. Meyers.

Roads Will Be Closed.

Mr. Banks announced that while the president was visiting the dam area the road would be closed to traffic, both from the west and east, and that motorists coming from the Okanogan side of the river would be barred from crossing during that period, an hour or two.

Two possible sites for the speakers' stand were viewed by Mr. Banks late this afternoon.

Nick Mamer, Spokane's premier pilot, flew Senator Dill and Lieutenant French here, landing on the airport field across the Columbia river.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

52NPY

MANDAN July 15 1934 B BLUM

CAR 12 SEATTLE. 8731

See article in Spokesman-Review of 14th about awarding of contract for dam and Dill's influence in getting action. Think we should have him use influence to get R R Contract awarded if not done at once will lose large amount of business.

J.T.Derrig.

233p

B

Spokane Jan 15, 37

Mr B Blum

Herewith comparative estimate of cost of Prop Revised line at Odair - You will note that the new location is $5040.00 under the prop cost of the original line even though the 2 yard backs have been included.

Paul R Gibson

B. Blum

Estimated Cost of Track Changes, etc., at Odair as per Map

M. P. 0 to 10 dated May 16, 1934

Note: This includes change in location of portion of Washington Central branch--removing portion of and extending present siding, one additional siding and relaying as shown

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Relay

Remove and load old rail, etc.	809.3 lin.ft. @ $0.15		121.40	
Place new rail, etc.	809.3 lin.ft. @ 0.20		161.86	

Remove Tracks

Remove track, load material, etc.,	2397.3 lin.ft @ 0.15		359.60	
Remove and load turnouts,	3 @ 50.		150.00	

New Work

Excavation, common,	382 cu.yds. @	0.18	67.76	
Excavation, solid rock,	382 cu.yds. @	0.60	229.20	
Excavation, borrow ,	3270 cu.yds. @	0.18	588.60	
Overhaul on borrow,	100,900 cu.yds. @	0.01	1009.00	
36-in. corr. pipe, 26 lin.ft. @ L. 0.60, M. 4.80			15.60	124.80
Cross ties	2088 pcs @	0.60		1252.80
Switch ties #9 (20 2917)	5834 F.B.M. @	20.		116.68
Laying track (4459.0 lin.ft.)	0.92 miles @	1300.00	1092.00	
Placing turnouts,	5 @	100.00	500.00	
Ballasting (4200 ft. @0.27)	1134 cu.yds. @	1.25	1417.50	
Ballast acct. raising W.C. Br. (1600 ft. @ 0.27)	432 cu. yds. @	1.25	540.00	
			6252.02	1494.28
				6252.02
				7746.30

Right of Way, done acct. of on N. P. right of way, except for borrow pit along highway in Sec. 2		25.00
		7771.30

Excavation, common	(Conn. Adrian line to W. C.,	160	
	(Ext. siding and new siding,	322	382
Excavation, rock	(Conn. Adrian line to W. C.,	160	
	(Ext. siding and new siding,	322	382
Borrow	(Acct. raise grade W. C. branch,	2600	
	(Conn. Adrian line to W. C. br.,	670	3270
Overhaul	(2690 x 30 sta. -	80,700	
	(670 x 30 sta. -	20,200	100,900

Estimated Cost of Grand Coulee Line (Original Location)

M. P. 0 + 00 to M. P. 1 + 2820 (Sta. 81+00) as

per Map M. P. 0 to 10 dated May 16, 1934

8100 track feet = 1.53 miles			Labor	Material
Excavation, common,	12,230 cu. yds. @	$0.18	2,201.40	
Excavation, solid rock,	40 cu. yds. @	0.60	24.00	
Excavation, borrow,	31,400 cu.yds. @	0.18	5,652.00	
Overhaul	138,640	@ 0.01	1,386.40	
40-in. corr. pipe, 54 ft. @ L. 1.00, M. 6.30			54.00	340.20
24-in. corr. pipe, 48 ft. @ L. 0.50, M. 2.80			24.00	134.40
20-ft. plank crossing, 360 F.B.M. @ L. 10.00, M. 20.00			3.60	7.20
Crossing signs, @ L. 5.00, M. 5.00			5.00	5.00
Cross ties	4410 pcs. @	0.60		2,646.00
Switch ties, 1 set # 9	2917 F.B.M. @	20.00		58.40
Laying track (8100 ft.)	1.53 miles @	1300.00	1,989.00	
Placing turnout	1 @	100.00	100.00	
Ballast, 8010 ft. @ 0.27 - 2163) 2163 cu.yds.@		1.25	2,703.75	
Right of way fence, 1.5 miles @ L. 200.00, M.		150.00	300.00	225.00
Right of way fence gates, 2 @ L. 5.00, M. 5.00			10.00	10.00
Cattle guards, 2 @ L. 20.00, M. 10.00			40.00	20.00
			14,493.15	3,446.20
				14,493.15
				17,939.35
Right of way, 35 acres		@ 15.00		525.00
				18,464.35

Estimated Cost of Prop Leg of Wye at Odair

as per Map M. P. 0 to 10 dated May 16, 1934

1494.8 tract feet (0.283 miles)

Excavation, common,	50 cu. yds. @	$0.18	9.00	
Excavation, solid rock,	50 cu. yds. @	0.60	30.00	
Excavation, borrow,	5300 cu. yds. @	0.18	954.00	
Excavation, overhaul on borrow, 44,700 cu. yds. @		0.01	447.00	
Laying 36-in. corr. pipe,	42 lin. ft. @	0.60	25.20	
36-in. corrugated pipe,	42 lin. ft. @	4.80		201.60
20-ft. road crossing, 360 F.B.M. @ L. 10.00, M. 20.00			3.60	7.20
Crossing signs, 1 @ L. 5.00, M. 5.00			5.00	5.00
Laying track,	0.283 mi., @	1300.00	368.90	
Placing turnouts,	2 @	100.00	200.00	
Ballasting (1315 ft. @ 0.27 - 355),	355 cu. yds. @	1.25	443.75	
Ties,	720 pcs. @	0.60	432.00	
Switch ties, 2 sets #9 (2917x2 - 5834),	5834 F.B.M. @	20.00		116.68
			2,918.45	330.48
				2,918.45
	Total			$3,248.93
Right of way	5 acres @	15.00		75.00
Right of way for borrowed material (gravel ridge along highway, Sec. 2)				25.00
				$3,348.93

Summary

Track changes at Odair	7,771.30
Original location Grand Coulee line (to sta. 81 + 00)	18,464.35
Total	$26,235.65
Leg of wye at Odair	3,348.93
Total as per original location	$29,584.58

Estimated Cost of Revised Location of Grand Coulee Line near Odair (to M. P. 1 + 2020 of Original Location) as per Map dated July 11, 1934

0 + 00 to 66 + 64.4 - 6664.4 track feet
37 + 16.5 to 81 + 00 - 4383.5 track feet
11048.9
Two yard tracks 5800.1 track feet
16849.0 track feet (3.19 miles)

Note: Two yard tracks figured so as to provide trackage equal to that in the original Odair yard and mentioned in paragraph 51 of Specifications No. 570, Grand Coulee Dam and Power Plant, as the trackage to be furnished to the contractor.

Excavation, common,	30,781 cu.yds. @	$0.18	5,540.58	
Excavation, solid rock,	1500 cu. yds. @	0.60	900.00	
Excavation, borrow,	7854 cu. yds. @	0.18	1,341.72	
Overhaul,	100,000 @	0.01	1,000.00	
48-in. corr. pipe, 60 lin.ft. @ L. 1.00, M. 6.30			60.00	378.00
24-in. corr. pipe, 48 lin.ft. @ L. 0.50, M. 2.80			24.00	134.40
20-ft. plank crossing, 360 F.B.M. @ L. 10.00, M. 20.			3.60	7.20
Crossing signs	@ L. 5.00, M. 5.00		5.00	5.00
Crossing ties	8694 pcs. @	0.60		5,216.40
Switch ties (4 sets #9 @ 2917)	11,668 F.B.M. @	20.00		233.36
Laying track (16849.0 trk.ft.)	3.19 mi. @	1300.00	3,247.00	
Placing switches	5 @	100.00	500.00	
Ballast (16,400 trk.ft. @ 0.27)	4428 cu.yds. @	1.25	5,535.00	
Right of way fence, 1.9 mi. @ L. 200.00, M.		150.00	380.00	285.00
Right of way gates, 2 @ L. 5.00, M. 5.00			10.00	10.00
Cattle guards, 2 @ L. 20.00, M. 10.00			40.00	20.00
			18,506.90	6,289.36
				18,506.90
				$24,876.26
Right of way	57 acres @	15.00		855.00
				$25,731.26

Summary

Revised location	25,731.26
Leg of wye at Odair	3,348.93
	$29,080.19

Grand Summary

Total as per original location	$29,584.58
Total as per revised location	29,080.19
Saving in revised location over original location	504.39

Quantities involved in second yard track
(To be deducted if second track not included)

Excavation, common,	1750 cu.yds. @	$0.18	315.00	
Borrow,	1750 cu.yds. @	0.18	315.00	
Overhaul,	24,000 c.y. @	0.01	240.00	
48-in. corr. pipe, 14 lin.ft. @	L. 1.00, M.	6.30	14.00	88.20
Cross ties,	1429 pcs. @	0.60		857.40
Switch ties (2 sets #9 @ 2917)	5834 F.B.M. @	20.00		116.68
Laying track, 2800 lin. ft.	0.53 mi. @	1300.00	689.00	
Placing switch	2 @	100.00	200.00	
Ballast (2800 ft. @ 0.27)	756 cu. yds. @	1.25	945.00	
			2,718.00	1,062.28
				2,718.00
				$3,780.28

Spokane, Wash. July 15, 1934.

Mr. J. T. Derrig;

Attached is a comparative estimate showing a comparison between the cost of the original located line at Odair to station 81, including the various track changes, wye etc. at Odair, and the revised location as of map made at Spokane, dated July 11, 1934.

The estimate of the revised line includes two yard tracks at Odair instead of one as shown on the map of July 11th, so as to provide trackage equal to that in the original located layout and mentioned in paragraph 51 of Specifications #570 Grand Coulee Dam as the trackage to be furnished the contractor. I understand that the map of the revised line dated July 11, 1934 has been corrected to show two tracks at the Odair yard.

You will note that after including the two tracks, the cost of the new location is still $504.39 under the estimated cost of the original location, (Govt Cost only)

This estimate was made together with Mr. Banks' forces at Odair on July 13th and 14th. I left a copy at Spokane for Mr. Blum in care of Mr. Tremaine, and also a copy for Mr. Tremaine.

Today I met Mr. Slocum and discussed the estimate with him and he is entirely satisfied with same.

In going over this with Mr. Darland, in view of the fact that the estimated cost of the revised line is less than that of the original, he felt that there was no question but that the line would be constructed as now revised.

Paul R Gibson
Assistant Engineer

Saving of $504.- does not include value of R/W to be furnished by the Govt & Rail to be furnished by Ry Co

Estimated Cost of Grand Coulee Line (Original Location)

M. P. 0 + 00 to M. P. 1 + 2820 (Sta. 81+00) as

per Map M. P. 0 to 10 dated May 16, 1934

8100 track feet - 1.53 miles			Labor	Material
Excavation, common,	12,250 cu. yds. @	0.18	2,201.40	
Excavation, solid rock,	40 cu. yds. @	0.60	24.00	
Excavation, borrow,	31,400 cu.yds. @	0.18	5,652.00	
Overhaul	138,640	@ 0.01	1,386.40	
48-in. corr. pipe, 54 ft. @ L. 1.00, M. 6.30			54.00	340.20
24-in. corr. pipe, 48 ft. @ L. 0.50, M. 2.80			24.00	134.40
20-ft. plank crossing, 360 F.B.M. @ L. 10.00, M. 20.00			3.60	7.20
Crossing signs, @ L. 5.00, M. 5.00			5.00	5.00
Cross ties	4410 pcs. @	0.60		2,646.00
Switch ties, 1 set # 9	2917 F.B.M. @	20.00		58.40
Laying track (8100 ft.)	1.53 miles @	1300.00	1,989.00	
Placing turnout	1 @	100.00	100.00	
Ballast, 8010 ft. @ 0.27 - 2163) 2163 cu. yds. @		1.25	2,703.75	
Right of way fence, 1.5 miles @ L. 200.00, M.		150.00	300.00	225.00
Right of way fence gates, 2 @ L. 5.00, M. 5.00			10.00	10.00
Cattle guards, 2 @ L. 20.00, M. 10.00			40.00	20.00
			14,493.15	3,446.20
				14,493.15
				17,939.35
Right of way, 35 acres		@ 15.00		525.00
				18,464.35

Estimated Cost of Revised Location of Grand Coulee Line near Odair (to M. P. 1 + 2820 of Original Location) as per Map dated July 11, 1934

---

0 + 00 to 66 + 64.4 - 6664.4 track feet
37 + 16.5 to 81 + 00- 4383.5 track feet
11048.9
Two yard tracks 5800.1 track feet
16849.0 track feet (3.19 miles)

Note: Two yard tracks figured so as to provide trackage equal to that in the original Odair yard and mentioned in paragraph 51 of Specifications No. 570, Grand Coulee Dam and Power Plant, as the trackage to be furnished to the contractor.

Excavation, common,	30,781 cu.yds. @ $0.18		5,540.58	
Excavation, solid rock,	1500 cu. yds. @ 0.60		900.00	
Excavation, borrow,	7454 cu. yds. @ 0.18		1,341.72	
Overhaul,	100,000 @ 0.01		1,000.00	
48-in. corr. pipe, 60 lin.ft. @ L. 1.00, M.6.30			60.00	378.00
24-in. corr. pipe, 48 lin.ft. @ L. 0.50, M. 2.80			24.00	134.40
20-ft. plank crossing, 360 F.B.M. @ L. 10.00, M.20.			3.60	7.20
Crossing signs	@ L. 5.00, M. 5.00		5.00	5.00
Crossing ties	8694 pcs. @ 0.60			5,216.40
Switch ties (4 sets #9 @ 2917)	11,668 F.B.M. @ 20.00			233.36
Laying track (16849.0 trk.ft.)	3.19 mi. @ 1300.00		3,247.00	
Placing switches	5 @ 100.00		500.00	
Ballast (16,400 trk.ft. @ 0.27)	4428 cu.yds. @ 1.25		5,535.00	
Right of way fence, 1.9 mi. @ L. 200.00, M.	150.00		380.00	285.00
Right of way gates, 2 @ L. 5.00, M. 5.00			10.00	10.00
Cattle guards, 2 @ L. 20.00, M. 10.00			40.00	20.00
			18,586.90	6,289.36
				18,586.90
				$24,876.26
Right of way	57 acres @ 15.00			855.00
				$25,731.26

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	$29,080.19

Grand Summary

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Total as per revised location	29,080.19
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Quantities involved in second yard track
(To be deducted if second track not included)

Excavation, common,	1750 cu.yds. @	$0.18	315.00	
Borrow,	1750 cu.yds. @	0.18	315.00	
Overhaul,	24,000 c.y. @	0.01	240.00	
48-in. corr. pipe, 1¼ lin.ft. @	L. 1.00, M.	6.30	14.00	88.20
Cross ties,	1429 pcs. @	0.60		857.40
Switch ties (2 sets #9 @ 2917)	5834 F.B.M. @	20.00		116.68
Laying track, 2800 lin. ft.	0.53 mi. @	1300.00	689.00	
Placing switch	2 @	100.00	200.00	
Ballast (2800 ft. @ 0.27)	756 cu. yds. @	1.25	945.00	
			2,718.00	1,062.28
				2,718.00
				$3,780.28

Estimated Cost of Prop Leg of Wye at Odair

as per Map M. P. 0 to 10 dated May 16, 1934

1494.8 tract feet (0.283 miles)

Excavation, common,	50 cu. yds. @	$0.18	9.00	
Excavation, solid rock,	50 cu. yds. @	0.60	30.00	
Excavation, borrow,	5300 cu. yds. @	0.18	954.00	
Excavation, overhaul on borrow, 44,700 cu. yds. @		0.01	447.00	
Laying 36-in. corr. pipe,	42 lin. ft. @	0.60	25.20	
36-in. corrugated pipe,	42 lin. ft. @	4.80		201.60
20-ft. road crossing, 360 F.B.M. @ L. 10.00, M. 20.00			3.60	7.20
Crossing signs, 1 @ L. 5.00, M. 5.00			5.00	5.00
Laying track,	0.283 mi., @	1300.00	368.90	
Placing turnouts,	2 @	100.00	200.00	
Ballasting (1315 ft. @ 0.27 - 355),	355 cu. yds. @	1.25	443.75	
Ties,	720 pcs. @	0.60	432.00	
Switch ties, 2 sets #9 (2917x2 - 5834),	5834 F.B.M. @	20.00		116.68
			2,918.45	330.48
				2,918.45
	Total			$3,248.93
Right of way	5 acres @	15.00		75.00
Right of way for borrowed material (gravel ridge along highway, Sec. 2)				25.00
				$3,348.93

Summary

Track changes at Odair	7,771.30
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Leg of wye at Odair	3,348.93
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N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

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Mandan July 15 1934 B BLUM CAR 12

SEATTLE.

Gibson estimate revised location including two sidings shows savings of $5o4.00 copy of estimate left with Tremaine at Spokane for you will forward you contract exhibit tomorrow night.

J.T.Derrig.

230pm

existing
Via authorized
gateways

181
1884
1771

8731

4