



Northern Pacific Railway Company.
Engineering Department Records.

Copyright Notice:

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



N. P. 1757
6-24

(1-10-31)

OFFICE OF

Chief Engineer

FILE NO.

8731-5

SUBJECT:

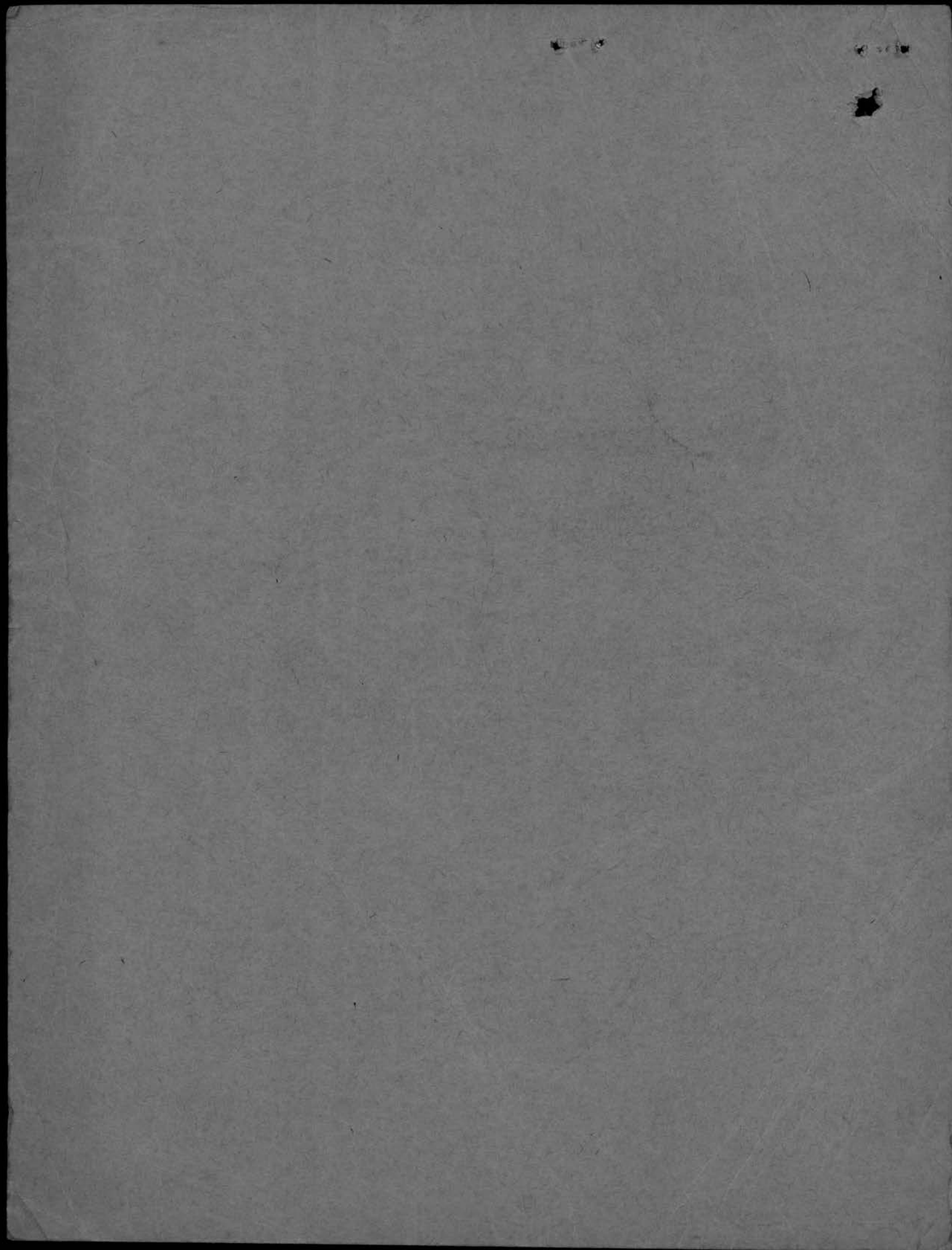
Grand Coulee Dam

Dec 1-1934 TS

Dec 1937

8731

5



8731

Saint Paul, December 11, 1937

MR. H. E. STEVENS:

Your telephone inquiry as to the make-up of the Six Companies, contractors:

The original six companies consisted of -

MORRISON-KNUDSEN COMPANY
F. J. SHEA
HENRY J. KAISER
MR. BECHTOL, of San Francisco
UTAH CONSTRUCTION CO.
McDONALD & KAHN

Whether all of these outfits are part of the Interior Construction Company I have not yet learned, but have an inquiry out.

When the Six Companies bid on the original proposals for the low dam at Grand Coulee, McEachern Bros. of Seattle were joined with them.

The officers of the Interior Construction Company are -

TOM WALSH, Chairman of the Board
HENRY J. KAISER, President
GUY ATKINSON, Vice President
CHAS. F. SHEA, Secretary.

bb/s
x

P.S. Since writing the above I have advice from Spokane that the INTERIOR CONSTRUCTION CO., in addition to the Mason-Walsh-Atkinson-Kier Co. is composed of J.F. Shea, Inc. of San Francisco; Pacific Bridge Co., San Francisco; Utah Construction Co. of Ogden; Morrison-Knudsen Co. of Boise; H. J. Kaiser of San Francisco; McDonald-Kahn, of San Francisco; and General Construction Co. of Seattle.



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

36 SF X

SPOKANE DEC 11 1937

BERNARD BLUM

STPAUL

B 111 MWAK COMPANY MERGED WITH INTERIOR CONSTRUCTION CO COMBINATION NOW TO BE
KNOWN AS THE INTERIOR CONSTN COMPANY. THIS COMPANY IN ADDITION TO THE MASON WALSH
ATKINSON KIER COMPANY IS COMPOSED OF J F SHEA INCORPORATED SAN FRANCISCO PACIFIC
BRIDGE COMPANY SAN FRANCISCO UTAH CONSTRUCTION CO OGDEN MORRISON KNUDSEN CO
BOISE HENRY J KAISER SAN FRANCISCO McDONALD-KAHN SAN FRANCISCO AND GENERAL CONSTN
CO SEATTLE. A 19

HMTREMAINE

1212P



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Saint Paul, December 11, 1937

H M Tremaine

Spokane

What are names of individuals or companies making up low bidders
on Grand Coulee Dam. B-111

Bernard Blum



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

99 SF S

SPOKANE 12/10/37

B BLUM

ST PAUL

THE INTERIOR CONSTRUCTION CO A COMBINATION OF M W A K CO WITH BIG SIX SUBMITTED
LOW BID \$34442240 PACIFIC CONSTRUCTORS INC INCLUDING LAWLOR AND MAGUIRE
GRIFFITH METROPOLITAN CONSTRUCTION CO AND JOHNSON AND WOOD OF LOS ANGELES WERE
THE ONLY OTHER BIDDERS. THEIR FIGURE \$42185802. THESE BINDERS WERE ORGANIZED
BY HARVEY SLOCUM FORMERLY SUPERINTENDENT FOR MWAK CO.

J T DERRIG

445 PM

\$17 11

[Handwritten notes and signatures]
C.S. - M.H.B.
12/10 note B.B.
12/11



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

8731

Spokane - December 10, 1937

B Blum - St Paul

The Interior Construction Co a combination of MWAK Co with Big Six submitted low bid \$34,442,240. Pacific Constructors Inc. including

Lawlor and Maguire Griffith Metropolitan Construction Co and Johnson and Wood of Los Angeles were the only other bidders. Their figure

\$42,135,802. These bidders were organized by Harvey Slocum formerly Superintendent for MWAK Co.

J T Derrig ✓

212p

NOTED BY
 R. W. C. _____
 J. P. D. ☒
 J. C. S. ☒
 C. J. M. _____



8731

Spokane, Washington
 December 8, 1937

NOTED

H. E. S. _____
 B. M. S. _____
 T. K. Y. _____
 E. L. L. _____
 R. D. V. _____

Mr. Bernard Blum:

Herewith a rather interesting interview with Commissioner Page as appears in the Spokane Chronicle of December 7. Please note Mr. Page uses the figure of 500,000 people. Figuring a family for every 40 acres, I had always figured about 150,000 people would settle on the land and perhaps they might support 50,000 additional.

I also hand you herewith a news item of the same date about the profits which the MWAK may not make on the present contract. There is no way of knowing, of course, whether this is a "bear" article to be read prior to the bidding on next Friday or not.

G. H. D. D. D.

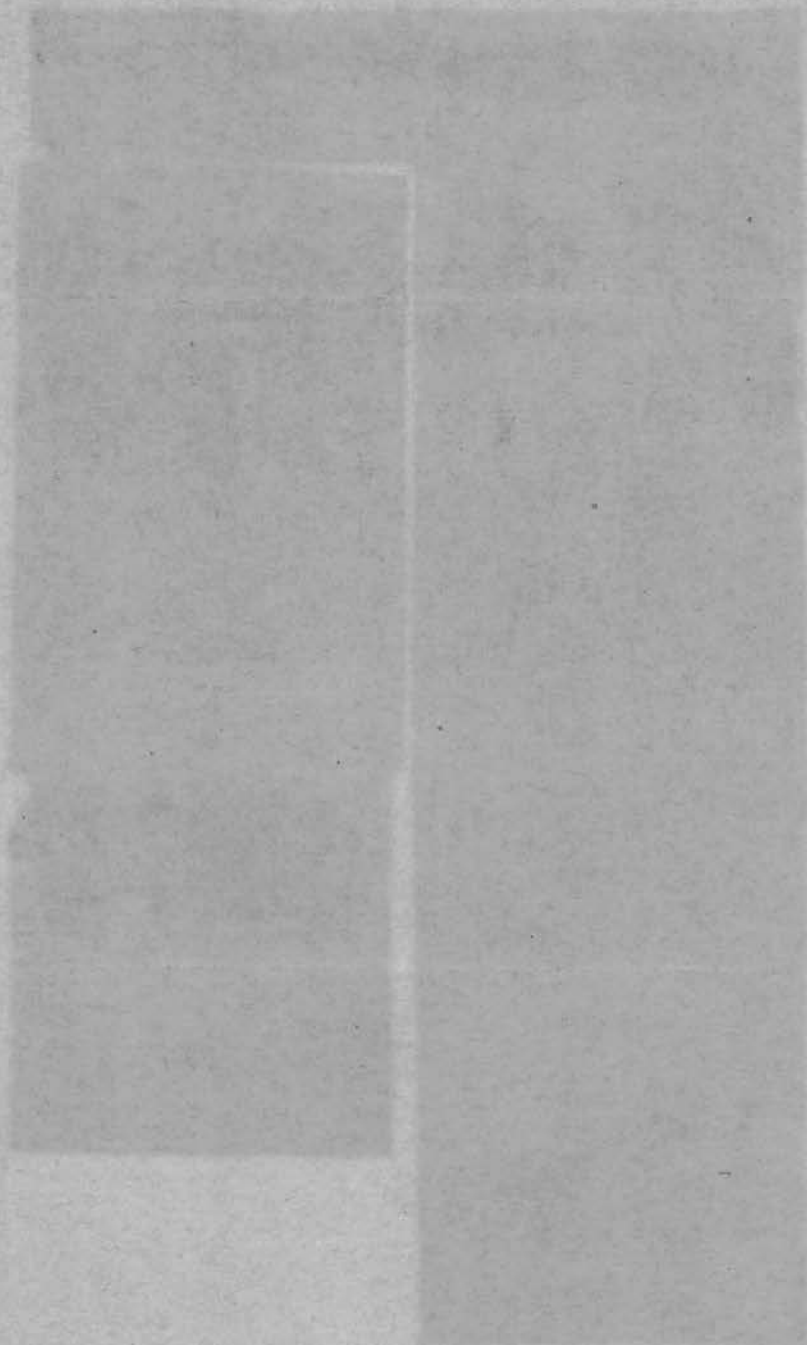
District Engineer

HMT-k
 encls

*Mr. Stevens
 mi Clark - R*

*Note
 1/2 134b*

B



DEC 13 27
RECORDED
INDEXED

Spokane Chronicle
Dec 7, 1937

Contract on Dam Hard Hit; Leakage Cuts Down Profit

Contrary to the common public belief it is now asserted the Mason-Walsh-Atkinson-Kier company is not making the often mentioned "financial killing" from its approximate \$37,000,000 contract with the federal government for construction of the Grand Coulee dam foundation.

From reliable sources it is asserted MWAK will do well to break "more than even" on the job for which it underbid the Six Companies by approximately \$5,000,000. It is said this underbid amount may represent the difference between profit and loss for the contracting firm, which would like to complete the project by securing the new contract here next Friday.

River Leakage Cut Profits.

The original MWAK company bid was about \$29,303,000, but this was increased to about \$37,000,000 through additional excavation and the order of the bureau of reclamation changing the original contract from one for a low dam to an order for the high dam foundation.

Two factors are said to stand out above everything else in the reduction of anticipated profits. It is estimated the leak in the east shore cofferdam last March, when the Columbia river threatened to submerge the workings, cost the contractors about \$500,000. This is regarded as one of the chances a contractor takes in dealing with such a powerful river as the Columbia.

The most consistent unanticipated expense was that of "cleaning up" after each pour of concrete in the dam foundation. On this work the government specifications are most rigid, and are enforced 100 per cent as a matter of assuring a perfect dam. What is known as "laitance" forms on the surface of each new concrete pour. This must be disposed of before additional concrete is poured on the surface.

Bid Below Estimates.

To accomplish a "clean job" means an air and water process involving 125 pounds pressure, sand-blasting, steel brushing, washing and then removal of all water by the use of sponges, thus producing a perfectly dry surface.

It is also known that the MWAK company bid was considerably below the estimates of the bureau of reclamation.

The unit price on rock work is regarded as "right" for ordinary rock work, but the granite rock at Grand Coulee is exceptionally hard and required unusual skill in the use of dynamite to prevent damage to the rock foundation on which the dam rests.

Since starting its contract, the MWAK company has had 20 per cent of its annual monthly payment retained by the federal government, which means it may be about February 1 before the company receives a final settlement and re-

lease of the \$5,000,000 surety bond posted when signing the contract.

What effect these experiences will have on the next bid of the MWAK company is not known officially, but persons acquainted with the project recognize them as providing the reason for remarks by company officials that they will bid on the work, entering a reasonable bid, but not bidding just to get the job.

Also in this connection it is pointed out that Thomas Walsh, president of the company, has a large tunnel contract with the federal government in New York state.

Spokane Chronicle
Dec 7, 1937

Commissioner Page Optimistic Over the Future.

An optimistic long-time future for the Grand Coulee-Columbia basin project was predicted today by "a pair of Johns" as they departed from Ellensburg for an inspection of the Coulee project before going to Spokane for the Grand Coulee bid opening on Friday.

The "pair of Johns" were John C. Page of Washington, D. C., commissioner of reclamation, and John Haw, agricultural agent for the Northern Pacific railroad, and one of the nationally recognized leaders in the reclamation movement.

Inspect Erosion.

Their optimism was plainly evidenced Monday night as they talked with a Chronicle representative traveling with them to Ellensburg, where Commissioner Page inspected an erosion condition that has developed on part of the Kittitas project. There was only one exception in their optimism, and that will exist as long as the project finds it necessary to seek annual appropriations in congress.

"It isn't going to be easy to get the next appropriation for Grand Coulee in congress," said Commissioner Page. "There are two reasons, the economy program and the prejudice that has always existed among some members toward Grand Coulee."

Returning to discuss the optimistic features of the future, he continued:

"Grand Coulee is beginning to take the national limelight once held by Boulder dam. Our requests for motion pictures, other photographs and printed matter

are centering around Grand Coulee. Where it was once the sharp target of criticism, it is now becoming a matter of national interest.

"This will help very much, because we are now getting to the point where the nation really wants to know what this project is going to accomplish."

Both "Johns" are certain in their own minds that the time is ripe to start stressing the reclamation feature of the Grand Coulee project.

Irrigation.

"Without the reclamation feature there is really no Grand Coulee project," remarked Mr. Haw. "People ask me what we are going to do with all of the power and the natural answer is that much of it will be used domestically by the 500,000 people who will populate the 1,200,000 acres of irrigated land."

Then Commissioner Page drove home hard the fact that the nation is in need of new agricultural opportunities.

"The soil erosion officials declare that 200,000,000 acres of former agricultural lands are ruined beyond repair and another 100,000,000 acres is temporarily lost," he said.

"The Columbia basin area will replace only a small portion of that lost acreage. In these facts lies the answer to critics of additional agricultural lands.

"The drought and dust bowl experiences have resulted in an increasing national feeling that irrigation is necessary to assure success regardless of the rainfall," Mr. Haw said.

Few Bidders.

Mr. Page expressed a keen interest in the number of bidders on the Coulee project to be opened Friday. He said he feared there might be only one bidder, and smiled when advised some people are predicting four.

Commissioner Page preferred not to discuss the future action in the program for formation of the Columbia basin irrigation district until after the conference on this matter in Spokane Wednesday.

He did indicate, however, the advisability of certain changes in the state irrigation district formation law by the next legislature, which could be taken to mean that formation of the district "will not be rushed."

Two recent factors relating to the Grand Coulee project are expected to be reflected in the bids to be opened here Friday for completion of the Coulee dam, in the opinion of Mr. Page.

The most recent bid influencing factor is the decision of the high court, compelling the Mason-Walsh-Atkinson-Kier company to pay a state tax on its operation, while the other factor is the cancellation order prohibiting a 12-month redetermination of the prevailing wage scale on the project.

Looking to completion of the new contract, Commissioner Page commented:

"Think what that would mean on \$70,000,000 or such portion of that amount on which the state tax might be levied. I'm also interested in what the decision might mean on California projects."

At Billings, July 25, 1937

MR. H. L. STEVENS:

8731

Herewith copy of Mr. Derrig's notes on the present situation
at GRAND COULEE DAM:

It is my understanding from talking with Mr. Haw that the
Bureau now has sufficient appropriation to finish the M W A K
contract and to cover next year's work on that portion of the high
dam that can be handled the first year.

bb/s

Spokane, July 21, 1937

MR. BERNARD BLUM:

I went out to Coulee Dam Tuesday PM, the 20th, returning this afternoon, spending the afternoon of the 20th, going over the work with Mr. Walsh and Col. Whitson.

I called on Mr. Banks this morning and he stated that he was working up specifications for the continuation of the work on the high dam. It has been rumored that the contract for the balance of the work was to be let in the early part of September of this year; however the information obtained from Mr. Banks would seem to indicate data would not be completed to permit the awarding of the contract before October 1st.

Mr. Banks stated that 3,000,000 cu. yards of concrete will be poured in the dam by Saturday the 24th. There remains somewhere between 1,500,000 and 1,700,000 cu. yds to be poured under the present MWAK contract, the number 200,000 cu. yds dependent on the amount of concrete poured for the power station base and force account work. It seems quite probable the MWAK will pour the 1,700,000 cu. yds.

The MWAK are now pouring about 11,000 cu. yds of concrete per day, working three shifts. They used 1494 cars of cement, an average of 57 cars per day during the month of June.

In removing excavation from the center section of the dam a (crevice) depression similar to the one on the east side was developed. This work which requires a large amount of dental work on the granite floor has slowed up the pouring of concrete.

The contractor now estimates that the excavation from the depression in the center section of the dam will be completed about August 20th, at which time the low trestle will be connected, permitting the pouring of 15,000 cu. yds. of concrete per day. On the basis of this schedule pouring of the 1,700,000 cu. yds. above referred to will be completed about December the 15, 1937; and at the same time completing the present contract with the MWAK Company.

On the basis of the contractor's schedule we will be moving an average of 57 cars of cement per day until August the 20th, and 80 cars per day from August 20th, until the contract is completed on or about December 15th. This cement business together with the large wheat crop now assured on this Branch will require heavy operating work.

Mr. Walsh and associates all stated that they were well satisfied with Northern Pacific service and had no complaints to make, although Walsh stated that he thought we could have made money in operating the branch, beating out the trucks in some manner.

In going out to the Dam I noticed a fleet of trucks. I understood there are about 20 operating. They are hauling lumber from the Creston territory toward Spokane. Apparently this lumber is dressed at Spokane and some of this lumber is hauled back to the Coulee district.

I do not look for much building activity at the Dam site from now on even with the letting of the new contract. The maximum labor payroll for pouring the top section of the dam will probably not exceed 3,000 men per day or about half the present force. Outside of the contractor's town site and the government permanent buildings, the three townsites are distinctly shack and trailer communities; the trailers being more in evidence of late.

Mr. Walsh stated that the camp has been comparatively free from labor trouble to date, but that there was a delegation of organizers from the C.I.O. demanding a meeting with him on Monday of next week. He did not seem to be disturbed as they were meeting their labor rates as specified in the contract or doing better than the contract demand. He was of the opinion however that labor would demand more money in the minimum hourly rate in the new contract, in other words, labor is serving notice at this time in order that the government specifications will provide for their demand. Mr. Banks seems to be pleased with the progress of the work, and asked to be remembered to you, Mr. Stevens, and Messrs. Seandrett and Donnelly.

There were several of the Big Six Company at Coulee yesterday looking over the work. I presume this company will make an endeavor to get the final part of the job. Walsh is anxious to complete the project and the final pouring of the concrete with all elements of risk over will undoubtedly be awarded with a small margin of profit to the contractor.

Mr. Banks is proceeding with his survey for the irrigation system and these plans will follow his program for the high dam, and the power and pumping units each of which will be handled as a separate project. Mr. Banks stated that the reclamation service would probably put in the power and pumping units under force account basis, using their own organization.

If the new contract is awarded this fall the pouring of the top section could start early next spring and with the equipment on the ground the 7,500,000 cu. yds. additional concrete could be poured in 2-season - completing the high dam by January 1, 1940, provided of course appropriations are made available.

Plans are not complete for any portion of the distributing system or reservoir. There is some study being made, I understand, toward the possibility of using earth or rock type dam for the reservoir.

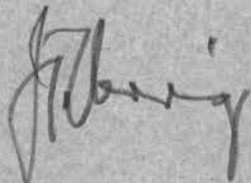
For the immediate future all efforts will be centered on completing the high dam, the power and distributing projects to follow.

There has been some delay in getting delivery on gates and other machinery ordered by the Government, and this has to some extent slowed up pouring of concrete or required some changes in plan to permit the setting of steel.

The railroad below the switchback has never been used and there is no occasion now to do so. The old temporary bridge across the river, which was proposed to carry the Railroad to the east side, is still in place and used as a highway.

jtd/s

4x

A handwritten signature in dark ink, appearing to be 'J. B. King' or similar, written in a cursive style.

8-731
Spokane, July 21, 1937

MR. BERNARD BLUM:

I went out to Coulee Dam Tuesday PM, the 20th, returning this afternoon, spending the afternoon of the 20th, going over the work with Mr. Walsh and Col. Whitson.

I called on Mr. Banks this morning and he stated that he was working up specifications for the continuation of the work on the high dam. It has been rumored that the contract for the balance of the work was to be let in the early part of September of this year; however the information obtained from Mr. Banks would seem to indicate data would not be completed to permit the awarding of the contract before October 1st.

Mr. Banks stated that 5,000,000 cu. yards of concrete will be poured in the dam by Saturday the 24th. There remains somewhere between 1,500,000 and 1,700,000 cu. yds to be poured under the present MWAK contract, the upper 200,000 cu. yds dependent on the amount of concrete poured for the power station base and force account work. It seems quite probable the MWAK will pour the 1,700,000 cu. yds.

The MWAK are now pouring about 11,000 cu. yds of concrete per day, working three shifts. They used 1494 cars of cement, an average of 57 cars per day during the month of June.

In removing excavation from the center section of the dam a (crevice) depression similar to the one on the east side was developed. This work which requires a large amount of dental work on the granite floor has slowed up the pouring of concrete.

The contractor now estimates that the excavation from the depression in the center section of the dam will be completed about August 20th, at which time the low trestle will be connected, permitting the pouring of 16,000 cu. yds. of concrete per day. On the basis of this schedule pouring of the 1,700,000 cu. yds. above referred to will be completed about December 15, 1937; and at the same time completing the present contract with the MWAK Company.

On the basis of the contractor's schedule we will be using an average of 57 cars of cement per day until August the 20th, and 80 cars per day from August 20th, until the contract is completed on or about December 15th. This cement business together with the large wheat crop now assured on this Branch will require heavy operating work.

Mr. Walsh and associates all stated that they were well satisfied with Northern Pacific service and had no complaints to make, although Walsh stated that he thought we could have made money in operating the branch, beating out the trucks in some manner.

In going out to the Dam I noticed a fleet of trucks. I understood there are about 20 operating. They are hauling lumber from the Creston territory toward Spokane. Apparently this lumber is dressed at Spokane and some of this lumber is hauled back to the Coulee district.

I did not look for much building activity at the Dam site from now on even with the letting of the new contract. The maximum labor payroll for pouring the top section of the dam will probably not exceed 3,000 men per day or about half the present force. Outside of the contractor's town site and the government permanent buildings, the three townsites are distinctly shack and trailer communities; the trailers being more in evidence of late.

Mr. Walsh stated that the camp has been comparatively free from labor trouble to date, but that there was a delegation of organizers from the C.I.O. demanding a meeting with him on Monday of next week. He did not seem to be disturbed as they were meeting their labor rates as specified in the contract or doing better than the contract demand. He was of the opinion however that labor would demand more money in the minimum hourly rate in the new contract, in other words, labor is serving notice at this time in order that the government specifications will provide for their demand. Mr. Banks seems to be pleased with the progress of the work, and asked to be remembered to you, Mr. Stevens, and Messrs. Scandrett and Donnelly.

There were several of the Big Six Company at Coulee yesterday looking over the work. I presume this company will make an endeavor to get the final part of the job. Walsh is anxious to complete the project and the final pouring of the concrete with all elements of risk over will undoubtedly be awarded with a small margin of profit to the contractor.

Mr. Banks is proceeding with his survey for the irrigation system and these plans will follow his program for the high dam, and the power and pumping units each of which will be handled as a separate project. Mr. Banks stated that the reclamation service would probably put in the power and pumping units under force account basis, using their own organization.

If the new contract is awarded this fall the pouring of the top section could start early next spring and with the equipment on the ground the 7,500,00 cu. yds. additional concrete could be poured in 2-season - completing the high dam by January 1, 1940, provided of course appropriations are made available.

Plans are not complete for any portion of the distributing system or reservoir. There is some study being made, I understand, toward the possibility of using earth or rock type dam for the reservoir.

For the immediate future all efforts will be centered on completing the high dam, the power and distributing projects to follow.

There has been some delay in getting delivery on gates and other machinery ordered by the Government, and this has to some extent slowed up pouring of concrete or required some changes in plan to permit the setting of steel.

The railroad below the switchback has never been used and there is no occasion now to do so. The Old temporary bridge across the river, which was proposed to carry the Railroad to the east side, is still in place and used as a highway.

jtd/s

4x

8731

St. Paul, Minn., May 8, 1937 LLP:ph

Mr. Bernard Blum
Chief Engineer
Building

Thank you for your letter of May 3 about Grand Coulee Dam publicity. I agree that it is important that we carry Grand Coulee literature on our trains.

We have been making a small distribution of our Grand Coulee folders on the North Coast Limited, but our supply is exhausted, and we are now assembling new material for a reprint. In the meantime, we are arranging to distribute on the trains Grand Coulee folders supplied us by the Spokane Chamber of Commerce.

L. H. Revin
Advertising Manager

Mr. Tremaine

B

*Mr. Blum
Thanks
Lund
5/10*

*To note
5/10 B.B.*

District Engineer N.P.R.
MAY 13 1937
Spokane, Wash.





N. P. 1386
12-24

953F0G

TELEGRAM—BE BRIEF

TIME FILED

M.

COULEE MAY 7/37

J T DERRIG

8731

STPAUL

D 127 YES COMPLETED DISTANCE ABOUT 25 MILES GOOD OILED HIGHWAY WITH SHARP
CURVES AROUND LAKES OLD ROAD APPROXIMATELY SAME DISTANCE. A 6

R A D

409P

Mr. Derrig

I made a copy of this

G M Hare



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, May 7th, 1937

Agent
Coulee, Washington

Advise if highway on west side of canyon has been completed between Coulee City and Ephrata and its approximate distance. Also advise approximate distance of old road on south side of canyon Coulee City to Ephrata. D-127

J. T. Derrig

8731
Train 4, Fargo Division
May 3, 1937

MR. L. L. FERRIN:

Mr. Tremaine has written me as follows:

"Made a trip to Sand Point the other day on No. 2 and yesterday made a trip from Butte on No. 1. On each of these trips I had an inquiry from a passenger regarding Coulee Dam and was unable to find any literature in the observation car of No. 2 on that subject. Am wondering if it would not be a good thing to bring this about."

You will undoubtedly desire to give consideration to Mr. Tremaine's suggestion. It seems to me that this season there should be a great influx of visitors to view the Dam. I understand the Hoover Dam brought in large return to the Union Pacific through the tourist trade. There was a great deal of advertising concerning the Hoover Dam and I believe there are possibilities for us in connection with the Coulee Dam.

Dr. Meade of the Reclamation Service once mentioned to me the possibilities along this line.

BB:s

cc-Mr. H. M. Tremaine

Spokane, Washington
April 28, 1937

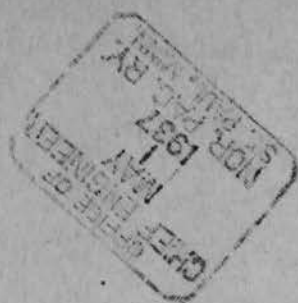
Mr. Bernard Blum:

Made a trip to Sand Point the other day on No. 2 and yesterday made a trip from Butte on No. 1. On each of these trips I had an inquiry from a passenger regarding Coulee Dam and was unable to find any literature in the observation car of No. 2 on that subject. Am wondering if it would not be a good thing to bring this about.



District Engineer

HMT-k



8731

Saint Paul, April 5, 1937

MR. J. W. HAW:

Replying to your letter of the 2nd about map of Washington and Northern Idaho which you are having made, with special reference to designating the U S Railroad from Odair to Grand Coulee Dam:

I agree that some designation should be made. I note that the other foreign roads are initialed. I would like to make a further suggestion - that this government railroad be shown a little bit heavier. I would suggest a mean between the width of line for the Northern Pacific and the fine line shown for foreign roads, for the reason that this government railroad which is strictly a foreign line to us is of no value without the Northern Pacific. I think that for its advertising value the line should stand out a little heavier than the other foreign lines. I suggest the following title:

"U. S. Construction Railroad"

BB:s



St. Paul, Minnesota

April 2, 1937

Mr. Bernard Blum:

As he will use this as a guide in making other maps, Mr. Grindhem, who makes map plates for us, has asked that the engineering department check the attached proof of plates which will go into our Washington and northern Idaho book. He has made the corrections indicated by your department on February 4th.

One further change occurs to me. This is in connection with the fine line showing the railroad from our line up to Grand Coulee Dam. Without some identification, this merely is a black line and might be a highway or a stream. Could we abbreviate a designation like "government railroad"? I assume it would not be proper to call this a part of the Northern Pacific system.

J. M. Swan
Director

wjh-h

B.B.
you will probably want to answer
this. *J 4/3*

8731

CHIEF OF BUREAU
FEB 27 1937
NOR. P. O. B.

St. Paul, Minn. Feb. 25, 1937

Mr. R. W. Clark,
General Traffic Manager

I attach copies of three letters of rather unusual interest bearing on appropriations for continuing work on the Grand Coulee Dam. President Roosevelt's expression of views on this project are particularly important and significant.

Enc.

cc - Mr. Donnelly
Mr. Stevens
Mr. Cohan
Mr. Sloan
Mr. Blum
Mr. Hughes

To note: A.J.D.
W.J.H.
W.P.S.
K.O.M.

J. M. Haw

T

B

(Copy)

NATIONAL RECLAMATION ASSOCIATION
WASHINGTON D C
February 23, 1937

Mr. John W. Haw,
Director
Agrl. Dev. Dept.,
Northern Pacific Ry. Co.,
St. Paul, Minn.

My dear John:

I have been in several conferences with officials of the Reclamation Bureau regarding the land speculation matter in the Columbia Basin. Last week George Sanford asked that I secure for the Bureau a list of all the large holdings which might be easily acquired by the Federal government. I turned the matter over to Jim Ford and suggested that he get the Spokane Chamber of Commerce to compile that information and get it down here as early as possible. Interior Department Solicitor Margold and four or five attorneys have been devoting a great deal of their time to the question as to how best to prevent speculation on the Columbia Basin land. They airmailed their plan to Reclamation District Counsel Stoutemyer, at Portland, and asked him to reply by night letter so that the wire would reach here by Friday morning of last week, but Stoutemyer was seemingly not fully advised and it is now necessary to wait until this week to get additional information here. I suspect, however, that before the end of the week a plan will be laid out to submit to the President. Personally, I do not believe the situation is going to be hard to meet.

The death last night of Congressman Buchanan, Chairman of the Appropriations Committee, also materially changed the complexion of things here, making Taylor of Colorado the ranking member, but there is grave doubt whether Mr. Taylor will live through the present Congress. The next ranking member is Clarence Cannon of Missouri, with whom I am not acquainted.

As requested in your letter of February 17, I am enclosing copy of two public works bills, one introduced by Mr. Secrest in the House and the other by Mr. Lemke. The Secrest bill is identical to the one introduced by Mr. Barkley and Mr. Buckley in the Senate and is the one which Barkley, Buckley and Secrest expect to amend somewhat to comply with the demands of the Ohio Valley Conservation and Flood Control Congress.

Respectfully yours,

(SGD) F.O. Hagie
Executive Secretary

foh mj
Enc.

(Copy)

THE WHITE HOUSE
Washington

February 10, 1937

My dear Senator Bone:

I have a letter of January sixteenth, signed by yourself and other members of the Washington Delegation, in which you urge the necessity of providing additional funds for the building of Grand Coulee Dam so that construction of the project may be continued without interruption.

It is evident that a waste of money will be entailed if construction of the high dam does not proceed upon completion of the present structure, due to the loss of interest on the money now invested by the Government, and on account of the necessity, at some future date, for organizing a new working force and preparing the foundation so that a bond may be obtained between the old and new structures.

A tremendous benefit will accrue to the Northwest by the building of Grand Coulee Dam and power plant, and the Columbia Basin Irrigation project. I am in favor of the Federal Government providing adequate funds so that the construction at Grand Coulee may proceed in an efficient manner and without delay.

Nevertheless, it is only fair that I should tell you that before the appropriation of funds for the construction of Grand Coulee Dam as a high structure, it is my thought that the Congress assure itself of complete control over the lands in the Columbia Basin which would be irrigated.

I know that you will agree with me that it is unthinkable that real estate profits should accrue to private individuals solely because of this great government work.

Therefore, in my judgment, construction of the high dam should be dependent on the elimination of private profits, speculative or otherwise, which would result from this proposed action by the Federal Government.

Very sincerely yours,

(SDB) FRANKLIN D. ROOSEVELT

Hon. Homer T. Bone
United States Senate
Washington, D.C.

(Copy)

January 16, 1937

Dear Mr. President:

Knowing your great personal interest in the Grand Coulee project, we would like to call your attention to the fact that the project is in grave danger of being killed due to what seems to be a misunderstanding by the Budget Bureau. If the appropriation is based upon the present budget of \$7,250,000 for construction this year without a supplemental estimate to which we later refer, work will end in December, 1937 with a granite block stretching across the river, forming a useless pool, and with no power production possible or any other useful product to show for the expenditure of \$63,000,000.

Here are the facts in boiled-down form:

The Grand Coulee dam was authorized by act of Congress passed August 30, 1935. This authorization provided for the reclamation of public lands and Indian reservations, as well as for the generation of electric energy. Previously, \$63,000,000 had been allotted by executive order for construction of what has come to be called the "low dam" from funds designated for public works projects.

Studies by the Reclamation Bureau convinced reclamation engineers that a high dam should be constructed. A change order was therefore issued June 5, 1935, providing for constructing the base of a high dam with the \$63,000,000 available.

The Budget Director is of the opinion, as expressed at a meeting in his office January 11th, that Congress did not intend to spend more than \$63,000,000 on the dam and therefore the budget should include only an item of \$7,250,000 to bring the total cost to \$63,000,000. The budget director based his belief on the following language in Public 741, 74th Congress, at page 31:

"Provided further, that the obligation for the construction of the Grand Coulee Dam and appurtenant works, including those heretofore entered into, shall not exceed a total of \$63,000,000 and no obligations in excess of that amount shall be incurred for such dam, or dams, canals, structures, or incidental works in connection therewith under Section two of the Rivers and Harbors Act, approved August 30, 1935, until appropriations or contract authorizations, or both, therefore are hereafter specifically granted by Congress."

Mr. Bell construes this to mean that Congress wanted to put a final limit of \$63,000,000 on the cost of the Coulee Dam. That was not the intention of Congress at the time the appropriation bill was adopted. All Congress intended to do was to prevent the Government from entering into any new contract for continuance of the work until further appropriations had been made. Definite proof of this intention is shown in the statement of Senator Carl Hayden at the time he submitted to the Senate the conference report on the

The President
Page 42
Jan. 16, 1937

Interior bill on June 18, 1936. At that time Senator McNary inquired as to whether or not the rider in any way affected the basic authorization. Senator Hayden replied:

"It is evident that this restriction cannot in any manner affect the law authorizing the construction of the project. It merely provides that no money shall be appropriated to continue the construction of that dam and incidental works, once it is completed to the height that is now contracted for, unless Congress shall make a specific grant for that purpose. In other words, the basic law authorizing the construction of the Grand Coulee Dam is not changed by this limitation." Congressional Record, 74th Congress, 2d Session, page 7879.

Failure to include in the budget or in a supplemental budget at least \$15,000,000 needed to go on with construction means that the supporters of Grand Coulee will be placed under a serious and possibly insurmountable handicap in trying to amend the appropriation bill to obtain an appropriation of this amount which is absolutely vital to a continuance of the work on a high dam.

The dam will eventually pay for itself if completed, but it is worse than a dead loss incomplete, since interest on the money borrowed to build it will pile up at the rate of \$2,400,000 annually.

We of the Washington Delegation sincerely hope that you can see your way clear to induce the Budget Bureau to submit a supplemental estimate so that Grand Coulee construction may continue without interruption.

Sincerely yours,

(SGD) Homer T. Bone

The President
The White House
Washington, D.C.

8731

Saint Paul, January 23rd, 1937

MR. H. M. TROMAINE:

Am glad to have the special edition of the SPOKESMAN-
REVIEW of January 17th, sent with your letter of the 20th.

I also notice that we got a nice picture of the Hardesty
Road overhead bridge.

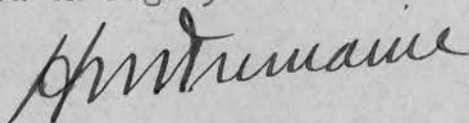
BB:s

Spokane, Washington
January 20, 1937

Mr. Bernard Blum:

Herewith portion of the Annual Progress
Edition of the Spokesman-Review, dated January 17,
which deals with the Coulee Dam.

You will see a nice set-up of the area
suggested to be irrigated on Page 5.

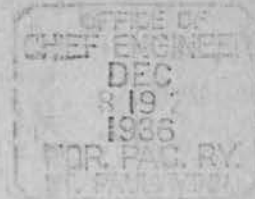


District Engineer

HMT-K
Enc.



8731



Spokane, Washington
December 16, 1936

Mr. Bernard Blum:

Herewith clipping from the Spokane Daily Chronicle of December 15, telling of the diversion of the water from the river channel at the Grand Coulee dam over onto the workings on the west bank.

[Handwritten signature]

District Engineer

HMT-K
Enc

J.T.D.

note

note f 12/19

Spokane Daily Chronicle

December 15, 1936

Force Columbia River From Ancient Channel

It was all in the day's work to workers and officials at Grand Coulee dam.

But to the rest of the world, it was one of the greatest engineering feats in history, accomplished with an absence of fanfare and ceremony.

The feat was the complete diversion today of the Columbia river from its ancient channel at the dam site—the first time man has completely turned the waters of the mighty river.

The entire volume of the Columbia, at present equal to more than 1,000,000 gallons per second, now is flowing through a diversion channel on the west bank of the river, so work on the central portion of the dam foundation can be carried on.

As soon as the last 32-foot "stop-log" was dropped in the lower of two coffer dams, shunting the immense water flow through a man-made channel, a squadron of trucks roared into action, carrying rocks and dirt to the coffer dam to seal small leaks.

Mr. Blum

8731

Saw Louie Crillo in
Spokane today.

You will recall he is
the Italian who ran the restaurant
at Coulee Dam.

Louie is opening an
Italian restaurant in Spokane
across the street from the
Davenport Hotel.

Wintmann
11/2/36

J.T.D.

note
B.B.

11/5

11/6

8731

Saint Paul, Minn.,
October 6th, 1936

Mr. H. F. Brown:

Returning Mr. Knight's letter of September 28th about speaker for the Fargo Engineers' Club to cover the Grand Coulee Dam project.

I suggest Mr. John Haw. Mr. Haw is preparing an address on the Grand Coulee project to be given before the Minneapolis Engineers' Club the latter part of November. I have talked to Mr. Haw and he has indicated his willingness to speak before the Fargo Engineers if an invitation is given to him. Please understand that I in no way committed the Engineers' Club to ask Mr. Haw.

I think Mr. Haw's approach to the subject will be one that will be of peculiar interest and be of some value to the men. While Mr. Haw is not a technical Engineer, he has a very broad grasp of engineering matters and can present the subject from a standpoint that is very little known to the general public. Mr. Haw has very close affiliation with the Bureau of Reclamation and is obtaining for his Minneapolis talk films covering the Grand Coulee construction.

BB h
cc Mr. S. H. Knight

cc Mr. J. W. Haw

8731

September 9, 1936

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

B

Dear Mr. Banks:

This letter is written merely to close the file with respect to Mr. Minor's letter to me of August 29. I have assumed, in accordance with practice, that Mr. Minor was acting during your recent vacation, and therefore since your return communications should be addressed to you.

Mr. Minor's letter of August 29 dealt with the creeping of the left rail on the Coulee Dam Railroad, which we discussed in detail in your office September 5.

As I advised then, there is no consistent law dealing with rail creepage. It simply must be dealt with when encountered. It is not unusual to find one rail creeping in one direction and the other in the other direction, or any similar combination one can devise.

The only cure, I believe, is to remove the slot spikes from the angle bars to avoid injury to the track gauge brought about by the slewing of the ties, keep the tie cribs reasonably filled with ballast material and apply special number of anchors to arrest the movement.

I doubt very much if this creepage may be ascribed to the variation of the diameter of the locomotive driving wheel. The variation in the diameter of the driving wheels would be more apt to show itself in injury to the rail than in the creeping of the track.

Yours very truly,

Signed, H. M. TREMAINE

cc Mr. B. Blum
HMT-K

RECEIVED
SEP 10 1936
U.S. DEPT. OF AGRICULTURE
WASHINGTON, D.C.

8121

September 9, 1936

B

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

Dear Mr. Banks:

This letter is written merely to close the file with respect to Mr. Minor's letter to me of August 29. I have assumed, in accordance with practice, that Mr. Minor was acting during your recent vacation, and therefore since your return communications should be addressed to you.

Mr. Minor's letter of August 29 dealt with the creeping of the left rail on the Goullee Dam Railroad, which we discussed in detail in your office September 7.

As I advised them, there is no constant law dealing with rail creepage. It simply must be dealt with when encountered. It is not unusual to find one rail creeping in one direction and the other in the other direction, or any similar combination one can devise.

The only cure, I believe, is to remove the spikes from the angle bars to avoid injury to the track gauge brought about by the slowing of the ties, keep the ties reasonably filled with ballast material and apply special number of anchors to arrest the movement.

I doubt very much if this creepage may be ascribed to the variation of the diameter of the locomotive driving wheel. The variation in the diameter of the driving wheels would be more apt to show itself in injury to the rail than in the creeping of the track.

Yours very truly,

Signed, H. M. TREMAINE

HMT-K
cc Mr. B. Blum

W 8731

Mr. Gemmell:

Please check up with Mr. Derrig his statement that 700,000 yards is about 15% of the total concrete in the MWAK contract. That would mean about 4,666,000 cubic yards in their contract. I don't remember the figures was anywhere near that high. Send Mr. Stevens our file copy of Mr. Derrig's letter.

Bernard Blum 7-3

B B/B

Mr Banks stated to me there would be a little over 4,500,000 in completed MWAK contract
FD 25



Beds show

3 100 000

600

700

34 000

400 000

515-

30 000

33 000

3.598.815-

cy.

discussed with JTD who
said quantities had been
increased -

msg 7/16

B

RETURN POSTAGE GUARANTEED

VANADIUM CORPORATION OF AMERICA

420 LEXINGTON AVE., NEW YORK, N. Y.

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

At Portland, Oregon,
July third, 1936

Mr. H. E. Stevens:

You will be interested in Mr.
Derrig's letter of June 29th to me about progress
of work at the Coulee Dam.

AB h

14 E.S.
(4,666.00)
15/ 2000
60
100
90
100
At Seattle, Washington,
June 29, 1936

Mr. Bernard Blum:

I was at the Coulee Dam Friday, June 26th, and called on Mr. Banks and the contractors. Mr. Banks stated that the work was progressing very satisfactorily. Contractor is now working about at their schedule.

They are pouring approximately 7000 cubic yards of concrete per day. The total concrete poured to date is approximately 700,000 cubic yards or a little better than 15% of the total concrete for that portion of the high dam included in the MWAK contract.

Water in the river has now receded to a point one foot below the elevation of the east coffer dam. Contractor expects to start pumping from the east coffer dam on Monday or Tuesday of the coming week and expects to be pouring concrete in the east coffer dam on or about August 20th. When the pouring of concrete starts in this section of the dam the contractor will increase the daily pouring to somewhere between ten and twelve thousand cubic yards per day.

Mr. Banks stated that they were expecting to divert the river through the west section on November first, but if the contractor keeps up his present schedule, it seemed possible that this diversion could be made on or about October first. The contractor will immediately start the construction of the new section of the coffer dam, when the water is diverted.

After calling on Mr. Banks I stopped at the contractors' office and found that Mr. Walsh had left for his summer home at Hayden Lake. Colonel Whitson went over the work with me and showed me his concrete operation. The contractor is using four 4-yard mixers with automatic weighing devices for the several classes of gravel and cement. The four mixers are placed on a circle frame and the various classes of aggregate, when weighed, are dumped in a hopper located above and between the mixers. This hopper has a spout connection which can be connected to each of the four mixers and the combined mixture of aggregate and cement is discharged into the mixer under manual control. The concrete, when mixed, is dumped into four yard containers and transported in small trains on the trestle, where it is unloaded and dropped to the base with the use of electric type crane. The trains are propelled with caterpillar type Diesel engines.

Colonel Whitson stated that they had approximately 4000

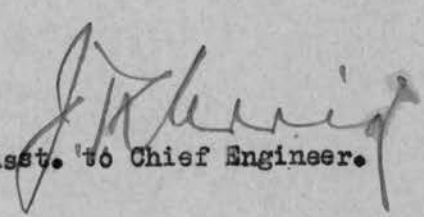
Mr. Bernard Blum No. 2

men working on the job but this force would be increased during the coming week when the east coffer dam was pumped and the force would likewise be increased when the river was diverted and the new type coffer dam construction was started.

Mr. Banks stated that they were rather apprehensive for a time about getting their appropriation but now that money was available for next years operation, there seemed to be renewed confidence in the ultimate completion of the project.

Mr. Banks is using a small CCC force to complete a vista along the highway leading to the dam site in order to give tourists an opportunity to view the work. I rather believe they have in mind that this will probably reduce the number of visitors making request to see the job from close view as visitors in any great number actually interfere with the contractors' operation and the Government no doubt feel that there is considerable hazard involved in letting a large number of visitors down to see the job at close range.

In company with Mr. Smythe I called on Mr. Walsh at his home Saturday afternoon. He seemed to be very pleased with the way the work was progressing and stated that the service of the Northern Pacific was very satisfactory.


Asst. to Chief Engineer.

cc Mr. W. C. Sloan

Mr. Blum

Mr. Conner stated he would like
copy of Report. I have therefore
sent him copy. JH 4/30

Mr McPherson Receiver Id / Spokane

Mr Bond Gen aqt up? Spokane

Mr Rigg architect

Mr McGoldrick Lumberman

Mr McCornock Banker Spokane-Wenatchee

Mr Jos Smyth Plumbing Contr Spokane

Mr Hocky Gen aqt up Spokane

Mr Merryweather Real Estate

8731
June 16, 1936

Dear Mr. Walsh:

I want to tell you how much I enjoyed your little party last week and thank you for asking me to join you. It was a very enjoyable affair and I was very glad to meet your friends.

The Railroad Claim Agents are having a convention in Saint Paul this week. Mr. R. E. Keck, our General Claim Agent, is Chairman of the Convention and through his efforts we were able to swing the Convention to Hotel Saint Paul. I understand that representatives of some of the other Roads leaned toward the Lowry Hotel.

I hope to see you shortly when I go West.

Sincerely yours,

Mr. T. J. Walsh, President,
M. W. A. K. Company,
Mason City, Washington

BB h

B 8731

St. Paul, Minn. June 9, 1936.

Mr. R. W. Clark:

Confirming my conversation with you yesterday, I had an appointment with Mr. Walsh at 4.30 in the afternoon. Mr. Blum joined the party in the evening and we had a very enjoyable dinner with Mr. Walsh and a number of his Insurance friends who are as you know, holding a National Convention in the city. Mr. Walsh left for Spokane this morning on N.P. train #1. I accompanied him as far as Minneapolis and asked our steward to see that he was well taken care of on the way west.

I had a little talk with Mr. Walsh about the ten cars of autos moving from Allentown, Pa. to Seattle, five of which were routed Great Northern. Mr. Walsh stated he had some obligations to Mr. Kenny and gave him a few cars, but stated he was going to give the N.P. all of the business in so far as he can consistently do so. In fact I would understand from his statement that we may expect all future business to the Dam.

Mr. Walsh stated that he has heretofore been using the Great Northern passenger service between St. Paul and Spokane due to the fact that he formerly had the contract at Fort Peck and found it occasionally necessary to stop off at that point. He stated that his family will be coming west next week and that he would arrange to have them come out over the Northern Pacific. He stated he would like to have the train stop at Rathdrum as the family expect to live at Hayden Lake for the summer. I told him we would be glad to take care of this and suggest that you request your local agent at Spokane to get in touch with Mr. Walsh and line up the trip for his family if the arrangements have not been completed through his office.

I also discussed with Mr. Walsh certain features of the work program and he stated that they propose to continue on the present schedule of pouring concrete approximately 7000 cu yds. per day until the water recedes sufficiently to permit pumping of the east coffer dam. When this is done he will practically double the concrete output of their plant. He stated that everything is moving along nicely in their organization and while he found it necessary to curtail some expenditures they were not in any way delaying progress of the work. He now hopes to have the east coffer dam ready for placing concrete in early August.

JTB-w

cc - Mr. H.E. Stevens
Mr. Blum

Asst. Chief Engineer

1996-10-10 10:30 AM

[illegible]

8731

St. Paul, Minn. June 9, 1936.

Mr. R. W. Clark:

Confirming my conversation with you yesterday, I had an appointment with Mr. Walsh at 4.30 in the afternoon. Mr. Blum joined the party in the evening and we had a very enjoyable dinner with Mr. Walsh and a number of his Insurance friends who are as you know, holding a National Convention in the city. Mr. Walsh left for Spokane this morning on N.P. train #1. I accompanied him as far as Minneapolis and asked our steward to see that he was well taken care of on the way west.

I had a little talk with Mr. Walsh about the ten cars of autos moving from Allentown, Pa. to Seattle, five of which were routed Great Northern. Mr. Walsh stated he had some obligations to Mr. Kenry and gave him a few cars, but stated he was going to give the N.P. all of the business in so far as he can consistently do so. In fact I would understand from his statement that we may expect all future business to the Dam.

Mr. Walsh stated that he has heretofore been using the Great Northern passenger service between St. Paul and Spokane due to the fact that he formerly had the contract at Fort Peck and found it occasionally necessary to stop off at that point. He stated that his family will be coming west next week and that he would arrange to have them come out over the Northern Pacific. He stated he would like to have the train stop at Rathdrum as the family expect to live at Hayden Lake for the summer. I told him we would be glad to take care of this and suggest that you request your local agent at Spokane to get in touch with Mr. Walsh and line up the trip for his family if the arrangements have not been completed through his office.

I also discussed with Mr. Walsh certain features of the work program and he stated that they propose to continue on the present schedule of pouring concrete approximately 7000 cu yds. per day until the water recedes sufficiently to permit pumping of the east coffer dam. When this is done he will practically double the concrete output of their plant. He stated that everything is moving along nicely in their organization and while he found it necessary to curtail some expenditures they were not in any way delaying progress of the work. He now hopes to have the east coffer dam ready for placing concrete in early August.

JTD:w

cc - Mr. H.E. Stevens
Mr. Blum

Asst. to Chief Engineer

8731



Saint Paul, Minn.,

June 3, 1936.

MR. BERNARD BLUM ✓

MR. W. C. SLOAN:

For your information I am attaching copy
of Mr. Burnham's letter to Mr. Clark of May 29th about the
present contractor's organization at the Coulee Dam.

FTD 48 mxc 4

J.T.D. - m.f.c. - L.S.

756/9

note B.B.

6/7

Northern Pacific Railway Company
Traffic Department

Seattle, Wash.,
May 29, 1936.
File A-250-40

MR. R. W. CLARK, G.T.M:

Since Silas Mason died there has been a complete reorganization of the M. W. A. K. Company at Coulee Dam, and according to reports, plans for reorganization started the day before Mr. Mason's death, when there was a very important meeting held of all officers, because it was claimed, under the then operation, they were about to lose a very considerable sum of money on this job. It is said there was a very heated argument, when General Manager Meyer resigned, and that the Mason interests lost control of the organization, the Thompson-Starrett Company who were affiliated with the Masons, having gone over to Walsh and Atkinson. The way the matter now stands, the (Atkinson-Walsh) and Mason people have equal interests. Tom Walsh is President and Guy Atkinson is in full charge of construction. He has brought to Mason City his son from California, who is acting as General Manager. There also has been reassignments of the work among the various operating officers.

In talking to General Manager Atkinson he told me he is now going over all of their expenses with view to cutting them down as much as possible. They have revised their contract for oil and lubricants, and are now buying f. o. b. Seattle. He said he was responsible for the request for a reduction in the lumber rate, in fact stated it was absolutely necessary they reduce their operating costs. It looks very much as though Purchasing Agent Canning is to go, as both Walsh and Atkinson criticised him to me. Am sorry about this, because he has been our friend.

The offices have been completely rearranged. Saw Colonel Whitson in his office but he did not seem to be very busy and do not know what his assignment is. Secretary-Treasurer Hanger has been in Spokane several days and told me he was going to stay there several days longer, but now understand he resigned at the same time General Manager Meyers did.

(Signed) J. L. Burnham

Northern Pacific Railway Company
Traffic Department

Seattle, Wash.,
May 29, 1936.
File A-250-40

MR. R. W. CLARK, G.T.M:

Since Silas Mason died there has been a complete reorganization of the M. W. A. K. Company at Coulee Dam, and according to reports, plans for reorganization started the day before Mr. Mason's death, when there was a very important meeting held of all officers, because it was claimed, under the then operation, they were about to lose a very considerable sum of money on this job. It is said there was a very heated argument, when General Manager Meyer resigned, and that the Mason interests lost control of the organization, the Thompson-Starrett Company who were affiliated with the Masons, having gone over to Walsh and Atkinson. The way the matter now stands, the (Atkinson-Walsh) and Mason people have equal interests. Tom Walsh is President and Guy Atkinson is in full charge of construction. He has brought to Mason City his son from California, who is acting as General Manager. There also has been reassignments of the work among the various operating officers.

In talking to General Manager Atkinson he told me he is now going over all of their expenses with view to cutting them down as much as possible. They have revised their contract for oil and lubricants, and are now buying f. o. b. Seattle. He said he was responsible for the request for a reduction in the lumber rate, in fact stated it was absolutely necessary they reduce their operating costs. It looks very much as though Purchasing Agent Canning is to go, as both Walsh and Atkinson criticised him to me. Am sorry about this, because he has been our friend.

The offices have been completely rearranged. Saw Colonel Whitson in his office but he did not seem to be very busy and do not know what his assignment is. Secretary-Treasurer Hengar has been in Spokane several days and told me he was going to stay there several days longer, but now understand he resigned at the same time General Manager Meyers did.

(Signed) J. L. Burnham

8731

Saint Paul, May 6, 1936

Mr. H. E. Stevens:

I think you will be interested in the attached setup of costs of the Grand Coulee dam project, showing what has been authorized, the additional amount asked for, and what the final scheme would cost. In view of the enormous amount of money that would be needed for the complete project, I am inclined to think, for some years at least, there will not be a great deal of activity on the irrigation development. If the present political party continues in power, they will undoubtedly have to finish the high dam and power development in order to save their face, and then the irrigation development will have to stand on its own feet.

BB h

Mr. J. T. Derrig: /

Note.

B.B.

(Copy)

United States
Department of The Interior
Bureau of Reclamation
Washington



May 1, 1936

*Mr. Blum
for your file*

Mr. E. A. Gay,
Secretary,
Northern Pacific Railway Company
34 Nassau Street,
New York, New York

Dear Mr. Gay:

At the request of Mr. John Haw, Director of your Agricultural Development Department, the following information is given regarding the funds for the Grand Coulee Dam and Columbia Basin project economic surveys:

Grand Coulee dam:

An allotment of \$63,000,000 was originally made by the Public Works Administration for construction of the Grand Coulee dam. This allotment was made available from the \$3,300,000,000 appropriation made pursuant to the National Industrial Recovery Act of June 16, 1933. It was later reduced to \$15,000,000. An additional allotment of \$23,000,000 was made by the President from the \$4,800,000,000 appropriation contained in the Emergency Relief Appropriation Act of 1935. This was reduced to \$20,000,000. In all, \$35,000,000 has been made available for the dam. Cash expenditures to March 31, 1936 were \$20,255,412.73 but the present contract plus government materials will require \$60,000,000.

The original \$63,000,000 allotment contemplated construction of the low dam and a power plant. Contract for construction was awarded to Mason-Walsh-Atkinson-Kier Company. Change order was issued for the construction of the foundation of the high dam, approximately 170 feet high, which is now estimated to cost \$60,000,000 and all power facilities are eliminated. This involves an increase in the contract payment but a decrease in power investment resulting in a net decrease over the cost of the original structure of \$3,000,000.

The Interior Department Appropriation Bill for the fiscal year 1937, now pending in Congress, contains an item of \$20,000,000 for continuation of construction.

Columbia Basin project surveys:

An allocation of \$250,000 is available from the Emergency Relief Appropriation Act of 1935 for the preparation of a topographic map, preparation of land ownership maps and for a detailed land classification to determine its suitability for irrigation and its present unirrigated value. Cash expenditures to March 31, 1936 were \$47,647. Work was delayed because of weather conditions.

An item of \$250,000 is contained in the Interior Department Appropriation Bill, 1937, for continuation.

Estimated Cost of Columbia Basin project:

The following is the estimated cost of the ultimate proposed development:

Grand Coulee high dam.....	\$118,575,000
Power development.....	67,425,000
Irrigation development.....	<u>204,100,000</u>
Total.....	\$389,000,000

Very truly yours,

John C. Page,
Acting Commissioner

Copy to J.W.Haw,
Director, Agrl. Dev. Dept.,
Northern Pacific Railway Co.,
St.Paul, Minnesota

8731

Saint Paul, April 23, 1936

- Personal -

Mr. H. E. Stevens:

I recently sent you newspaper clipping that Mr. T. J. Walsh was leaving the Coulee Dam work and would remain permanently in the East, and you were wondering what was back of the recent moves.

Mr. Tremaine tells me that there is some street gossip to the effect that there is some friction in the MWAK organization. There is nothing definite but there appears to be enough smoke to cause one to think that there is something in it.

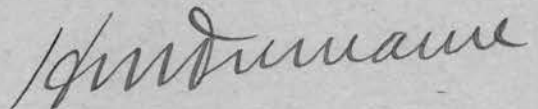
BB h

Spokane, Washington
April 20, 1936

Mr. Bernard Blum:

Yours of April 17, re Coulee Dam situation.

There is some street gossip to the effect that friction obtains to some extent in the MWAK organization. It is not generally bruited, but on the inside there is enough smoke to cause one to think that there is something to it.



District Engineer.

HMT-K



8731

Saint Paul, April 17, 1936

Mr. H. M. Tremaine:

Your letter of the eighth transmitting newspaper clipping of March eighth stating that Mr. T. J. Walsh, President of the MWAK Company, is to remain permanently in the East.

A short time previous to that, announcement was made of the resignation of Mr. Donaldson as Chief Engineer of the MWAK Company. The recent death of Mr. Silas Mason raises a question in my mind as to what may be back of all these happenings. Is there any gossip on the street?

BB h



N. P. 1386
12-24

28 SF X

TELEGRAM—BE BRIEF

TIME FILED

5731 M.

SPOKANE APL 15 1936

BERNARD BLUM

STPAUL

SILAS MASON DIED LAST NIGHT COULEE DAM A 17

H M TREMAINE

1153A

B 20

8731

Spokane, Washington
April 8, 1936

NOTED
H.E.S.

E.L.G.
T.K.Y.
E.L.L.
R.D.V.

Mr. Bernard Blum:

Herewith clipping from Spokesman-Review of March 8, stating that Mr. T.J. Walsh, President of MWAK was to leave for the east, in the next day or two, to remain permanently.

Hindman
District Engineer.

HMT-K

Walsh to Go East.
T. J. (Tom) Walsh, president of the MWAK, will leave for the east in the next day or so, to remain permanently, he said, "as the organization is functioning perfectly and the others can carry on."

Mr. Stevens ✓
Leaving 12/4/36

note

4/11

B.B.

B.B.

What is back of this?

12/4

4/13



8731



B Saint Paul, Feb. 12, 1936.

Mr. Bernard Blum:

I am attaching hereto report of work at the Grand Coulee Dam included in the "Earth Mover" pages 7 to 11 inclusive, together with photograph cut from the front cover of this magazine.

The photograph on the first page shows a portion of the high and low trestle which has now been constructed at a point close to the outer edge of the west coffer dam. The pencil sketch attached shows pencil outline of the base of high dam which is now under construction by M.W.A.K. Co. by contract. The high trestle is shown in photograph as constructed to a point 12 ft. above the elevation of the so-called MWAK contract. This trestle as well as the low trestle is used for placing mixed concrete and when the dam is completed will be an integral part of the dam structure. It is proposed to raise the outer portion of the high trestle shown dotted when this part of the dam is constructed. 11,000 tons of structural steel will be used in both trestles exclusive of the steel required for the high trestle above the portion of the work now under contract.

Page 7 of this report shows the gantry crane operating on the high trestle with Case locomotive handling 6-yard buckets from the concrete mixing plant. Page 8 of the report shows excavation of the east coffer dam and I have indicated in red location of the old channel crevasse and top of the old granite island which existed when the river flowed at this elevation. MWAK Co. were expecting to get this coffer dam excavated before high water this season, but due to the cold weather ^{and} scalping work which will be necessary on the rock island I do not think they will be able to complete the coffer dam excavation before the high water period this year. In any event it will be necessary to flood the coffer dam again this season during the high water period.

When I was at the dam on Jan. 28th contractors were pouring approximately 2500 c.y. of concrete per day on the west

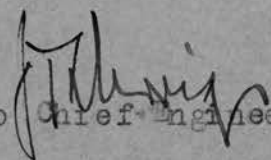
Mr. Blum - #2

base of the dam structure. Concrete was poured in 50 foot blocks leaving a 50 ft. space between each block. The outline of location of this pouring is shown in photograph on page 7 attached.

Since the first of the month, Mr. Murphy advises that the concrete work is practically suspended until the cold weather moderates. Mr. Banks stated to me that he would permit contractor to pour the concrete at some low points and crevices where it would be more readily handled with a covering protection for the concrete. This arrangement will of course greatly curtail the concrete yardage per day.

Mr. Myers stated that they had now practically overcome all minor difficulties they had in pouring in their concrete mixing plant and expected to be able to handle 6000 c.y. of concrete daily on the west bank as soon as the weather moderates. Contractor has been experiencing some difficulty with the cranes handling the cement buckets and has also encountered some difficulty handling the gravel aggregates to his washing plant. One of the greatest difficulties is due to the fact that cemented gravel has been encountered in the gravel deposit. This required the contractor to do a considerable amount of blasting and in some cases it was necessary to handle this cemented gravel to a waste pile.

Due to the cold weather when I was there I did not go through the gravel washing plant but the above information was furnished me by Mr. Myers.

Asst. to  Chief Engineer.

JTD-w

8731

Saint Paul, Feb. 12, 1936.

Mr. Bernard Blum:

I am attaching hereto report of work at the Grand Coulee Dam included in the "Earth Mover" pages 7 to 11 inclusive, together with photograph cut from the front cover of this magazine.

The photograph on the first page shows a portion of the high and low trestle which has now been constructed at a point close to the outer edge of the west coffer dam. The pencil sketch attached shows pencil outline of the base of high dam which is now under construction by M.W.A.K. Co. by contract. The high trestle is shown in photograph as constructed to a point 12 ft. above the elevation of the so-called MWAK contract. This trestle as well as the low trestle is used for placing mixed concrete and when the dam is completed will be an integral part of the dam structure. It is proposed to raise the outer portion of the high trestle shown dotted when this part of the dam is constructed. 11,000 tons of structural steel will be used in both trestles exclusive of the steel required for the high trestle above the portion of the work now under contract.

Page 7 of this report shows the gantry crane operating on the high trestle with Case locomotive handling 6-yard buckets from the concrete mixing plant. Page 8 of the report shows excavation of the east coffer dam and I have indicated in red location of the old channel crevasse and top of the old granite island which existed when the river flowed at this elevation. MWAK Co. were expecting to get this coffer dam excavated before high water this season, but due to the cold weather scalping work which will be necessary on the rock island I do not think they will be able to complete the coffer dam excavation before the high water period this year. In any event it will be necessary to flood the coffer dam again this season during the high water period.

When I was at the dam on Jan. 28th contractors were pouring approximately 2500 c.y. of concrete per day on the west

Mr. Blum - #2

base of the dam structure. Concrete was poured in 50 foot blocks leaving a 50 ft. space between each block. The outline of location of this pouring is shown in photograph on page 7 attached.

Since the first of the month, Mr. Murphy advises that the concrete work is practically suspended until the cold weather moderates. Mr. Banks stated to me that he would permit contractor to pour the concrete at some low points and crevices where it would be more readily handled with a covering protection for the concrete. This arrangement will of course greatly curtail the concrete yardage per day.

Mr. Myers stated that they had now practically overcome all minor difficulties they had in pouring in their concrete mixing plant and expected to be able to handle 6000 c.y. of concrete daily on the west bank as soon as the weather moderates. Contractor has been experiencing some difficulty with the cranes handling the cement buckets and has also encountered some difficulty handling the gravel aggregates to his washing plant. One of the greatest difficulties is due to the fact that cemented gravel has been encountered in the gravel deposit. This required the contractor to do a considerable amount of blasting and in some cases it was necessary to handle this cemented gravel to a waste pile.

Due to the cold weather when I was there I did not go through the gravel washing plant but the above information was furnished me by Mr. Myers.

Asst. to Chief Engineer.

JTD-W

Saint Paul, Feb. 12, 1936.

Mr. Bernard Blum:

I am attaching hereto report of work at the Grand Coulee Dam included in the "Earth Mover" pages 7 to 11 inclusive, together with photograph cut from the front cover of this magazine.

The photograph on the first page shows a portion of the high and low trestle which has now been constructed at a point close to the outer edge of the west coffer dam. The pencil sketch attached shows pencil outline of the base of high dam which is now under construction by M.W.A.K. Co. by contract. The high trestle is shown in photograph as constructed to a point 12 ft. above the elevation of the so-called MWA contract. This trestle as well as the low trestle is used for placing mixed concrete and when the dam is completed will be an integral part of the dam structure. It is proposed to raise the outer portion of the high trestle shown dotted when this part of the dam is constructed. 11,000 tons of structural steel will be used in both trestles exclusive of the steel required for the high trestle above the portion of the work now under contract.

Page 7 of this report shows the gantry crane operating on the high trestle with Case locomotive handling 6-yard buckets from the concrete mixing plant. Page 8 of the report shows excavation of the east coffer dam and I have indicated in red location of the old channel crevasse and top of the old granite island which existed when the river flowed at this elevation. MWA Co. were expecting to get this coffer dam excavated before high water this season, but due to the cold weather/scalping work which will be necessary on the rock island I do not think they will be able to complete the coffer dam excavation before the high water period this year. In any event it will be necessary to flood the coffer dam again this season during the high water period.

When I was at the dam on Jan. 28th contractors were pouring approximately 2500 c.y. of concrete per day on the west

Mr. Blum - #2

base of the dam structure. Concrete was poured in 50 foot blocks leaving a 50 ft. space between each block. The outline of location of this pouring is shown in photograph on page 7 attached.

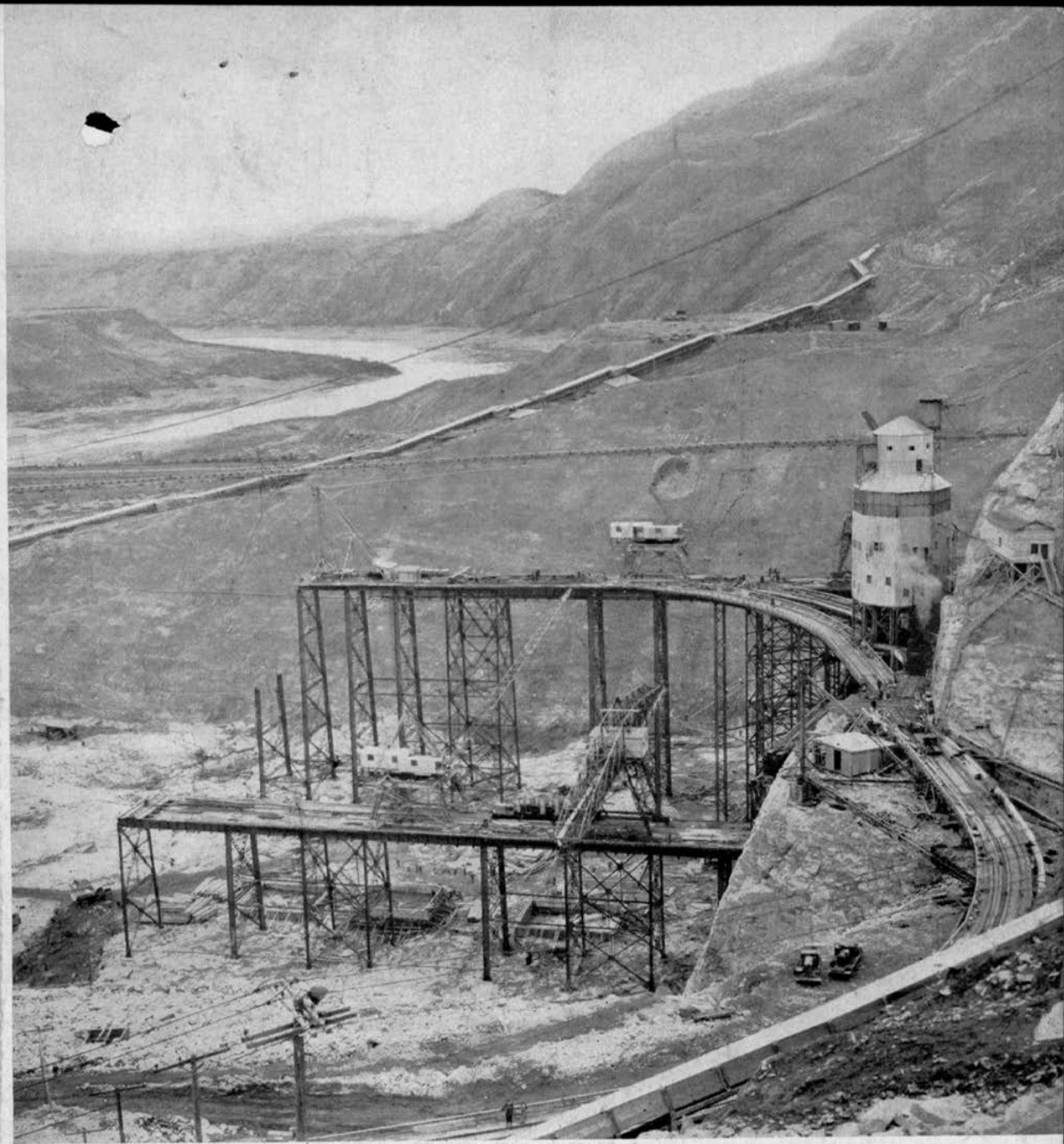
Since the first of the month, Mr. Murphy advises that the concrete work is practically suspended until the cold weather moderates. Mr. Banks stated to me that he would permit contractor to pour the concrete at some low points and crevices where it would be more readily handled with a covering protection for the concrete. This arrangement will of course greatly curtail the concrete yardage per day.

Mr. Myers stated that they had now practically overcome all minor difficulties they had in pouring in their concrete mixing plant and expected to be able to handle 6000 c.y. of concrete daily on the west bank as soon as the weather moderates. Contractor has been experiencing some difficulty with the cranes handling the cement buckets and has also encountered some difficulty handling the gravel aggregates to his washing plant. One of the greatest difficulties is due to the fact that cemented gravel has been encountered in the gravel deposit. This required the contractor to do a considerable amount of blasting and in some cases it was necessary to handle this cemented gravel to a waste pile.

Due to the cold weather when I was there I did not go through the gravel washing plant but the above information was furnished me by Mr. Myers.

Asst. to Chief Engineer.

JTD-W



Future Contract
or Cont. Work →

upper section
for High Dam

12'

High Trestle

X
M.W. A.K. Co.

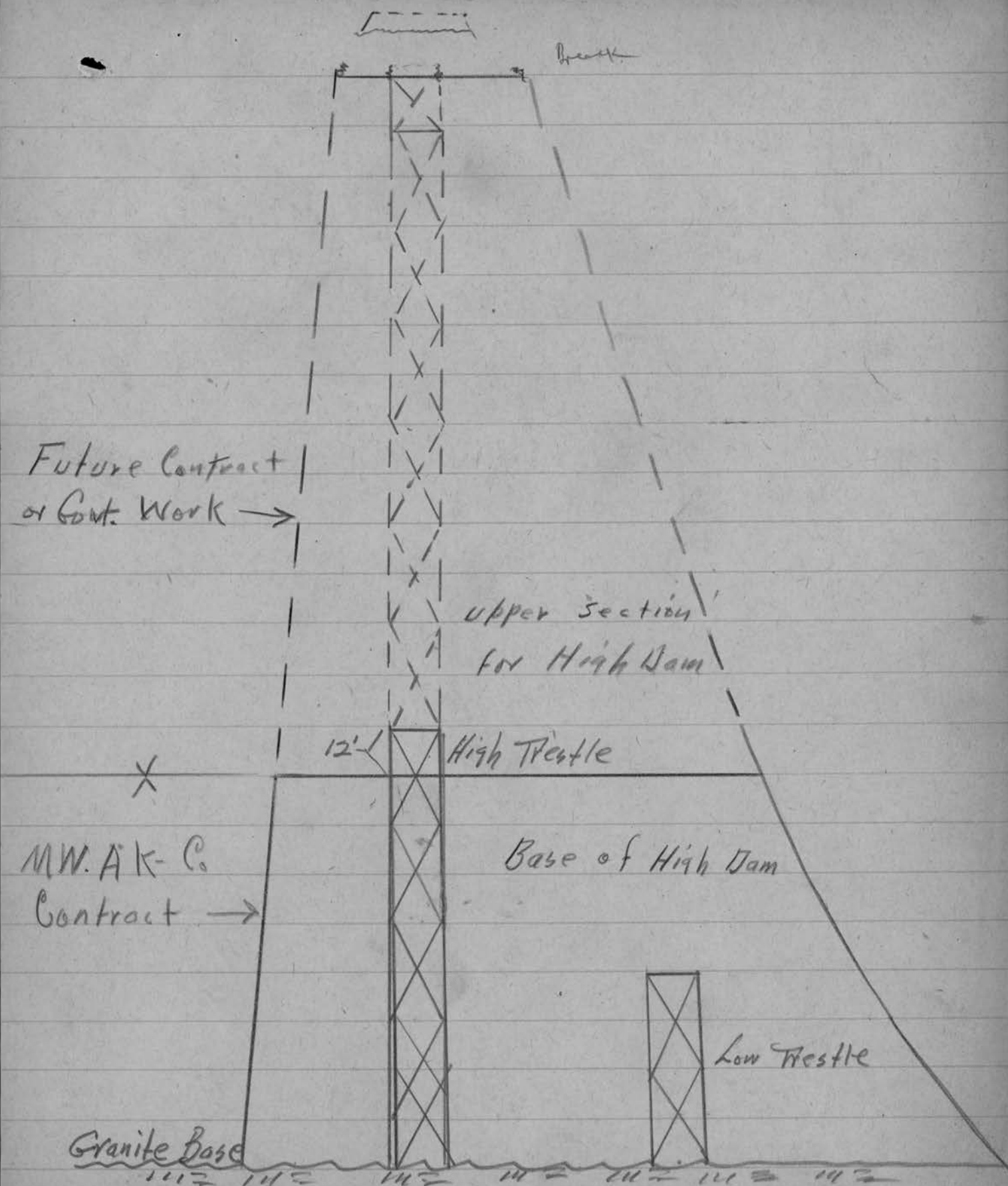
Contract →

Base of High Dam

Low Trestle

Granite Base

1112 1112 1112 1112 1112 1112 1112



Future Contract
or Gout Work →

upper section
for High Dam

12'

High Trestle

X
M.W. A.K. Co.
Contract →

Base of High Dam

Granite Base

Low Trestle

111 = 111 = 111 = 111 = 111 = 111 = 111 =

The EARTH MOVER

VOLUME 23

FEBRUARY, 1936

NUMBER 2

The World's Largest Dam Progresses

Great Work Being Done by the Contractors Entrusted With
The Gigantic Grand Coulee Project

WITHOUT WARNING, one seems to have reached the rim of another world at the sudden drop into the magnificent gorge of the Columbia River at the site of the Grand Coulee Dam. One thousand feet down and several miles across, is one of the wildest and finest stretches of the greatest river of the West.

To think of this stream dammed by a huge block of concrete 4,300 feet long, until the water rises to near the tops of the sheer brown cliffs, staggers the imagination. However, it was because of one man's imagination that the Grand Coulee, or the Columbia Basin project, became an expressed dream.

This was nearly thirty years ago when Ernest Lister, one of the two greatest governors the Northwest has ever known, was Governor of the State of Washington. Serving under him was E. F. Blaine as "prime minister", Chairman of the Railroad Commission.

Labor and I. W. W. trouble became a serious question in eastern Washington, particularly in the vicinity of Newport, an important lumbering center, forty miles north of Spokane. Representing the Governor in an effort to settle this trouble and traveling constantly across the state from Olympia to Newport, Mr. Blaine, who was one of the creators of the successful Yakima irrigation project, pondered what could be done to reclaim the 1,200,000 acres lying waste, encircled by the "big bend" of the Columbia.

Fertile land that has been termed by experts as rich as any arid land in the country, this level plateau had at

its base the mighty Columbia flowing unused to the sea. How could the water be brought to the land?—was the question which began to tantalize Mr. Blaine, thoroughly steeped in irrigation as he was.

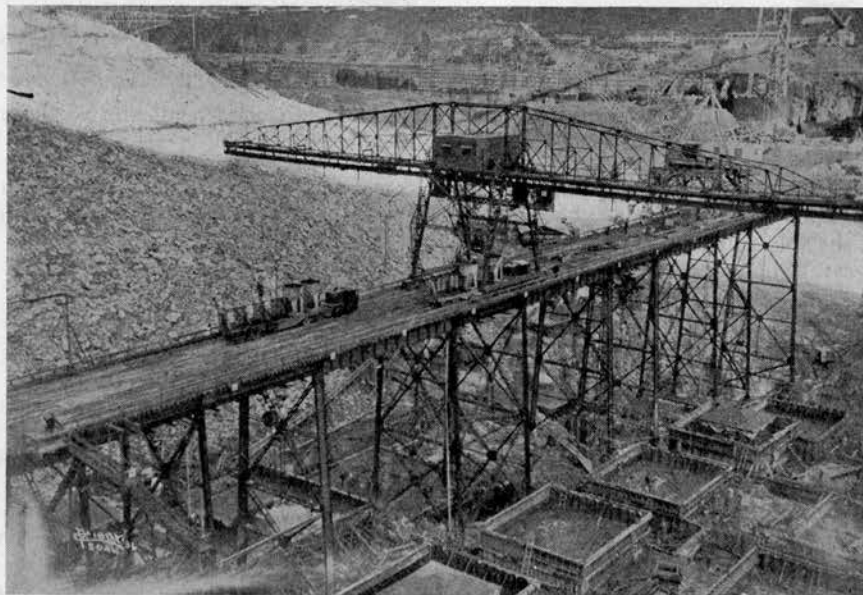
Flowing into the Columbia is the Pend Oreille, another large river, which dashes over Albany Falls at Newport where Mr. Blaine was busy with the labor agitation. Connecting the two, he began to agitate that a dam be built at Albany Falls, so that the water of the Pend Oreille might be backed up and flow by gravity out over the Columbia Basin.

His hope became the dream of other pioneers of eastern and central Washington. General Goethals, builder of the Panama Canal, Herbert Hoover and numerous engineers of the departments of commerce and of the army were induced to look over the project and pass on its feasibility. However, engineers recommended that a dam be built at

Grand Coulee rather than at Albany Falls, as Mr. Blaine had suggested, and that the water be raised to the land by pumping rather than through gravity flow.

Why at Grand Coulee?

The Grand Coulee is a canyon some 52 miles long which was once the prehistoric bed of the Columbia when its regular course was dammed by an ice floe. Centuries later the river returned to its own bed and the Grand Coulee, a rock-bound canyon, in some places 700 to 900 feet deep, remains as an ideal reservoir, needing only to be sealed at both ends to become a storage place for millions of gallons of water.



Where concrete pouring is being carried on at constantly increased momentum at the Grand Coulee Dam. This trestle extends out over the area behind the west bank cofferdam from the big mixing plant that is anchored to the rock cliff. The concrete is being poured in the blocks shown, and the special built flat cars that carry the concrete buckets, weigh, when fully loaded with five buckets, 100 tons.



The new Government highway circling down into the gorge of the Columbia at the Grand Coulee Dam site. In the background, along the Columbia, is shown a part of the huge curving cofferdam behind which excavation is almost complete for the foundations for the west abutment of the dam.

Where the coulee breaks through the cliffs of the Columbia is where the dam is being built. Underlying the hills of volcanic ash and sand, the world's famous geologists say, is solid granite bedrock, an ideal foundation for the world's largest dam.

In July, 1933, this dream of the Northwest started toward reality with the allocation by Congress of \$63,000,000 of Public Works Funds for the purpose of building a dam at the Grand Coulee. The contract for excavating 1,000,000 cubic yards of overburden on each side of the river was let to David H. Ryan of San Diego. The warmest winter in the history of the Grand Coulee country favored Mr. Ryan, who not only completed his contract, but also an additional 500,000 cubic yards, in the scheduled period of 150 days.

On June 18, 1934, bids were opened for the construction of the first unit of the dam itself, with the Mason-Walsh-Atkinson-Kier Company the successful bidders. This corporation is an affiliate of the Silas Mason Company, Incorporated, of New York City, of the Walsh Construction Company of Davenport, Iowa, and of the Atkinson-Kier Company of California. Silas B. Mason is Chairman of the Board; Thomas J. Walsh, is President and H. L. Myer is General Manager. The Chief Engineer for the MWAK company is Francis Donaldson and M. Harvey Slocum is the company's General Superintendent. A brief preliminary survey of the work appeared in the June, 1935, issue of THE EARTH MOVER, but the operations warrant description in greater detail.

Two major problems confronted the contractors: First, the immense amount of excavation calling for the removal of 16,000,000 cubic yards of dirt at Grand Coulee as compared with a total excavation of 7,000,000 cubic

yards at Boulder Dam. The second problem was caused by the great amount of water flowing down the channel of the Columbia.

The plan for handling the river called for a series of cofferdams: the first and largest to be built on the west bank, with a huge curve of steel sheet piling walls constructed to meet the full force of the river as it sweeps around the bend at this point.

This west bank cofferdam is 3000 feet long, being by a good margin the world's largest. It has an average height of 110 feet above bed rock and a width of 36 to 90 feet and required 13,000 tons of steel sheet piling. The area it incloses embraces 66 acres. A smaller and lower cofferdam has been built at the east bank of the Columbia. This is driven into clay about fifteen feet.

Behind these two cofferdams, sections of the concrete foundations for the permanent dam will be built. Through the west portion, the river will be diverted at an altitude of approximately 935 feet, while cross-channel cofferdams will block the stream to allow for completing the center section of the permanent dam. It is expected that the cross-channel cofferdams will be started after the 1936 high-water stage.

To go back to the first major problem — that of the huge amount of excavation necessary. Considering the character of the grades which exist at the Grand Coulee, it would have been almost impossible to haul away such an immense amount of material by trucks, even using an army of vehicles, because it would be difficult to build a two-way road.

Accordingly, a five-foot belt conveyor system designed to carry 2500 cubic yards per hour was installed. Including the four feeder units, this system is 6048 feet long.

Top of old
Grand Island

These figures will change and be increased as the job progresses. The belt conveyor began operations in December, 1934.

Every yard of spoil material is first excavated by power shovels and hauled to belt feeders in motor trucks or tractor-drawn trailers. The main hub of the conveyor is centrally located in the west cofferdam area with feeders constantly supplying it.

The dump trucks and tractors deliver their loads to a steel grill of I-beams having 13-inch openings. Bulldozers constantly are busy scraping off any boulders too large to go through the grill. As the spoil material falls through the grill it enters the hopper of the feeder, or a 65-ton assembly of structural steel and apron conveyor.

This arrangement of feeder units not only gives uniform loading but there are interlocking controls to prevent piling up of material along the line when trouble develops, and a group of equipment at the dispatch end of the conveyor which allows for flexibility without interrupting the operation. The main conveyor beyond the hub feed has a belt 60 inches wide, moving at a speed of 620 feet per minute, and there are 19 units between the hub in the cofferdam area and the spoil bank. This is in Rattlesnake canyon, a natural pit, permitting disposal of excavated material high on the brow of the hill above the damsite.

Two hundred-horsepower electric motors equipped with reduction gears and a V-belt drive operate each of the 19 units. Each unit drops material six to eight feet in

making the transfer from one conveyor belt to another.

The driving mechanism is enclosed in a small house at the upper end of each unit and at each of these points is a control station which may stop the operation of the motors moving the belts. When the stop button is pushed at any one point, only the conveyors preceding it are affected. The succeeding conveyors continue on with their loads.

At the spoil bank there are three units — an extension conveyor, a telescope conveyor and a stacker. The extension unit is the one which takes the material from the last section of the main line. It can be extended from 49 feet to a total length of about 300 feet. The spoil material is delivered by this unit to the telescope unit, which in turn passes it on to a 175-foot boom conveyor. A tractor moves the stacker which is supported by a turn-table.

This belt conveyor has given entirely satisfactory performances, the maximum day's work to date being 57,700 cubic yards.

With the west side excavation well underway, on July 6, 1935, Secretary of Interior Harold L. Ickes signed a change order which authorized the contractors to proceed with the excavation for and construction of foundations for the high dam to the extent of their contract, or to an average level of about 50 feet above low water.

The original plan was to construct the Grand Coulee Dam in two units, but provisions were made in the contract allowing for a change, giving the Government the option of taking over the contractor's plans at a stipu-



The huge clarifiers and the gravel crushing and screening plant downstream from Mason City and the Grand Coulee Dam site. The second big conveyor of the Mason-Walsh-Atkinson-Kier Co. carries the aggregate from this plant to cement mixing plants, one on each side of the Columbia, down into the vicinity of the huge cofferdam which can be seen faintly, encircling the white excavation area in the background of the picture. Mason City, the contractors' all-electric town, is shown in about the center of the picture, and across the river is the Government engineer's town. The Columbia, flowing as it does between steep banks, is hidden in this view, although it divides the two cities.



A view of the cofferdam at the Grand Coulee when still under construction. Climbing the hill behind is the snake-like structure of the big conveyor and high on the cliffs are some of the mushroom towns, reminiscent of the old West, that have grown in the wake of the huge construction project.

lated cost; or of changing the order and allowing the contractors to proceed, as was done. Since this order was issued in July, instead of pouring 350,000 cubic yards of concrete in construction of the low dam, the same amount will be poured to form the base of the high dam. Actual work on the high dam, which will be the world's largest, was thus initiated.

The first concrete was poured in December, 1935, in "Block No. 40" in the west bank cofferdam area.

Gravel for the dam is being secured from the Brett Gravel Pit one and a half miles northeast of the dam, but 900 feet above it on the eastern edge of the Columbia gorge. It contains far more material for aggregates in all necessary sizes than will be needed for the Grand Coulee structure. This material is being moved to the screening and crushing plant and then on to the mixing plant on the west bank of the river, by means of a belt conveyor.

Four sizes of gravel are required: cobbles from 3 to 6 inches; coarse gravel, 3 to $1\frac{1}{2}$ inches; and fine gravel, $\frac{3}{4}$ to $\frac{1}{4}$ inches. The first step, of course, is the scalping and crushing of all cobbles greater than 6 inches. In a five-story duplicate-unit plant the 3 to 6-inch gravel is screened, the smaller sizes separated; and the washing done. Sand is graded by the wet process in a separate plant. Three classifications are demanded. After these are measured and mixed, if there is an excess of any size it goes to the dump.

Water is pumped from the Columbia, a lift of 670 feet. For economy of operation, clarifiers have been installed so that the water needed can be clarified and used again.

A 48-inch belt conveyor, that can transport 1200 tons per hour, will carry the aggregates from the stockpile at the gravel plant 3900 feet to the main storage bins. Another conveyor goes to the east mixing plant and still another crosses the Columbia over a suspension bridge to the west mixing plant.

Three feet of overburden covers the gravel deposits. This is stripped and the gravel delivered to the hopper of

the 200-foot boom conveyor directly by electric power shovels. Here, also, a grizzly pushes off stones too large to be handled by the belt, and a feeder controls the rate of delivery. The boom is pivoted and follows the shovel.

The main storage plant was located near the east side concrete mixing plant. There an airplane-type tripper stacks the different sizes into their proper piles. This work is expedited by electric remote-control and air-operated stock-pile gates. Automatic reversing trippers on the storage belts provide for uniform distribution in the stockpiles. The discharging end of the tripper moves slowly back and forth the full length of the stockpile as it deposits a layer of material. Under the three drainage piles are tunnels and in these are variable-rate feeders, which can be so adjusted that a finished sand of the desired proportions can be obtained.

The combined storage capacity of the aggregate plant and the main storage piles is sufficient to supply the east and west side mixing plants for nearly four days, on the basis of 1000 tons of finished aggregate an hour.

A single belt conveyor delivers the different grades to bins over the mixing plants. The 3500 ft. suspension bridge that carries this to the west bank has two 1437-foot main spans. This belt is 36 inches wide and has a speed of 400 feet per minute and a tower mounted on the west bank cofferdam, above which it rises 290 feet. The bridge also carries a pipe line, through which eastbound bulk cement will be delivered pneumatically from the blended cement silos on the west bank. This delivery of bulk cement will be for a maximum distance of 6000 feet.

The cement from the railroads carrying it to the dam-site is also delivered by pneumatic unloaders to the storage plant on the west bank. Fuller-Kinyon unloaders transfer it by air at 50 pounds pressure to eight 6000-barrel silos. The blending is done in two other silos of the same capacity.

The mixing plants have been termed houses of magic and are in every respect the most modern as to equipment.

A swivel chute built into the center of the plant carries the aggregates and cement to the four four-yard mixers mounted in a circle around the center of the plant. Each mixer has a capacity of four cubic yards of concrete. Air-tight caps fit over the mouths of the mixer, the only opening, while the materials are being loaded, to prevent the creation of any more dust than is necessary.

The four mixers operate over another center chute, which carries the finished mixture down to a "skipway". Here dump cars carry the "batter" to waiting buckets. At the end of the skipway the car practically inverts itself, the rear wheels dropping down while the front ones rise. Below the car is the surge feeder into which the concrete is dumped, operating on the same principle as the feeders which supply the conveyor belts.

Each flat car is loaded with five buckets, four of them going out loaded, and bringing in the fifth empty, the last one lifted off the preceding car. Each bucket is six feet in diameter, ten feet high, and has a capacity of four cubic yards of concrete.

Meters, recording devices and charts keep accurate check on every pound of gravel, sand, water and cement. One man, the chief dispatcher, sits in a tiny office on the riverward side of the plant, where through a window he can see the movement of trains carrying concrete out, empty buckets back, while instruments tell him the quantities and mixing time of the batches running through the

plant. Signals can be sent up to operators on the "batching" floor for batches in advance, as many as eight in the future.

Water for the mixture is supplied by a huge tank, steam-heated to permit mixing in the coldest weather. A complete telephone system has been installed throughout the plant.

Work on the concrete-placing trestle has already started, with two or three bents of the downstream or lower trestle already in place. There will be two of these trestles. One is at the 950 foot level, and the other is considerably higher. From the tops of these steel trestles, the giant hammer-head cranes and Clyde electric whirleys will operate, placing the buckets of concrete wherever desired.

The legs of the cranes straddle the triple-track line of rails on which the loaded flat cars will run. At the end of these tracks, at the west abutment, a small tunnel has been blasted out, known as the tail-track tunnel. The waiting cars will be backed in here one at a time.

Without mention of developments, which are large projects in themselves—such as the building of the government railroad thirty odd miles down the canyon of the coulee; the stretching of several bridges across the Columbia; the erection of the government engineers' town, and the all-electric Mason City, the contractors camp—from a dream of reclaiming 1,200,000 acres, as 1936 opens, Grand Coulee Dam has reached the stage of the pouring of the first concrete.

Fighting Snow in One Wisconsin County

It Takes Hard Work and Loyal Service to Keep the Roads
Open in this Northern State

By J. H. BOTTKOL*

UP TO JANUARY 20 of this year, 26 inches of snow had fallen in Fond du Lac County, Wisconsin. This was twice as much snow as had fallen at the same date last year, when the snowfall for the entire season totalled 48 inches. While this fall is not without precedent, it gives us a problem of snow removal that other highway officials in the snow belt will thoroughly appreciate.

Perhaps a better idea of the problem can be obtained by recording this winter's snow-fall in detail, which was as follows: November 19, $\frac{1}{2}$ inch; November 21, $\frac{1}{2}$ inch; November 28, $\frac{1}{2}$ inch; December 1, $\frac{1}{2}$ inch; December 15, 2 inches; December 17, $\frac{1}{2}$ inch; December 19, 1 inch; December 22, $\frac{1}{2}$ inch; December 23, 1 inch; December 25, 4 inches; January 2, 4 inches; January 4, 2 inches; January 9, 2 inches; January 11, $\frac{1}{2}$ inch; January 12, $1\frac{1}{2}$ inch; January 18, 4 inches;

January 20, 1 inch; totaling, at that date, 26 inches.

It will be seen that the frequency of the storms has required almost continuous maintenance. As this article is being written, we are just emerging from a four days' siege. The storm started Friday night, January 17. High wind drifted the roads full and it was Thursday, January 23, before the job of snow-removal was entirely complete.

You will understand, therefore, when I say that snow removal is Fond du Lac County's hardest maintenance problem. It tries both men and equipment, and is reflected in the annual budget by a sizable sum of money.

A Wisconsin county highway commission has a greater responsibility than is the case in many other states. We have in this county 175.8 miles of state system that must be kept clear of snow, as well as 483.7 miles of road in the county system, and in addition, 698 miles of township roads. This gives us more than 1350 miles.

The state highway department owns no equipment. The county organiza-



Only a tractor plow could successfully buck the drifts on this hill.

*Mr. Bottkol has been County Highway Commissioner-Engineer of Fond du Lac County, Wisconsin, since 1920. He designed and built the greater part of the improved roads in the county.—Editor's note.



Left to right — Vincent Whealon, in charge of Shop; Clarence Brown, Whealon's assistant; Fred Henning, Patrol Superintendent; John Bottkol, Highway Commissioner-Engineer.

tion furnishes trucks, plows, and men, and is reimbursed by the state for the work they do. The county equipment is stationed at strategic points. There are 11 trucks in villages around the county; 7 more are stationed with state highway patrol men at their homes, and 16 at the county garage in Fond du Lac. These trucks range in size from $1\frac{1}{2}$ to 8 tons capacity, and all are equipped with either "V" type or one-way plows. Of the 32 trucks, all but 7 are big.

When a snow storm comes, the patrol men assigned to the state system start working and fight the snow as it falls. The other trucks and drivers also start, concentrating first on the state system, then on the county trunk roads, and when these roads have been opened, they go to work on the town system.

Ordinarily, there is not much trouble in keeping the state and county roads open. Even after the worst storms, traffic can move on the main arteries on the second day or before. These are all high-type roads, protected by 70 miles of snow-fence at the worst points.

When work on the town roads begins, there is a real grief. These roads have no snow-fence and, for the most part, they are unimproved. The right-of-ways are narrow. Brush growing along the sides acts just like a snow-fence, only more so, with the result drifts are deposited in the road. The trucks and tractors not only have to buck these drifts, but they must work on a high, narrow crown, that type of road being the cheapest for the towns to maintain.

All of this makes snow-plowing on the town roads more difficult. The trucks frequently slide off the high crown, and have to be pulled out by other equipment. When these single-lane roads have been opened after one storm, there is no place to put the snow from the next storm.

The fact that machines working on the town roads are always operating to capacity under adverse conditions makes snow maintenance on the town roads a supreme test of equipment. Then too the extreme cold makes metal

brittle and things break more easily. Many of the town roads cannot be opened by truck plows, and tractors must be brought in to buck the drifts. The towns pay the county \$3.00 an hour for each truck or tractor and driver, and, in addition, furnishes a helper to show the driver the roads to be cleared.

The tractor operators regularly work on two shifts as long as their services are required. Truck drivers ordinarily are organized in one shift. The first objective is to open a single lane on the state and county trunk roads, so that traffic can move. If this has been accomplished by 10 P.M., the drivers lay off for the remainder of the night, and start widening the lane the next morning. If the trunk roads are not opened in 10 to 12 hours, the drivers are changed and the work continues day and night. Of course, this schedule cannot be maintained in all cases because of break-downs or because the equipment gets stuck in a drift. In such emergencies, some of the men must stay on the job for very many long, hard and cold hours. Successful snow-fighting on the part of the men requires loyalty to their work, and we have it in Fond du Lac County.

Our first snow storms of any consequence usually begin in January and continue to April. Of course, the heavy work is only when the storms occur or when a high wind drifts the snow of previous storms. A thaw of only two hours time followed by freezing weather will prevent further drifting.

So far this season, one storm has followed another so closely that snow-fighting has continued steadily day and night. The truck drivers have hardly been able to get their chains repaired between one storm and the next. This long grind and the intense cold take a lot out of both men and machines.

You, no doubt, have noticed that many of the storms enumerated in the opening paragraphs were for falls of snow of only half an inch. Do not get the mistaken idea



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

TO SF S

SPOKANE 2/4/36

J T DERRIG

ST PAUL

M 46 CONSIDERABLE SNOW AND NEAR ZERO WEATHER AT DAM AND MWAK HAVE PRACTICALLY
SUSPENDED CONCRETE WORK UNTIL WEATHER MODERATES STILL DOING SOME GROUTING IN
BEDROCK AND POURING SMALL QUANTITY CEMENT IN BLOCK FORTY BUT UNDERSTAND HAVE
ASKED REC BUREAU DISCONTINUE CEMENT SHIPMENTS UNTIL WEATHER PERMITS RESUMPTION
CONCRETE WORK. A 42

T A M

755 PM



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Feb. 4, 1936

T. A. Murphy

Spokane Wash.

What are weather conditions at the Dam and did government find it necessary to close down concrete work account cold weather.

M-46

J T Derrig

8731

Jan. 6, 1936

Mr. James B. Canning,
Mason City, Wash.

Dear Mr. Canning:

Our Mr. T. A. Murphy and Mr. J. H. Johnson sent me a copy of a recent issue of the "M.W.A.K. Columbian" containing an article and sketch of you. While the likeness is excellent, I think it was taken while you were refusing to buy goods from some peddler. Certainly it was not at a time when railroad men called on you as at such times you had a genial smile.

I was interested in reading the pamphlet and note how well you were getting along with the big job. Certainly at this stage of the game 8,270 cubic yards of concrete in one day is quite an undertaking.

I hope that the next time I am at Coulee you will be able to be with us as we missed your company, although Mr. Derrig and I did enjoy having the Walsh boys with us.

With best wishes for the New Year.

Yours truly,

BB:wp

cc Mr. T.A.Murphy
Mr. J.H.Johnson

8731

I 11-2
I-39-2

Spokane, Jan. 2, 1936.

Mr. Bernard Blum ✓
Mr. A. F. Stotler.

I enclose for your information, corrected blue prints of station plats of Odair and Coulee, Washington Central Branch. These have been corrected to show tracks built for contractors and the government, in connection with the Coulee Dam work.

HRG-T

Encl.

H. M. J. Remaine
District Engineer.

*Our tracing of Coulee
has been corrected.
Print of Odair has
been placed in station
plot file until we find
time to make a new tracing
PH. 1/14*

*M. Hanson**H. M. J. Remaine**BB-1/6*



8731

Spokane, December 30, 1935 g

Mr. T. F. Lowry
Mr. A. F. Stotler
✓ Mr. B. Blum
Mr. H. M. Tremaine



In connection with the attached, General Agent Murphy has written me under date of the 28th instant:

" I am enclosing herewith several copies of a recent issue of the "M.W.A.K. Columbian", which is a monthly bulletin issued by their Safety Department at Grand Coulee Dam.

You will note this particular issue is devoted largely to the purchasing angle of their operations, and carries a sketch and short history of Purchasing Agent Canning.

As you know, Mr. Canning has been a particularly good friend of ours, and I am sure he would appreciate any comment you or any of the rest of the officers in our Operating Department may care to make about the article. Therefore, respectfully suggest that you send copies to the various officers of the Operating Department, including Chief Engineer Blum, who knows Mr. Canning quite well."

J.T.D.
note
1/5 B.B.

L.H. Hohm
Superintendent

1-36
6-36

M. W. A. K.

COLUMBIAN

SAFETY
DEPARTMENT

MASON-WALSH-ATKINSON-KIER CO.
BUILDERS OF COULEE DAM

MASON CITY
WASHINGTON

Vol. 1 No. 26

M. Pete Shrauger--Editor
Safety Engineer

December 20, 1935

THE BUYING OF IT ALL

A Bucyrus-Erie weighs somewhat more than an ordinary paper pin but both have their place, however different, in the building of the Coulee dam. Two hundred seventy-five thousand pounds opposed to a small fraction of an ounce! The difference in weight is one of 275,000 pounds, but that difference can be broken up by comparing innumerable other objects, hardly pins. Take your choice, look around, seize upon any object on Company workings not placed there by Mother Nature and the object has found recording in one department of the Administration building--the purchasing department.

Today more than \$10,000,000 of invoices have been approved since the beginning of Grand Coulee work by the three major contracting companies in the Mason-Walsh-Atkinson-Kier company. On Tuesday the purchasing department reached order No. 12,000--more than twice as many necessary to build any of the large power dams in the East, which take from two to two and one-half years to build. During the summer season and consequent lowering of ac-

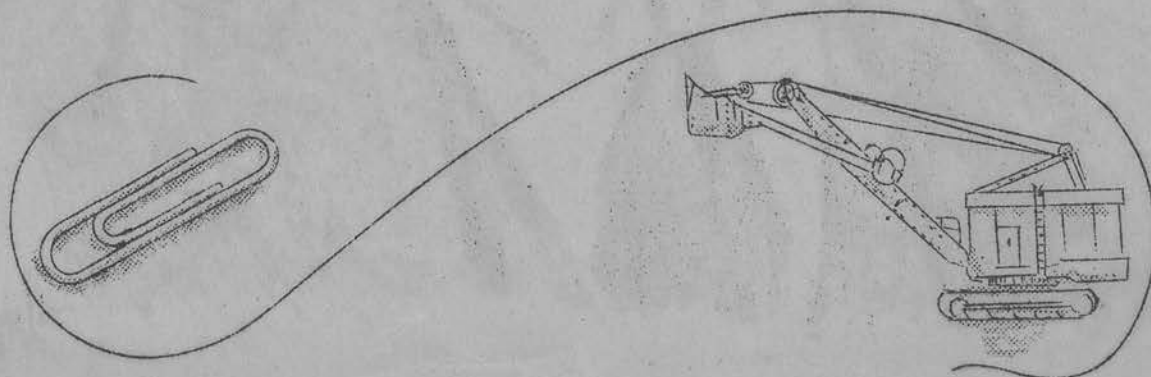
tivity, orders fell away from the average, but during last winter and at the present time daily averages are about 30.

Twelve thousand orders would take a host of Einsteins or of mathematical Paul Bunyans a long time to pore over the orders to determine how much of this and how much of that has been ordered, but there is such a thing as approximation.

A modest estimate for timber used is 10,000,000 board feet--plus. This figure includes such large items as 2,000,000 in block 40; 1,200,000 for the railroad bridge; 1,000,000 for the West cofferdam and 552,000 for the East; and 91,000 for the poles needed to conduct electricity.

As for the West cofferdam, 12,600 tons of sheet piling or 121 miles of steel were used; 30 McKiernan-Terry steam hammers; about 4500 tanks each of acetylene and oxygen and about $1\frac{1}{2}$ miles of steam hose. And the cofferdam is but one job!

(Continued on Page 5)



JAMES B. CANNING

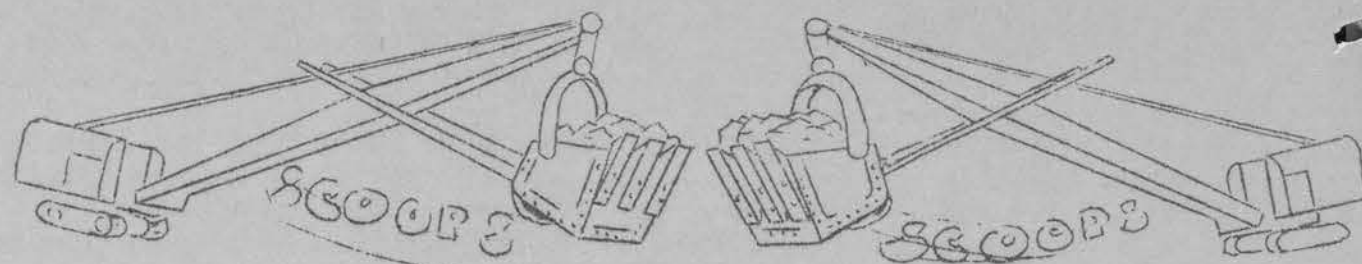
James B. Canning, purchasing agent for the Mason-Walsh-Atkinson-Kier Company, was born and reared in West Virginia. He attended county schools and then Fairmont State Teachers college.

As a boy James worked in stave mills, flour mills, a grocery store, post office and then a railroad agency. Later he became field bookkeeper with the South Penn Oil company and shortly thereafter accepted a position as a traveling grocery salesman. After one year and a half selling mine and mill supply for the Fairmont Mining Machinery company, he became assistant-sales manager of the jobbing department.

The pathway that led to his position here on the Grand Coulee dam began in 1918 when Mr. Canning left Fairmont to go with Sanderson & Porter as purchasing agent on their Springdale Power plant of the West Penn Power company in Pennsylvania, construction of which was started during the War. Mr. Canning held to his position as purchasing agent for all successive employers. In time he turned to the Williamsport, Maryland, power plant, between the Chesapeake & Ohio canal and the Potomac river; then to Springdale for the addition to the West Penn plant, more than twice the size of the original plant. This was followed by work on the Cheat Haven dam on the Mason-Dixon line—with the office in Pennsylvania, the dam in West Virginia.

Mr. Canning left Sanderson & Porter to go with the Dixie Construction company of Birmingham, Alabama, on the rebuilding of the Charleston power plant. From Charleston he transferred to Macon, Georgia, on the rebuilding of trolley lines and the extension of power lines. Later he returned to Charleston where the Company built hundreds of miles of power lines and rebuilt distribution lines in Charleston and other towns in southern South Carolina. From there he turned to the Milledgeville dam and power plant near Atlanta, Georgia. When the Dixie Construction company combined with the Empire Construction company of Atlanta, Mr. Canning became district purchasing agent for the resulting combine, Allied Engineers. During this time the Atkinson steam plant (not a Guy F. Atkinson plant) for the Georgia Power company—a subsidiary of Allied Engineers—was completed near Atlanta and hundreds of miles of power lines built throughout Georgia and South Carolina. With this Mr. Canning completed his "apprenticeship." He became purchasing agent at the Grand Coulee dam late in September, 1935.





A weary knight of the road had stopped at the sign of the "George and the Dragon" and had asked the landlady for a bite to eat and mayhaps an old pair of pants.

She (testily, etc.): "No, I haven't anything for the likes of you and I don't want to see you around here again. Well, what do you want now?"

Tramp (meekly): "Well, then, Mam can I speak to George?"

"Was it very crowded at the club last night?"

"Not under my table."

The Nudists were planning a masquerade and the ladies were worrying over what to wear.

"Well," said one, "with my varicose veins, I think I'll go as a road map."

Where there is a will there is usually a family row.

The preacher was on the links and knew a small moral lesson might not be amiss.

"I notice," he remarked mildly, "that the players who get the lowest scores are not those who swear."

"What the ---- have they got to swear about?" snorted the gloomy golfer as he dug up another slice of turf.

HORSE SENSE BEHIND THE STEERING WHEEL IS BETTER THAN HORSEPOWER UNDER THE HOOD!

"Doctor, I want you to look after my office while I'm on vacation."

"But I've just graduated, Doctor. I've had no experience."

"That's all right, my boy. My practice is strictly fashionable. Tell the men to play golf and ship the lady patients off to Europe."

Youth must be served and then carried out.

One contractor: "Have any of your childhood dreams been realized?"

Another: "One. When my mother combed my hair I used to wish I didn't have any."

"Was that your wife or your sister?"

"She hasn't made up her mind yet."

A scab rock hillbilly edged up to the ticket window.

"Mister," he said, "I aims to go to Spokane to fiddle in Zeb Stewart's hill-billy band. Can you fix me up for to get there?"

"Certainly," said the agent. "The stage goes through here in about five minutes, and I can see that you get on--but what about your trunk?"

"Trunk?" asked the puzzled fiddler.

"What's a trunk for?"

"To put your clothes in," replied the agent.

"What!" cried the scandalized hillbilly, "An' me go nekked?"

Maybe the reason it is called "pin money" is that the man of the house usually gets stuck.

Judge: "So you broke into the store just to get a dime cigar. Then what were you doing at the safe?"

Prisoner: "Your honor, I was putting in the dime."

IF YOU CAN'T PROFIT FROM YOUR OWN NARROW ESCAPES, THINK WHAT HAS HAPPENED TO THOSE LESS FORTUNATE

Tourist (to Indian, in heart of reservation): "White man glad to see red man. White man glad to see red man. White man hope big chief feel tip-top this morning."

Indian (calling): "Hey, Jake, come here and listen to this bozo. He's great."

THE BUYING OF IT ALL (Continued from Page 1)

The three water storage tanks on the hillside have 350,000 gallons capacity; the cement silos, 50,000 barrels; on the railroad bridge, 6000 machine bolts with nuts and washers; for the west conveyor, 2000 6-inch rollers and 10,000 bearings; for the chutes and hoppers at the screen plant, 240,000 pounds of steel; for the upstream and downstream construction trestles, ultimately 9000 tons of steel. To go further with figures, 113 miles of cable; 385,000 pounds of electric wire; six compressors; 400 electric motors; 13 excavating shovels; 20 buggies; two 2500-pumps; 10 diesel-electric engines for the pouring of concrete, and from another angle, about 10,000 pencils of all descriptions.

The list might continue until nightfall or even several nightfalls. It might include a collection of jobs or even a completed bit of machinery which could show how inadequate and incomplete is the present list of figures. Figures are so huge that where do the paper pins and such incidentals come in? But they do.

The only exceptions are the cement for the building of the dam and supplies and goods bought by the Coulee Trading company, Recreation hall and other institutions of the business section. Everything that composes the Mess hall has finally passed through the hands of the purchasing department.

Materials that are to be ordered pass from the hands of a foreman or a similar representative to the warehouse where a requisition is made. The requisition then passes through the hands of the general superintendent and the general manager for an "OK" to the purchasing department. Here bids of manufacturing concerns or other houses are mentally weighed, the adequacy of the material considered and the order sent out, usually by mail, if necessary by telephone. On receipt the invoice is matched against the order and if identical is sent to the accounting department for payment. Some difficulty is met with when

material arrives in several shipments, for the matching of invoices and order must be held up, and necessarily the payment.

First orders for work on the dam were sent out from offices in the Peyton building in Spokane. These were principally for building materials and such necessary pieces as shovels, picks, ropes, hammers and the like, and on the other hand, much needed office equipment. On September 26 the purchasing department began work on the actual scene, and November 5th moved into the present offices at the same time other offices were established in the Administration building. The telephone office had been in operation two weeks before.

The first big single order was sent out September 24th, when the four 110,000-volt transformers were ordered. The largest order for a single piece of equipment reached \$50,000, the smallest probably about 15 cents. The "kiddy car" was order No. 458, the 60-ton trailer that some labeled a "white elephant" use of which later caused retraction of the label.

As only a part of a representative day for present purchasing, orders may go out for 200 bolts, 25 screw pins for anchor shackles, accessory drives for trucks, connecting sleeves for deep well pumps, four dozen concrete wheelbarrows, one dozen trowels, two dozen ratchet bit braces, abrasive compound, shovel mats, 24 lock nuts, sockets, a ripping hammer, a few feet of cable, a magneto, and other incidentals.

That hammer in your hand, pliers, plate, orange, pencil, envelope or what-have-you was a part of one of 12,000 orders. The collection of materials that have been assembled to change the contour of the Grand Coulee on the Columbia river was a part of the same 12,000. The complete systems that have brought about the major divisions of the work area have taken up many of the 12,000, and as long as they are used will repeatedly be mentioned in many of the succeeding orders. How numerous and how small are the parts that make up the greatest in construction history!

SEVEN FUNDAMENTALS OF FIRST-AID

(Continued from The Columbian, Nov. 29th)

5. Care of fractures and dislocations

a. Fractures

- (1) Two kinds: simple, compound
- (2) Symptoms: swelling, deformity, probably loss of motion.
- (3) Treatment: Apply tourniquet in compound fracture, tight if arterial bleeding, loose otherwise. Arch compound fractures; support with bandages, splints, etc. Treat for shock after bleeding is stopped.

b. Dislocations

- (1) Symptoms: deformity, stiffness of joints.
- (2) Treatment: reduce lower jaw, finger, toe, support with a splint, bandages, etc. Treat for shock.

6. Care of burns

- a. Three kinds: dry, wet, chemical
- b. Treatment: Remove clothing. Apply picric acid gauze. Guard against infection. Do not attempt to neutralize chemical burns; but pour water over burned surface. Treat for shock.

7. Transportation

- a. 1-, 2-, and 3-man carries
- b. Types of stretcher: Army, Navy, improvised.
- c. Stretcher drill: Line up. Count off. Procure stretcher. Load stretcher. Carry stretcher; four men carry. Rear man out of step.

NOT TOO LATE

Toys, clothing, miscellaneous material that might add to the comfort and enjoyment of needy families and children can still be turned over to the Fire Department of Mason City for proper distribution. Notify the Department, if desired, with the cooperation of the Boy Scouts, contributions will be taken care of.

---ooo---

NOT LIKE THE OLD DAYS

An example of what proper machinery and workmen can do occurred last week when the sprocket for a main roller of the east side conveyor system broke. Ordinary arrangements would have meant that replacement from a factory might have taken weeks. A duplicate, at least as good as the original, was turned out in less than 12 hours, and hereafter in less than three.

From a drawing of the sprocket a template or rim form was made of soft aluminum, a procedure that took a little more than seven hours. An hour and a half on the new burning machine and the 32-inch sprocket, weighing 75 pounds, reached the machine shop for re-touching. The cut-out sprocket is of steel, not of cast iron like the original, and is more accurate. The template of the sprocket will be kept for future use, if necessary.

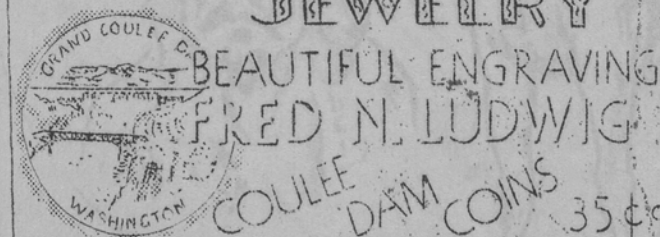
---ooo---

The second week in December has seen the Christmas rush get under way. Daily receipts of \$100 at the Mason City post-office are an increase of 100 per cent.



LINDMAN

GIFTS—
THAT REFLECT
JEWELRY




BEAUTIFUL ENGRAVING
FRED N. LUDWIG

MOUNTAIN
SPECIAL
FRIDAY SATURDAY
DON'T MISS
IT'S GOOD.

MASON CITY
MASON CITY

IT'S IN THE AIR



Jack BENNY UNA MERKEL



SAT. SUN. MON. TUES. WED. THURS.

ANNIE OAKLEY WITH Barbara STANWYCK

A LIFE OF ROMANCE WITHIN THE TENTS OF THE ROUGH RIDERS OF THE WORLD

TRE THEATRE

December 20, 1935

M.W.A.K. COLUMBIAN

Page 9

CHURCH

CATHOLIC CHURCH—Father A. Farrelly, pastor
(Services for Christmas)

Confessions will be heard Tuesday, Dec. 24, from 2 to 5 p.m. and from 7 to 10 p.m., with midnight mass in St. Benedict's church, Mason City, Dec. 24.

Mass will be said in Coulee Center at 9 a.m., Wednesday, Dec. 25, and at 11 a.m. in Mason City.

Services for Sunday, Dec. 22:

Mass will be said in St. Benedict's church, Mason City, at 9 a.m. and in the American Legion hall, Coulee Center, at 11 a.m. Instructions for children will be held Saturday at 10 a.m. Confessions will be heard Saturday evening and Sunday morning.

COMMUNITY CHURCH

Special Christmas services will be held at the Community church Sunday, Dec. 22.

9:45 a.m. Sunday School, classes for all ages.

11:00 a.m. Church service with special Christmas music.

7:00 p.m. Young People's Meeting in charge of Mr. O. G. Patch and a special speaker. The Young People have adopted the Doublers Crusade of Whitworth college for increasing membership.

8:00 p.m. Evening Song Service with an unusual program and a short message from the minister.

—oOo—

Total rock excavation reaches about 230,000 yards, with more than 226,000 yards accounted for on the West side.

—oOo—

Paramount and Pathe newsreel cameramen have "shot" not only the first official concrete pouring, but also other workings, Mason City, and mess hall activities.

—oOo—

WEAR GOGGLES WHEN CHIPPING OR GRINDING!!

—oOo—

More than 175 couples attended the Reserve Officers' association dance at the Government Camp gymnasium last Saturday night. O'Donnell's 9-piece orchestra and two entertainers supplied the music.

BORN at the Mason City hospital---

Dec. 14, to Mr. and Mrs. E. Madison of Government Camp, a daughter.

Dec. 16, to Mr. and Mrs. E. W. Williams of Grand Coulee, a son.

—oOo—

S.O.S.

Although there have been no fatalities since August, the month of November shows 35 compensable accidents and sufficient minor accidents to warrant a word of caution. Cure of accidents is unnecessary if prevention is practiced. Carelessness, inattention and lack of interest must end if accidents end, for recent weather certainly cannot be solely to blame.

—oOo—

Unlike the first seasonal game, the Mason City high basketballers played a sure-passing game to stop Nespelem high in the local gym last Friday night 32 to 18. Hall, with 12 points, and Mackey, with 9, led the attack for the Beavers. Williams garnered 10 points to lead the fast but erratic Nespelem five.

With keen interest shown on the sidelines, the high school freshman girls ran into opposition near half-time but took the grade school girls 34 to 14.

—oOo—

"IT PAYS TO KEEP YOUR CLOTHES CLEANED AND PRESSED"

As a result of new, scientific perfections in the modern dry-cleaning plants, your clothes are not only "spotted" and cleaned, but are also protected against the moth hazard. Dry-cleaning is guaranteed to kill moths and to destroy hidden larvae. It lubricates the fabric of your clothes so they retain all their original sheen and lustre.

Make sure that Spring, 1936, will find your summer garments looking fresh and new and without those tell-tale moth holes.

SEND THEM TO YOUR CLEANERS
Your garments will be returned in a convenient bag that is ideal for winter storage.

MASON CITY LAUNDRY & DRY CLEANERS
PHONE 72

USE
YOUR
HEAD
TO
HEAD
OFF
ACCIDENTS

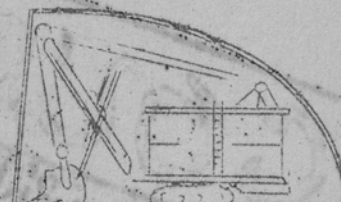


12-15-35

Lindman



AROUND THE DAM



MAKE CONVEYOR CHANGE

Work that began last Sunday began a new idea for East side excavation. This means the elimination of conveyor and terminal E-7, the high point terminal at the cofferdam. Conveyor E-3a cuts diagonally across the cofferdam from a point in the river to lead to a terminal for the two conveyor laterals, one to lead toward the north tip of the cofferdam. Excavation has proceeded so far that E-7 is 20 feet higher than necessary. The new arrangement will not only eliminate it and conveyor sections leading to it, but also mean one less terminal, a shorter carrying distance, a less steep grade, and will open the way for necessary excavation.

OBSERVE XMAS

Work will be suspended on Coulee dam operations from Dec. 25, 8 a.m. to Dec. 26, 8 a.m.

Drilling of the West abutment grout tunnel should be finished this week at a distance of more than 475 feet with an up-grade of nearly 2 per cent, a rise of 8 1/2 feet.

ANIMALS CANNOT REASON, YET THEY WATCH THEIR STEPS!!

Last Friday visitors at the dam were Gene Gaceau, assistant supervisor of industrial insurance, and Jay Olinger, Olympia, state supervisor of safety.

A 30x60 corrugated shed for diesel engines at the base of the slide area was completed Tuesday.

By Wednesday concrete had been poured into 13 blocks. Workmen at the present time are keeping about 15 forms in place ahead of pouring.

A Welders' benefit dance will be held at the mess hall New Year's Eve.

SANTA WILL BE THERE

All children whose parents are connected with the Coulee dam project are invited to attend the associated Clubs Xmas party at Meade park, Mason City, at 2 p.m. Dec. 22. A huge decorated tree with lights focused on it will be flanked by "snowy" Evergreens. Santa and his lieutenants will distribute gifts to all under 14 years old. Pick-up points for children whose transportation has not already been arranged for, will be at the Osborne, Elmer-ton and the Roosevelt school in Grand Coulee Heights.

Common excavation yardage: 12,530,000.

READING ROOM OPENS

The reading-writing room in the mess hall was opened to workmen last Monday. Use of it costs nothing. Fifty varieties of magazines and 34 books are on hand. Six special lights have been installed along east and west sides, with desks, shelves, tables, new wicker furniture and other furniture, ash trays and a lounge. Wall desks will replace present desks and the curtained windows will be changed at the top. At 1 a.m. Wednesday 17 men were using the room.

Silas B. Mason, chairman of the MWAK, returned to the dam Monday.

Lowest temperature for the month thus far: 24 degrees Wednesday morning.

The high school girls' glee club made its first appearance of the year at the Ladies' Aid party at the Community church Tuesday. The proceeds of \$15 went for the Associated Clubs' Xmas fund.

Concrete yardage Tuesday: 8270 yards.

GOVEE

BABY SPRING LAMB
FRI

CHUCK ROAST—13¢#

ARM ROAST—16¢#

RUMP ROAST—18¢#

ROLLED RIB—25¢#

TURKEYS

RST CHICKENS

HENS

CAPONS

DUCKS

GEESE

MEAT

DEPT

SPECIALS

ALS

TRADING

GENUINE BABY-BEEF
SAT.

SIRLOIN STEAK—28¢#

RIB STEAK—25¢#

LAMB STEAK—25¢#

BULK SHORTENING—49¢
3#

This Dept

Wishes

You

A

Very

Merry

Christmas

8631

St. Paul, Minn., Oct. 22, 1935

Mr. L. R. Capron:

Confirming my discussion with your Mr. Freeman this morning in regard to Mr. Burnham's wire D-69 about the use of cedar piling for War Department work Missouri River in the vicinity of Kansas City -

I called Captain Walsh on long distance and he stated to me that he would request his District Engineer to consider the use of cedar piling and that he would review the comparative bids personally.

For your information, Captain Wyman has been transferred from the Kansas City office to District Engineer of the Southern California District, Los Angeles and Captain Orville E. Walsh has superseded Captain Wyman at Kansas City as Assistant to Col. R. C. Moore in charge of the Missouri River area.

JTD:wp

Assistant to Chief Engineer

5000 - Piling for Capt Young at
Atchison Kas. vs Napoleon Mo.

5000 - Piling for Jefferson City Mo
by Capt E C Walsh.

Capt Moore.
Capt Young.

Capt

C O P Y

PINK TELEGRAM

SEATTLE OCT 21 1935

L R CAPRON

ST PAUL

FILE N. YOU RECALL IN 1931 AND 1932 MESSRS BLUM AND DERRIG
SUCCEEDED IN INTERESTING CAPTAIN WYMAN U S ENGINEER IN USE OF
PILING FOR MISSOURI RIVER REVELMENT WORK AS RESULT OF WHICH
K&K TIMBER CO FINALLY OBTAINED ORDER. HAVE NOT HAD ANY OF THIS
BUSINESS FOR A LONG TIME AND PACIFIC LUMBER AND SHIPPING CO
SEATTLE ARE LOW BIDDERS ON INQUIRY CIRCULAR 61 FILE B 965 FOR
FIVE THOUSAND PILING DELIVERY AT ATCHESON KANSAS AND NAPOLEAN
MISSOURI. INQUIRY SIGNED CAPT J M YOUNG AND BIDS CLOSED KANSAS
ON SEPT 24TH. UNDERSTAND SECOND LOW WAS ARKANSAS SHIPPER WHOSE
DELIVERED PRICE FIGURES ABOUT ONE CENT PER LINEAL FOOT LESS THAN
PACIFIC LUMBER PRICE EVEN THOUGH LAND GRANT DEDUCTIONS TAKEN INTO
CONSIDERATION- PILING TO ORIGINATE AT BALDI LOCAL POINT ON OUR
LINE. THERE IS ANOTHER INQUIRY FOR FIVE THOUSAND PILES SIGNED
BY CAPT E O WALSH FOR JEFFERSON CITY MISSOURI BIDS CLOSING NOVR
FIRST. IS THERE ANY POSSIBILITY BLUM INTERESTING CAPTAIN WYMAN
IN BEHALF PACIFIC NORTHWEST PARTICULARLY SINCE ARKANSAS AND OKLA-
HOMA HAVE OBTAINED MOST OF THIS TRAFFIC D-69

(SIGNED) J L BURNHAM

531 PM

8731
On #4 Rocky Mtn Division,
October 21, 1935

Mr. H. E. Stevens:

Your letter sixteenth and returning papers about reduction of bills 38452 and 38455 against the MWAK Company for locomotive rental at Odair for handling steel piling:

It is my understanding that the two items of trackage, Parkwater to Coulee and return, 125 miles each at \$1.50 a mile, include all expense enroute such as wages, fuel and rental, and there is no duplication in these two items with the others. Mr. Sloan has outlined that by reducing the bill 25% we will still protect our out of pocket, namely wages of the crews and coal and supplies furnished.

As Mr. Sloan says, it is unfortunate that there was a mistake in the bill to start with.

I think there is no question but that considerable expense was saved the Railway Company in terminal switching by the regular train and, therefore, we did receive direct benefit.

Another thing is the traffic angle. I learned while at Spokane last week that the Burlington Railroad is not getting many of the movements between Chicago and St. Paul. Apparently Mr. Walsh is desirous of improving his standing with the other connecting railroads. Our traffic people told me that the other officers are treating us very well and giving us all possible long haul on shipments and I think it is important to maintain pleasant relations especially in view of the outbound shipments that must be made. That, of course, does not mean that we should waive what is rightfully due us, but as Mr. Sloan figures we can afford to make the concession, I think it worth while to do so.

BB h

OFFICE OF
CHIEF ENGINEER
OCT 17 1935
NOR. PAUL. RY.
ST. PAUL, MINN.

Saint Paul, October 16th, 1935

MR. BERNARD BLUM:

Enclosed find Mr. Sloan's letter of the 12th with bill against the M W A K Company for locomotive rental in connection with handling sheet steel piling at Odair:

Will you please look over the papers and return, with your recommendation as to reducing the bill as suggested by Mr. Sloan.

A. G. Stevens

2124.69
917.70
4 (3042.39)
76040

8731

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
COULEE DAM, WASHINGTON

October 8, 1935.

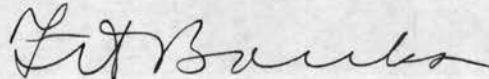
Mr. Bernard Blum
Chief Engineer,
Northern Pacific Railway,
St. Paul, Minn.

Dear Sir:

Reference is made to my letter of September 26th, also to copy of your telegram of September 23rd to H. M. Tremaine, regarding 2000 ft. 90# usable rail to be delivered to us at Odair. This rail was received at Odair, October 1st in car No. NP-61175.

We have, this date, delivered to your Agent at Odair, 1981 lin. ft. (80 pieces), 90# A R A Relay Rail, loaded in car No. NP-61175 and your Agent will secure disposition from your office.

Very truly yours,



F. A. Banks
Construction Engineer.

cc-H.M.Tremaine, Div. Engr.,
NP Ry., Spokane, Wn.

cc-Warehouse



UNITED STATES
DEPARTMENT OF JUSTICE
BUREAU OF INVESTIGATION
WASHINGTON, D. C.

October 15, 1941

Reference is made to your letter of October 10, 1941, in which you request information regarding the activities of the German spy ring in the United States. This information is being furnished to you for your information.

It is noted that you are interested in the activities of the German spy ring in the United States. This information is being furnished to you for your information.

Very truly yours,

J. Edgar Hoover
Director

cc - Mr. Tolson
cc - Mr. Clegg
cc - Mr. Glavin
cc - Mr. Ladd
cc - Mr. Nichols
cc - Mr. Rosen
cc - Mr. Tracy
cc - Mr. Carson
cc - Mr. Egan
cc - Mr. Gurnea
cc - Mr. Hendon
cc - Mr. Pennington
cc - Mr. Quinn
cc - Mr. Nease
cc - Miss Gandy



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

8731

M.

St. Paul, Oct. 9, 1935

Agent - Odair, Wash.

Your wire date. Ship car of rail to Superintendent Johnson
at Parkwater. M-317

Bernard Blum



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

84 SF X

ODAIR WN OCT 9 1935

B BLUM

STPAUL

BUREAU OF RECLAMATION HAVE DELIVERED A CAR OF RAIL TO ODAIR AND AM ADVISED BY
THEM THAT YOU ARE TO GIVE DISPEN OF SAME PLEASE ADVISE

AGT

1222P



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

8731 M.

St Paul Oct 7 1935

J H Johnson Spokane

B 148 Two thousand feet rejected rail should be taken
into Parkwater stock. I suggest you have it reclassified in
view of their rejection as third B ninety B 71

Bernard Blum

cc Mr. L. Yager



N. P. 1386
12-24

51 SF X

TELEGRAM—BE BRIEF

TIME FILED

M.

SPOKANE OCT 5 1935

B BLUM

STPAUL

B 22 IS IT DESIRED THAT THIS RAIL BE TAKEN INTO OUR PARKWATER STOCK, B 143

JHJ

1212P



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul October 2 1935

8731

J H Johnson Spokane

At request of F A Banks we ordered 2000 feet 90 lb rail for shipment to Odair to replace 2000 feet 90 lb rail previously shipped which he claims is unsuitable stop He is to return the rejected rail to us at Odair on the same cars which new rail is sent on B 22

Bernard Blum

Mail copy J T Derrig
H M Tremaine
J H Johnson



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul October 2 1935

8731

J H Johnson Spokane

At request of F A Banks we ordered 2000 feet 90 lb rail
for shipment to Odair to replace 2000 feet 90 lb rail previously
shipped which he claims is unsuitable stop He is to return the
rejected rail to us at Odair on the same cars which new rail is
sent on B 22

Bernard Blum

Mail copy J T Derrig
H M Tremaine
J H Johnson

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
COULEE DAM, WASHINGTON

September 26, 1935

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

Dear Sir:

Rail for U. S. Construction Rail-
road - Grand Coulee Dam.

Mr. Tremaine's office kindly telephoned to me the contents of your telegram of September 23 in which you advised that you "Have ordered 2000 feet 90 lb. usable rail sent to him Odair stop Assume he will return to us on cars at Odair the 2000 feet of rejected rail. B 233".

Your courtesy in this matter is greatly appreciated. We will return to you 2000 feet of the rejected rail f.o.b. cars at Odair, as assumed by you. We will plan to load out this 2000 feet of rail on the same cars on which the new lot of 90 lb. usable rail may be sent in, unless we receive advice from you that earlier shipment of this rail is desired.

Very truly yours

F. A. Banks

F. A. Banks
Construction Engineer

cc-H.M.Tremaine, Division Engr.
N.P.Railway, Spokane, Wash.

J. T. B.
note J. T. B.
9/30
B. B.

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

: 12 250

00-1. Transline, Division 200.
1. Sullivan, Spokane, Wash.

N. P. 1012
6-24

ED 533

RM 18835

CLASS NO. MATERIAL REQUISITION NO.

G. S. K. NO.

STOREKEEPER AT D.M.Driscoll, Supt.

9/28/35 DATE

SHIP TO B.Blum, Chf. Engineer

AT Odair, Wash.

USE OF SHIPPING STORE ONLY SHIPMENTS			QUANTITY REQUIRED	DESCRIPTION	PURPOSE	ON HAND AND DUE
4	3	2				
			2000	<p>NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK</p> <p>Lin. Ft. 3/90# B Rail R.B.Section</p> <p>Note - To replace rail previously furnished on reqn. ED 318, which was not usable.</p> <p>Furnish from rail now being picked up far from abandoned St.Regis Line</p> <p>BB-PJP-GHK-GMP-WHR-JHJ-ERW-FCT</p>	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	
DATE		DATE		DATE		DATE	
W. B.		W. B.		W. B.		W. B.	
CAR		CAR		CAR		CAR	
INITIAL	NUMBER	INITIAL	NUMBER	INITIAL	NUMBER	INITIAL	NUMBER
INVOICE		INVOICE		INVOICE		INVOICE	
NUMBER	DATE	NUMBER	DATE	NUMBER	DATE	NUMBER	DATE

8731
St. Paul, Sept. 26, 1935.

MR. H. M. SMITH:

Attached ED requisition 533 covers
2000 lin.ft. 3/90# B - RB section rail, for con-
struction of Coulee Dam Line.

Please place order with the Rocky
Mountain Division to furnish from rail now being
picked up from the abandoned St. Regis Line.

L. YAGLE

Ass't. Chief Engineer.

CC-DMD JHJ HAT JTD

PJP-vml

enc

CONFIRMATION ✓

8731

Construction Engineer

005172 - Emergency Relief

Interior Reclamation (Reimbursable)
1935-37 (O.P.05-5) (Grand Coulee)
Day Letter

Coulee Dam, Washington. September 23, 1935

Mr. Bernard Blum
Chief Engineer N. P. Railway
St. Paul, Minnesota

TRACK FROM GOVERNMENT WAREHOUSE TO POWERHOUSE SITE COULEE DAM IS TO BE LAID SOON
STOP UNUSED RAIL FURNISHED BY YOU UNDER CONTRACT HAS BEEN CULLED TWICE AND
RAIL REMAINING IS NOT SATISFACTORY FOR ABOVE USE STOP WILL YOU SUPPLY TWO
THOUSAND FEET MORE OF USABLE RAIL UNDER CONTRACT FOR ABOVE INSTALLATION

Banks - Reclamation

(Phoned 8:15 A.M.)

CONFIDENTIAL

RECEIVED
JAN 10 1963
U.S. DEPT. OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D.C.

TO : DIRECTOR, FBI
FROM : SAC, NEW YORK
SUBJECT: [illegible]
RE: [illegible]

DATE: 1/10/63

Mr. Tolson
Mr. DeLoach
Mr. Mohr
Mr. Bishop
Mr. Casper
Mr. Callahan
Mr. Conrad
Mr. Felt
Mr. Gale
Mr. Rosen
Mr. Sullivan
Mr. Tavel
Mr. Trotter
Tele. Room
Miss Holmes
Miss Gandy

TO : SAC, NEW YORK
FROM : DIRECTOR, FBI
SUBJECT: [illegible]
RE: [illegible]

Enclosure - [illegible]

(100-444444)



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul Sept 23 1935

8731

H M Tremaine Spokane

Pls notify Frank A Banks reply his wire date Have
ordered 2000 feet 90 lb usable rail sent to him Odair stop
Assume he will return to us on cars at Odair the 2000 feet of
rejected rail B 233

Bernard Blum

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 (13)

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 shown in the date line on telegrams and day letters is Standard Time at point of origin. Time of receipt is Standard Time at point of destination.
Received at 332 Robert Street, St. Paul, Minn. TELEPHONE CEDAR 9685

1935 SEP 23 AM 11 15

CB190 50 GOVT DL XC=MASONCITY WASH 23 843A

BERNARD BLUM, CHIEF ENGINEER=

N P RAILWAY STPAUL MINN=

TRACK FROM GOVERNMENT WAREHOUSE TO POWERHOUSE SITE COULEEDAM
IS TO BE LAID SOON STOP UNUSED RAIL FURNISHED BY YOU UNDER
CONTRACT HAS BEEN CULLED TWICE AND RAIL REMAINING IS NOT
SATISFACTORY FOR ABOVE USE STOP WILL YOU SUPPLY TWO THOUSAND
FEET MORE OF USEABLE RAIL UNDER CONTRACT FOR ABOVE
INSTALLATION=

BANKS RECLAMATION.

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER



WESTERN
UNION

8731

Saint Paul, Sept. 20, 1935.

Mr. R. W. Clark:

I met Mr. L. C. Newlands of the Oregon Portland Cement Company when I was returning from Glendive to St. Paul on No. 2 last Sunday. Mr. Newlands was enroute to New York City and Washington and intended to stop over in the Twin Cities, taking the Zepher the following day to Chicago.

Mr. Newlands incidentally mentioned the cement business and when he found I was connected with the Northern Pacific he discussed to some extent his disappointment in not getting some of the cement business for the Grand Coulee Dam. He stated to me that he endeavored to obtain a joint rate OWR&N-NP from Huntington to Odair through the Short Line Traffic Dept. He further stated that the rate which he obtained prohibited him from competing, and that at first thought he was inclined to blame the Northern Pacific when he received this rate quotation.

He also stated that this situation coupled with the fact that Mr. Budd was a personal friend of his led him to write Mr. Budd in regard to the situation. Mr. Newlands now realizes that had he taken this matter up with the Northern Pacific he probably would have had some favorable action before the bids were awarded. He made some mention about not being able to get a definite response from Mr. Cleveland about the joint rate, which I believe you are familiar with.

Mr. Newlands also mentioned the fact that he had a nice visit with Mr. Donnelly, Mr. Coleman and you on your recent trip west and that he now thoroughly understands the situation. He realizes he was to some extent misinformed.

Mr. Newlands spoke in highest terms of you and Mr. Donnelly and expressed the hope that your recent visit with him would result in better business relations to the mutual benefit of both parties. Mr. Newlands also mentioned the fact that he is Vice President of the Chamber of Commerce and a member of the Comm Committee on Transportation. He is aware and fully appreciates the fact that he was sponsored by you for this Committee.

St. Paul, Minn., Sept. 19, 1935.

Personal

Mr. J.T.Derrig,
Asst. to Chief Engineer.

Do not forget to write me a note about your trip
with Newlands.

RWT

8731

Saint Paul, September 13, 1935

Mr. W. Clark:

In accordance with your request of the seventh I am returning photograph of the Grand Coulee Dam and tributary country, on which the Railroads indicated have been colored. We used the same coloring as was used on the former copy of this photograph which we obtained from your office so as to have the coloring identical.

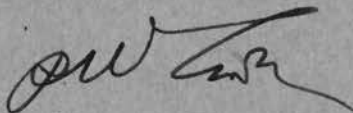
BB h

12/10
St. Paul, Minn., Sept. 7, 1935.

Mr. Bernard Blum,
Chief Engineer.

Referring to the attached photograph of the Grand
Coulee dam:

Can you have someone show in colored lines the
various railroads shown on the map?

A handwritten signature in dark ink, appearing to be 'JW' followed by a flourish.

encl.



8731

At Seattle, Wash., Sept. 1, 1935.

Mr. Bernard Blum,
Chief Engineer.

I have copy of your letter of August 27 to Mr. Stevens about bids submitted for the cement for the Grand Coulee dam.

The six plants in the State of Washington bid approximately the same figure f.o.b. damsite. There were two bids from outside of the state, both of which were higher than the bid of the Washington mills. The Santa Cruz Company of California, which had planned to bid and transport the cement to their silos in Portland for rail movement beyond, did not bid at the last moment. Neither did the company operating the plant at Lime, Oregon, bid, although we had made for them a combination rate with the Union Pacific via Wallula which would have permitted them to have gotten into the picture.

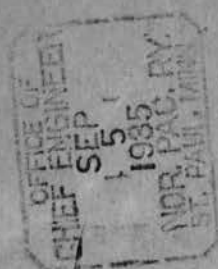
The bids taken were on 4,250,000 barrels of cement and 655,000 tons of clinker. I doubt very much if they will buy clinker for this job, at least at the beginning. I was at the damsite on Friday and, in talking with one of the MWA. Company men, I got the idea that they would not attempt to handle any clinker, at least to start with. The silos at the damsite were built by the contractor, and if they were going to use clinker I should think that they would expect the contractor to provide the mill for preparing cement from inbound clinker.

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

Putman

M.F.C. MFC 9/7
J.T.D. 9/22 2/9
L.S. \$ 9/10

note
9/7 B.B.



8731
St. Paul, Minn., August 27, 1935

Mr. H. E. Stevens:

Mr. Clark sent me from Seattle copy of specifications and proposal covering furnishing of cement for the Grand Coulee dam -

Under date of August 21st there was sent me from Seattle newspaper clipping advising that seven Pacific Coast companies had bid on the furnishing of cement and I am attaching schedule of the bids as quoted in the newspapers. The computation of freight was made in my office based on the executed contract with the Reclamation Service.

The Pacific Portland Cement Company of San Francisco, you will note, quoted delivered price at Odair. It is quite possible that there is a typographical error and their bid may have been \$2.09614.

BRwp

cc Mr. R.W.Clark

2731
Saint Paul, August 23, 1935.

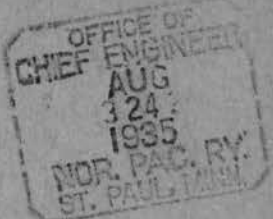
Mr. Bernard Blum;

The Grand Coulee Times of August 16th states
that the President has now allocated \$250,000 for the
purpose of making an irrigation survey of the Grand Coulee
Basin.

Asst. to Chief Engineer.

JTD-W

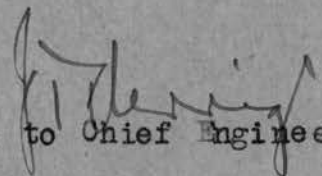
8731



Saint Paul, August 23, 1935.

Mr. Bernard Blum:

The Grand Coulee Times of August 16th states that the President has now alloted \$250,000 for the purpose of making an irrigation survey of the Grand Coulee Basin.


Asst. to Chief Engineer.

JTD-w

B.

GRAND COULEE TONIGHT!

Saturday Continuous 3 to 11

UNKNOWN BLONDE

—Plus—
Baer - Braddock

Fight Pictures

Try a Daily Times want ad.

OSBORNE

Mr. and Mrs. M. Hamilton, who formerly operated the Hamilton store, have rented the apartment hotel and are busy renovating, improving, showers and etc. and will open up an up-to-date boarding house. There will be single rooms and apartments, a dining room will be a pleasant feature, meals served in family style all you eat for 35c. An experienced cook serving the best of foods, and everything possible to make a home-like place, for their patronage. A confectionery will be opened in the lobby adjoining the dining room, where cigars, cigarettes, ice cream and etc. may be obtained for their convenience as well as the traveling public. Mr. and Mrs. Hamilton will be pleased to have you call and look their place over.

Mr. and Mrs. A. J. Morton,

residents of Alta Vista Ave., left this week for Troy, Idaho, for an indefinite visit.

Mr. and Mrs. Tomlinson, of Longview, are new arrivals here, occupying one of the Goodie cabins.

Mr. and Mrs. Clyde Burge, enjoyed the day Wednesday fishing at McGinnis Lake.

Chas. Riker of the Gateway Cafe will leave this week end for the coast for a brief visit with his daughter.

Mr. and Mrs. Thos. H. Osborne and Floyd Osborne, left Wednesday for a brief business trip to Seattle.

Glider Exhibition Planned Next Week

Cloyd Artman, famous glider expert, will show Grand Coulee people how it's done Wednesday night, August 21, between 6:30 and 7:30 p. m.

Artman will take his trail glider to the top of the coulee wall above the townsite and will attempt to stay up in the air for an hour or so. Artman, who is working his way through college by glider harrowing, holds the altitude record at 4300 feet and the sustained flight record of 13 1/2 hours, according to his adventure notices.

About a year ago, he made his first attempt off the coulee wall but at that time found the prevailing winds unsuited for sustained flight.

ROY says—

There is a difference!

PICNIC HAMS

LIGHT & LEAN

lb. - - 21c

COLORED FRYERS

lb. 27c

SPARE RIBS

lb. 18c

BULK SHORTENING

2 lbs. 25c

Pioneer Meat Mkt

Coulee Center - Phone 66

CABINS

PUBLIC SHOWERS

25c

Hot and Cold Water

RAFTERY CABINS

by ED DODD

SPECIAL!

At The

Fireside Club

NEW SHOW

Specialty Act, also

Singing

Come Out to a

Good Show

Begin Surveying On Cascade Crest Trail

OKANOGAN.—Forest crews went to work yesterday on reconnaissance surveys of the "Cascade Crest trail," which, when built, will extend along the summit of the Cascade mountains from the Canadian line south to Oregon and connect at the Columbia river with one completed through Oregon and California to the Mexican border.

"There is a strong demand for a trail along the scenic possibilities," said P. T. Harris, supervisor of the Chelan national forest. "It will be wide enough for a horse and will follow the summit of the range. The most rugged and difficult construction is in Okanogan and Whatcom counties."

Drinking straws that impart flavor to plain water or help to blend the flavors of prepared beverages have been invented by a Florida man.

'HELL-HOLE OF CREATION'

Begins Thursday, August 15, in the

Seattle Post-Intelligencer

A story of savage Ethiopians, desert wastes, and black jungles.

DON'T MISS IT!

We have just received a limited amount of coast

FLOORING & SIDING

Plasterboard 3/4 in. (special)

MATHENY & BACON

Electric City

CAVE

Barbeque Parlor

Phone 238 A & Div. St.

We Specialize in Barbeque

Meats

Also Fountain Service

Our Special

Barbeque Dinner

60c

WENATCHEE

ST. LAUNDRY

Will Call or Deliver

Anywhere - Any Time

AGENTS

PALACE BARBER SHOP

Grand Coulee

SHAFER'S STORE

RUSSELL DRUG STORE

YOUR GOOD HEALTH

Slouching Fads of Young Often Cause Permanent Hurt to the Bones

By CLAUD NORTH CHRISMAN, M.D.

GOOD bones will not remain good unless they have fair treatment. Such fads as the "debutante slither," the "collegiate hip slouch," the "smart slouch" are seriously to be deprecated. They are always de-

veloped and cultivated in the early years when the youthful craving for something different leads into many meaningless whims. These passing notions are harmless enough in a way, but when they have a definite detrimental effect on the entire anatomy, as faulty postures always do, then they are to be discouraged.

At the early debutante or collegiate age the bones are still pliable. Witness the care the athletic coach takes in feeding and exercising his team members. He realizes how much depends on keeping their frames straight and making them strong.

It must not be thought that the young folks are the only offenders in this matter of harmful posture. If once formed, the habit of slouching is one of the most difficult to overcome. The tendency develops very early when the child isn't warned about always carrying his books in the same hand.

O. K. BARBER SHOP

Hours: Mon.-Thurs., 8 till 7; Fri., 8 till 8; Sat., 8 till 9

SHOWERS—25 Cts.

WE APPRECIATE YOUR PATRONAGE

SERVICE O. K.

Joe Hardwick, Prop.

Seaton St., Just East of B and Division

Union Shop

Since

Summer Days Are Here

There Is an Excessive Amount of Eye Strain! To protect your eyes from this strain have them examined and fitted with Special Ground Lenses by Dr. M. L.

Booth at Grand Coulee, Wash., at the Atwater Drug Store, Saturday, August 24.

Jones Optical Company

603 Exchange Building

Spokane, Wash.

Crossword Puzzle

By LARS MORRIS

ANSWER TO PREVIOUS PUZZLE

ACROSS

1—Spanish promenade

13—Sole of foot

14—Disturbed the peace

15—Sole of foot

16—Sole of foot

17—Sole of foot

18—Sole of foot

19—Sole of foot

20—Sole of foot

21—Sole of foot

22—Sole of foot

23—Sole of foot

24—Sole of foot

25—Sole of foot

26—Sole of foot

27—Sole of foot

28—Sole of foot

29—Sole of foot

30—Sole of foot

31—Sole of foot

32—Sole of foot

33—Sole of foot

34—Sole of foot

35—Sole of foot

36—Sole of foot

37—Sole of foot

38—Sole of foot

39—Sole of foot

40—Sole of foot

41—Sole of foot

42—Sole of foot

43—Sole of foot

44—Sole of foot

45—Sole of foot

46—Sole of foot

47—Sole of foot

48—Sole of foot

49—Sole of foot

50—Sole of foot

51—Sole of foot

52—Sole of foot

53—Sole of foot

54—Sole of foot

55—Sole of foot

Grand Coulee Daily Times

The Only Daily Newspaper Published at Grand Coulee Dam

VOL. 2.

COULEE DAM, WASHINGTON, FRIDAY, AUGUST 16, 1935.

NO. 225

Allots \$250,000 For Survey

BASEBALL ROW CALMED DOWN; BEAVERS WILL PLAY SILVER LOAF

The storm that raged through the ranks of the Idaho-Washington league, resulting from plans of Spokane managers with reference to Mason City's franchise, was considerably calmed yesterday when Mason City's representative, Hans Schildknecht, informed Secretary Walter Rockstrom by long-distance telephone that "Mason City's coming to Spokane, as scheduled, for Sunday."

Mason City reached this decision after Spokane managers demanded adjustment of indecision which they declared the Mason City club owed as the result of Spokane teams' visits to the dam site.

According to plans arranged by Mr. Schildknecht and Mr. Rockstrom, Sunday's double-header will be played and discussion of the conditions between the two cities will be begun, to be finished later next week at a meeting of all league officials and managers. The meeting next week will take the place of one tentatively proposed for tonight between Spokane and Mason City managers at the Chamber of Commerce in Spokane.

Achieve Buckley, Silver Loaf manager, will throw his strongest possible line-up into the game against the Mason City crew, not only because he realizes the strength of Mason City, but also because he wants to get his Bakers out of the cellar, where they are now a half game behind Walla Walla.

Likewise, Sid Slim Smith's Freighters, a half game out of the first division, will put up a real scrap to get into the top half of the league standings, while Colfax, now in fourth place, wants to stay in the first half and also is eager for the honor of being the first team to beat the undefeated Lewiston club in the second half of the season.

Detroit Colored Giants Here Monday

Featuring "King Kong" Cox, six foot six pitcher, the Detroit Colored Giants, a well-known barnstorming team, will play the M.W.A.K. Beavers on Monday afternoon at the Mason City hall park. The game will begin promptly at 4:45.

The Giants have a good record, having won practically all of their games this season, and the Beavers will have their hands full when they tackle the color boys.

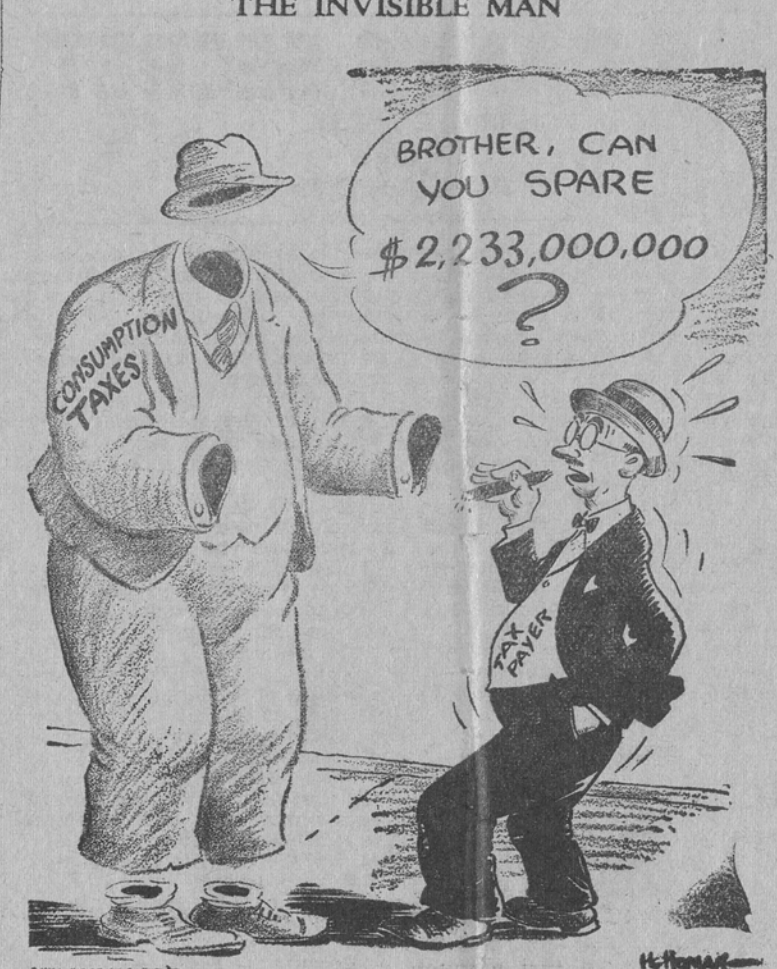
Tonight at 7:00 o'clock at the Mason City mess hall, members of the Lion Club's all over the Inland Empire will attend a dinner-dance. The celebration is for having received their charter. The local members are H. W. Schildknecht and Dave Olsen.

Try a Daily Times want ad.



TENNIS BATTLES — Sidney Wood, American tennis player, with Mrs. Wood as he returned in New York after the Davis Cup matches in Wimbledon where Wood was withdrawn in the closing rounds. He said it was on his insistence that Allison and Budge were chosen for the finals.

THE INVISIBLE MAN



Farms In State Shy On Electricity

Washington farmers are not far removed from the horse-and-buggy days when it comes to using electricity, according to data received by the state planning council from federal rural electrification authorities.

Seven farms have automobiles and four have telephones for each farm that has electrical service. A nation-wide survey of electrical use showed that 73 per cent of farmers must carry water from wells or springs, 93 per cent have no bathtub or shower, 76 per cent use kerosene or gas-line lamps.

While electricity could not be used in some of these classes, the council points out the possibilities for large use of electricity at cheap rates when Grand Coulee power becomes available. The rural electrification administration was founded to help bring this power to farmers' doorsteps by loaning them money to build transmission lines.

About 10 per cent of the farms either depend on candles or are entirely without artificial light; 33 per cent heat their homes partially or entirely with fireplaces; 54 per cent with stoves and 48 per cent of farmers' wives have to do their laundry in tubs outdoors.

To help remedy the electrical situation, the president's four-billion dollar work-relief bill contains \$100,000,000 earmarked for these rural electricity lines.

Small areas or groups of farmers may set up power districts and apply to the federal administration through the planning council. Money will be lent the districts at 3 per cent over 20 year periods on self-liquidating projects to extend power lines to rural areas not now connected with existing lines.

Power may be purchased from private power companies, from municipal plants or from farmers' cooperative organizations. The REA is interested mainly in helping farmers build lines to tap existing power.

Thus far, several rural areas in Washington have become involved in securing federal electrification loans. Applications have been handled through the planning council and E. F. Barker, director of conservation and development and member of the council.

State May Take Brewster Toll Span

OLYMPIA, Aug. 14.—Removal of tolls from the Columbia river bridge at Brewster, Okanogan county, would be possible under a proposal in negotiations between the state highway department and owners of the structure, Director of Highways Lacey V. Murrow said yesterday.

The department, Director Murrow said, has evolved a program under which the state would take over title to the bridge immediately, removing tolls.

Under the department's proposal the owners of the structure would take a chance of being adequately reimbursed by a 1937 legislative appropriation, Murrow explained. He said progress is being made in the negotiations.

The offer made by the department is the only possible solution in sight at this time, Murrow said. The 1935 legislature did not appropriate funds for the purchase of the structure outright by the state.

The department, however, can go ahead and build its own bridge at Brewster at a cost of considerably less than \$300,000, Murrow said. Owners of the bridge figure its book value at more than \$600,000, he explained.

"We have the legislative authority to build a bridge at Brewster but there is no legislative authority to buy the existing structure," Murrow said. "The department's plan does not commit the 1937 legislature, nor subsequent legislatures."

Under the department's proposal, the owners could dispose of the bridge to the state at a figure commensurate with the department's engineering estimate of the cost of replacing the existing structure, Murrow said.

Work On Bridge Speeds Up Again

Work on the state highway bridge superstructure, under J. H. Pomeroy & Co. Inc., resumed its speedy pace yesterday, as delayed materials arrived. The gap between the two sections in Blum dam and a permanent spillway steadily becoming narrower. It will be two or three weeks, however, before they are connected.

Fancy Dollar Bills Are Being Designed

A new one-dollar silver certificate—just a one-dollar bill to you—is being designed for the United States treasury. Officials at Washington said yesterday its appearance would be more attractive than the one now in use.

The great seal of the United States will be placed on its back. The front will look about the same. Secretary Morgenthau said the new design eventually will replace all present \$1 certificates which will be retired as rapidly as possible.

The new bill will continue to be worth 100 cents.

Region Lacks Men To Fill WPA Jobs

Efforts to find relief rolls of this part of Grant county make it out of the question to receive WPA assistance for some civic improvements, the chamber of commerce was told by W. E. Johnson.

The government regulations call for 90 per cent of the labor to be taken from relief lists and it would be impossible to recruit sufficient workmen to meet that requirement, Johnson said.

The first definite step toward construction of the Columbia basin irrigation project, following adoption of the high dam at Grand Coulee, came yesterday when the president allocated \$250,000 for further engineering and economic studies of the project by the reclamation bureau.

The bureau will prepare with this fund a topographical map of 1,200,000 acres which may be irrigated by the high dam, and a land ownership map of the area, showing the names and postoffice addresses of all land owners in the area. A detailed land classification to determine the suitability for irrigation and the present unirrigated value of the lands will be included. This project will provide 255,000 man hours of employment and work can be started within 30 days.

"The greatest economic and social benefits from the Columbia basin project can only be obtained if it is made an irrigation project coupled with power generation," Dr. Elwood Mead, commissioner of reclamation commented.

"This is the appropriate time for an investigation of such a program to determine its feasibility. Nearly all the land to be irrigated is in private ownership. The feasibility and economic and social benefits will depend to a great extent on curbing speculation in land and enabling homeowners to acquire it at its unimproved value."

The project is in line with the president's established policy to buy and take 10 acres out of production for each acre that is put into cultivation through reclamation projects.

President Roosevelt yesterday allotted \$3,640,000 of work relief funds to the reclamation bureau for 10 projects. He allowed \$1,000,000 for the Deschutes river in Oregon.

Reclamation officials said the Deschutes project would be started in 30 days. Other allotments included:

Completion of the Sun River reclamation project in Montana, \$715,000; small storage reservoir on Burnt river, Oregon, immediately north of Willow creek, \$500,000; construction of a parapet wall and spillway at the Cleburne dam and a permanent spillway at Kachess dam on the Yakima project in Washington \$280,000.

© 1935 by United Press

BACK HOME AGAIN



GRAND COULEE DAILY TIMES
COULEE DAM, WASHINGTON
The Only Daily Paper Published at the Grand Coulee Dam
Phone 340

ESTABLISHED NOV. 18, 1933, GRAND COULEE, WASHINGTON
Published every day except Sundays and Holidays

W. ROBERT ROSS Editor and Business Manager
MARY P. ROSS Associate Editor
BOB HILSON Advertising Manager
WALTER S. SMITH Composing Room Foreman

SUBSCRIPTION RATES
Per week, delivered in district 10c
Per month, by mail 60c
Entered as second-class matter at the postoffice at Coulee Dam, Wash., under the act of March 3, 1879



DR. DANE'S SECRET
by MILDRED SNOW GLEASON
Dr. Alexander Dane, just before his death, gives his secret to a young woman, Peggy Trave, a mysterious paper to be delivered in person to a John Taylor in Egypt. He also warns her to let no one in his laboratory. Peggy leaves a hasty card to the charge of the house and laboratory and sails for Egypt with her mother. On the ship is Terry Brown, wealthy young sportsman who has become deeply interested in Peggy, and has discovered that there is something mysterious behind her trip to Egypt. He tells her that he decided he couldn't let her go alone. Shortly after the ship sails, a sleek-looking young man approaches Peggy with a letter of introduction. Terry curtly tells him to wait until after lunch.

CHAPTER X
DURING lunch, Peggy forgot about the dark-haired stranger, but when they came up on deck again, he was there waiting. He introduced himself as James Towland, friend of a Dr. Candors. The name Candors meant nothing to Peggy but she slipped the letter of introduction into her purse and asked Mr. Towland to have coffee with them. She could see that Terry was irritated, but Towland turned out to be agreeable enough. He chatted lightly of this and that, discussed the weather and the chances they had for a smooth crossing and then after half an hour or so excused himself and left them. "He seems quite nice," Peggy remarked. "Looks like an ex-bookkeeper," Terry growled. "Don't be disagreeable. Peggy laughed. "Anyway, let's see what the letter says."

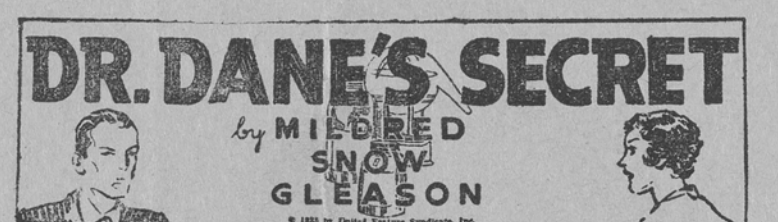
IT WAS written on expensive paper in a cultured hand. The writer, who signed himself Andre's Candors, mentioned his old friend Dr. Dane, expressed sorrow over his death and went on to say that having learned that Mrs. Dane and Miss Trave were sailing on this boat, was taking the liberty of presenting a young friend of his, James Towland, who was traveling alone and would be delighted to meet their acquaintance. Peggy read the letter aloud and then turned to her mother. "Did you ever hear Newdy mention Dr. Candors?" Mrs. Dane wrinkled her forehead. "I don't remember dear, but I think maybe I have heard the name. Alec used to correspond with several doctor friends of his. Anyway this Dr. Candors apparently knew Alec and the young man seems very pleasant and nice mannered." Terry started to say something, but Peggy silenced him with a look and changed the subject. Later however when her mother had gone down to take a nap she brought the matter up again. "Mother, gets upset so easily it's much better to keep her in the dark." Terry looked at her quickly. "I hadn't thought of this fellow as anything except a pest. Does he bring something else to your mind?" Peggy avoided the question with another. "What were you going to say just now when I stopped you?" she asked. "Nothing much," Terry admitted. "Just that I don't care for Mr. Towland's looks." "I am afraid you are prejudiced," "No—only jealous." "I haven't given you the right to be."

(To be continued)

COWBOY DAYS IN FULL SWING
IN PREPARATION FOR BIG RODEO

ELLENBURG, Aug. 14.—Ellensburg is in cowboy regalia throughout the month of August to advertise the annual rodeo which will be held on Saturday, Sunday and Labor Day, and all violators of the municipal ordinance No. XXX (Double Cross) which compels wearing of cowboy regalia, are being hauled before the municipal court on "persecution" and fined.

A minimum of three pieces of regalia are also definitely fixed.



DR. DANE'S SECRET
by MILDRED SNOW GLEASON
Dr. Alexander Dane, just before his death, gives his secret to a young woman, Peggy Trave, a mysterious paper to be delivered in person to a John Taylor in Egypt. He also warns her to let no one in his laboratory. Peggy leaves a hasty card to the charge of the house and laboratory and sails for Egypt with her mother. On the ship is Terry Brown, wealthy young sportsman who has become deeply interested in Peggy, and has discovered that there is something mysterious behind her trip to Egypt. He tells her that he decided he couldn't let her go alone. Shortly after the ship sails, a sleek-looking young man approaches Peggy with a letter of introduction. Terry curtly tells him to wait until after lunch.

CHAPTER XI
IT WAS the third day out, and Peggy and Terry were standing together on the sports deck. The weather was glorious, a bright sky and calm sea melting together at the horizon. The air was cool and invigorating, with just a touch of sharpness.

"I could go on like this forever," Peggy murmured. "I hate to think the voyage will be over so soon." "That's why I like the slower boats," Terry answered. "By the way who is the middle-aged lady your mother has become so chummy with?" "Mrs. Pohnson?" Peggy smiled. "She's a shabby fussy old thing, but quite sweet really. Imagine she's been saving for twenty years to take this trip!" "And will spend the next twenty talking about it," Terry grinned. "Well, it's nice your mother has some one to pal around with in the good old days, you met every one the first or second day out. Now people are so stiff and formal and the boats are too big and there isn't any time anyway to get to know one another the way you used to."

"You talk as though you were a hundred and fifty years old," Peggy laughed. "When you dance with Towland I feel as though I were." Peggy smiled and said nothing. She didn't care much for Towland herself. He had become a pest, but a perfectly polite one, impossible to snub. Just then Towland appeared at the top of the gangway. Peggy quickly murmured to Terry that she was going down and left abruptly. She rather hoped he would come with her, but he merely nodded assent.

IT WAS only an hour before tea time and she decided to pass it with a book. But when she reached her deckchair she found it occupied. She had noticed the woman before—an exotic-looking creature who wore her blue-black hair parted in the middle and caught at the back in a low knot, and who wore stunning if rather extreme clothes. She was apparently travelling alone and seemed to have no interest in scrapping up acquaintances, keeping herself rather noticeably aloof.

Now, as Peggy hesitated near the chair the woman looked up. Her eyes were very dark, heavily lashed and skittishly shadowed. "I'm so sorry," she murmured in a low contralto voice, making a half move to rise. "Is this your chair?" "It doesn't matter," Peggy answered pleasantly. "I'll sit in the other one." She took the next. "Lovely weather," the stranger murmured, after a brief silence. "Glorious," Peggy agreed enthusiastically. "I think the boat is lovely, too." The woman smiled—a faint, lazy smile. "Yes, it is an attractive liner," Peggy rather hoped that, after

(To be continued)

MASON CITY NEWS
By Betty Schildknacht

Annette Wickersham visited this area with a group of friends from Spokane. She is a student of the Lewis & Clark high school in Spokane. Mrs. K. L. Parker entertained three tables of bridge at a luncheon yesterday at their home on Lakes ave. First prize was awarded Mrs. C. F. Urbutt and consolation prize to Mrs. Nesbit. The guest list included: Mrs. Briggs, Mrs. H. C. Clemmer, Mrs. Joe Cunningham, Mrs. Nesbit, Mrs. Pete Russell, Mrs. H. Schildknacht, Mrs. Harvey Slocum, Mrs. Pete Schrauger, Mrs. Zack Schofield, Mrs. Guy Smith and Mrs. C. F. Urbutt. Mr. and Mrs. J. C. Moore and son, John are leaving today for San Diego to make their home, and the Walter Neilson family are taking their home at 602 Cedar.

HOUSEHOLD FURNISHINGS

Nice Kitchen Cupboard..... \$12.50
New Home Sewing Mach. 18.50
Practically New Day Bed 13.25
Nice Baby Carriage..... 5.00
Square Oak Dining Table..... 4.50
One Only—Combination Box Spring and Mattress..... 2.95
Beautiful Ivory Dresser..... 15.00
Ivory Chest Drawers, 10.95
New Cathedral Urn, Chairs 1.10
New Fiddle back Urn..... 1.65
New Golden Oak Chairs, 1.50
Good assortment new and used mattresses, springs, stoves, etc. We Buy and Sell Everything.

LEE'S PLACE

Classified Ads

PROTECT your eyes. See DR. M. L. BOOTH at the Alwayer Drug Store Saturday, Aug. 24.
WANTED—Used washing machine. Reasonable, terms. Write P. O. Box 644, Mason City, 18
Nytlen's Court, 2nd and E Sts. Neatly finished and furnished single and duplex apartments, either to couples or single men. Lights, water, showers and laundry furnished. Quiet and restful. No children. 17p

TIRE SALE

10 to 12 1-2 Per Cent Off

ON ALL TIRES

Used, Remold and New

OILS—Your Choice 10 Different Kinds

STUCKEY'S SERVICE TATION

FOR SALE—Furnished cabin and two lots. Good location and a real buy. Inquire at Times office. 11p

FOR SALE—Smoke hood for restaurant range.—Mrs. G. Roberts, Seattle rooms, Grand Coulee. 16p

WANTED—One car garage to rent. Call The Times or Phone 133-W after 6 p. m. 16p

CLEANING, Pressing and laundry work. The finest of work and at reasonable prices. Grand Coulee Cleaners, next to Roosevelt theatre. 11p

FOR SALE CHEAP—Apartment building, 40x120 feet, for wrecking purposes. Also some furniture and new plate glass. Inquire at Times office. 17p

FOR SALE—Eight rooms of furniture, must sell by Sunday. Range, three linoleums, kitchen tables, chairs, breakfast set, dishes, silverware, electric iron, wash tubs, finger boards, buffet, rockers, beds, springs, pots, pans, dining table, chairs, mattresses, pillows, dressers, all kinds of tools, coffee tables, night stands, bridge lamps, folding steel beds, electric plates and other things. Also two Coleman lamps.—Peerless Dentists Bldg., Grand Coulee. 16p

UNFURNISHED steam heated apt. Inquire Fender Lumber company. 11p

FOR SALE—Cheap, 14-foot boat. Made of Coast lumber. Inquire at Times office. 18p

FOR RESULTS--
Place Your Ad In The DAILY TIMES

PHONE IN YOUR

WANT ADS



PHONE IN YOUR

WANT ADS

340

JOB PRINTING

Look over your stock of supplies and see if you are getting low on---

LETTERHEADS - ENVELOPES - STATEMENTS - BILL-

HEADS - ORDER BLANKS - RULED FORMS - ETC.

GRAND COULEE
DAILY TIMES



Mr. Blum -

For your information.

L. Yager

8/22/35w



Seattle P-I, Wed. Aug 21, 1935.

hands
of the
J. J.
ed on

Netz
all at-
len to
apart-
iggle
and
ing
sti-
in

uty
and
Netz
knife
few
some
his

he re-
Hol-
by the
which
k steps
gan.
es later
ging to
ital back-

tified she
of liquor,
ffray, she

that he
ght start-
partment
his friend
had been

was going
said the
ges as a
l ordered

W. Benton Jr., mechanic. A group

Bids Opened for Coulee Job

Seven Coast Firms Seek Cement Contract

DENVER, Aug. 20.—(AP)—The United States bureau of reclamation opened bids here today on the \$3,500,000 cement construction project for the Grand Coulee Dam in the state of Washington.

Seven Pacific Coast companies bid on the project for the concrete openings in the dam. Bureau officials tomorrow will determine the difference in freight rates from the various cement plants and send their information to the national capitol.

Companies and their bids were: Northwestern Portland Cement Company, \$1.3796 a barrel, F. O. B. mill.

Superior Portland Cement Company, \$1.3796 a barrel, F. O. B. mill.

Lehigh Portland Cement Company, \$1.3796 a barrel, F. O. B. mill.

Olympic Cement Company, \$1.38 a barrel, F. O. B. mill.

Spokane Portland Cement Company, \$1.53 a barrel at the mill.

Beaver Portland Cement Company, \$1.40 per barrel, F. O. B. mill.

Pacific Portland Cement Company, \$3.09614 delivered at construction site at Odair.

Hon St

Early Fou Er

GLENDON,
—Fifty men
mie Peak with
of an Indian
Capt. George
highway patrol
ed was discov

Some of the
spot on the pe
this morning
wreckage from
Wyoming cha
nothing except
trees and Smit
been mistaken

Four other
were seeking
cupants, Burns
apolis business
Indianapolis at
Arnett's bride.

First Ac 60 Yea

LOS ANGELES
a "red letter"
seventy, when
sixty years' di
was involved

Seattle
Seattle

Interstate 700

Seattle

Spokane

Portland

San Francisco

	<u>Price per Barrel</u>	<u>Freight rate per \$100</u>	<u>Freight per barrel 384 lbs</u>	<u>Total</u>
North Western Portland Cement Co Seattle	\$1.3796	.17	\$.6528	2.0324
Superior Portland Cement Co., Seattle	1.3796	.17	.6528	2.0324
Lehigh Portland Cement Co., Metalline Falls	1.3796	.27	.6528	2.0324
Olympic Cement Co., Seattle	1.3800	.17	.6528	2.0328
Spokane Portland Cement Co., Spokane	1.53	.13	.4992	2.0292
Pacific Portland Cement Co San Francisco				3.09614

St. Paul, Minn.,
August 27, 1935.

	<u>Price per Barrel</u>	<u>Freight rate per \$100</u>	<u>Freight per barrel 384 lbs</u>	<u>Total</u>
North Western Portland Cement Co Seattle	\$1.3796	.17	\$.6528	2.0324
Superior Portland Cement Co., Seattle	1.3796	.17	.6528	2.0324
Lehigh Portland Cement Co., Metalline Falls	1.3796	.17	.6528	2.0324
Olympic Cement Co., Seattle	1.3800	.17	.6528	2.0328
Spokane Portland Cement Co., Spokane	1.53	.13	.4992	2.0292
Pacific Portland Cement Co San Francisco				3.09614

St. Paul, Minn.,
August 27, 1935.

	<u>Price per Barrel</u>	<u>Freight rate per \$100</u>	<u>Freight per barrel 384 lbs</u>	<u>Total</u>
North Western Portland Cement Co Seattle	\$1.3796	.17	\$.6528	2.0324
Superior Portland Cement Co., Seattle	1.3796	.17	.6528	2.0324
Lehigh Portland Cement Co., Metalline Falls	1.3796	.17	.6528	2.0324
Olympic Cement Co., Seattle	1.3800	.17	.6528	2.0328
Spokane Portland Cement Co., Spokane	1.53	.13	.4992	2.0292
Pacific Portland Cement Co San Francisco				3.09614

St. Paul, Minn.,
August 27, 1935.

	Price per barrel	Freight Rate per 100	Freight per barrel 384 lbs	Total #
North Western Portland Cement Co Seattle	\$ 1.3796	.17	\$.6528	2.03 24
Superior Portland Cement Co Seattle	1.3796	.17	.6528	2.03 24
Lehigh Portland Cement Co Metethine Falls	1.3796	.17	.6528	2.03 24
Olympic Cement Co Seattle	1.3800	.17	.65 28	2.03 28
Spokane Portland Cement Co Spokane	1.53	13	.49 92	2.02 92
Pacific Portland Cement Co San Francisco				3.09 614

Coulee Bedrock Lacking in Sand, Gravel and Silt

GRAND COULEE DAM, Saturday, July 27.—(AP)—The absence of boulders, sand, gravel or silt on the uncovered bedrock at the Grand Coulee Dam site is cited here as a strange geological phenomenon.

A strip about five hundred feet wide has been uncovered and all the over-burden down to the last fraction of an inch is clay. Stream beds almost always have boulders and sand overlying the bedrock, geologists say.

A report on the strange finding will be made to Dr. Charles Berkey, chief geologist of the United States Bureau of Reclamation.

8731

19

J. J. Derrig:-

This clipping from Seattle Times of July 27th.

It doesn't mean anything to me but possibly will to you

A. E. Freeman

8/3

noted B. B. 8/6

8731

Spokane August 1-1935-g.

Mr. J. T. Derrig:

Your wire D-188 of July 11th about claim of Reclamation Service at Almira of the shortage of two head rods, for non-insulated switch and one connection rod for ground throw switch stand.

I had their office engineer, Mr. Miner, give me the identification marks on the switch stand. With this information, I had the Division Storekeeper at Parkwater ship the proper material.

Mr. Miner has written our Agent at Almira, under date of July 30th:

" Please be advised that the one head rod and one connecting rod for hub No. 2 low switch stand, recently shipped to the Reclamation Bureau at Coulee, were found to fit. We appreciate Mr. Johnson's prompt action in shipping this equipment."

The duplicate shipments have been returned to us.

J. H. Johnson
Superintendent.



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, July 11, 1935

J H Johnson
Spokane Wash

8731

B-784 Records not clear whether old type Economy, Odenkirk or positive switch stand has been furnished. Please have Roadmaster get in touch with Mr. Minor and ascertain type and kind of switch stand and if possible arrange to furnish proper connecting rod from local stock having previous shipment returned to Ry. Co. If you do not have connecting rods available at Parkwater or in Roadmasters stock advise quick and I will arrange for shipment by express. D-188

cc - H H Smith
Mr. F.A. Banks
J H Johnson - confirmation

J T Burvig



N. P. 1386
12-24

109 SF S

TELEGRAM—BE BRIEF

TIME FILED

M.

Spokane 7/10/35

J T Derrig

St Paul

Reqn E D 275, Frog and Switch material reclamation service Odair.

Their Mr Minor advises short two head rods for non insulated switch and one connecting rod for ground throw hup number two switch stand.

Called his attention to fact these seemed to be exact items you had duplicated on previous shortage per your letter to me June 10th.

He replies that this duplicate shipment received as well as the original shipment but that the material does not fit B-784

J H Johnson

626 pm

8751

July 8, 1935.

Bureau of Reclamation,
Coulee Dam, Wash.

Attention - Mr. W.S. Gillogly,
Purchasing Agent.

Gentlemen:

This will acknowledge receipt of your inquiry #172 for two thousand pieces modified Fair anti-creeper, or similar for 90-lb. ARA-B rail.

We do not have a surplus stock of the above rail anchors, and I am therefore turning your inquiry over to Mr. G.E. Olson who handles the Fair Anchors for the St. Paul District, and he will be able to quote you price making immediate delivery.

Yours truly,

JTD-W

Asst. to Chief Engineer.

cc - Mr. Geo. Olson
Mr. H.M. Smith

8731

July 8, 1935.

Mr. George E. Olson,
875 St. Clair Street,
St. Paul, Minn.

Dear Mr. Olson:

We have recently had an inquiry for two thousand modified rail anchors for 90-T. rail. We do not have these anchors in our surplus stock, and at any rate much prefer that the government make outside purchase.

I am enclosing copy of my letter of this date to Mr. Gillogly, Purchasing Agent for the Reclamation service at Coulee Dam, and suggest that you keep in touch with him in regard to their requirements.

I see no reason why you should not use the attached proposal blank for submitting bid on these anchors.

Yours truly,

Asst. to Chief Engineer.

JTD-W

Mr. Blum - Please note.

B

July 8, 1935.

Bureau of Reclamation,
Coulee Dam, Wash.

Attention - Mr. W.S. Gillegly,
Purchasing Agent.

Gentlemen:

This will acknowledge receipt of your inquiry #172 for two thousand pieces modified Fair anti-creeper, or similar for 90-lb. ARA-B rail.

We do not have a surplus stock of the above rail anchors, and I am therefore turning your inquiry over to Mr. G.F. Olson who handles the Fair Anchors for the St. Paul District, and he will be able to quote you price making immediate delivery.

Yours truly,

JTD-W

Asst. to Chief Engineer.

cc - Mr. Geo. Olson
Mr. H.M. Smith



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

116 SF S

Spokane 7/5/35

J T Derrig

St Paul

D 183 No B-770.

J H J

440 pm

8731



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul, July 5, 1935

J. H. Johnson

Spokane, Wash.

Have proposal inquiry from government for two thousand modified Fair anchors for 90-lb. rail quotation to be made f.o.b. Odair. Have you had any inquiry or made arrangements to furnish. Otherwise I will get quotation price from Purchasing department and make requisition to cover. Advise. D-183

J T Derrig

Birds

No.

470016

8731
~~8137~~

Mr. Blum

Coulee Dam, Wn.

June 30, 1935.

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

Dear Mr. Blum:

The picture of the North Coast Limited in Bozeman Pass has arrived and is a big asset to our place. It is a lovely picture and receives much attention and comment.

I am sure you know that I appreciate the time and trouble you have taken to get this picture to me, and hope I will be able to reciprocate some time.

Sincerely,

Louis Cello

Max. Goodsell ✓

*Note
7/5 B.B.*

B.

NOTED
M.M.G.
JULY

1930

THE UNITED STATES OF AMERICA
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

TO THE SECRETARY OF THE INTERIOR
WASHINGTON, D. C.
FROM THE DIRECTOR OF THE BUREAU OF LAND MANAGEMENT
SALT LAKE CITY, UTAH
SUBJECT: [Illegible]

RE: [Illegible]
[Illegible]
[Illegible]

Very truly yours,
[Illegible]



8731

Saint Paul, June 28, 1935.

Mr. E. R. Wales:

Confirming my wire this date replying to your G-124 with reference to track material on requisition ED 275 for the Government railroad at Odair.

The material covered by this requisition is for the government railroad only and has no reference or connection with rail shipped to the MWAK Company and is not in any way involved with their contract dated March 16, 1935. The accounting for rail on requisition ED 275 should be handled in a similar manner to shipments made the government heretofore under requisitions ED 318 and 422, except that the government have agreed to pay us for the four #7 new 90-lb. and four #9 new 90-lb. frogs. Item one on this requisition called for eight #7 secondhand frogs. These were not available and eight new frogs were shipped instead of the eight secondhand frogs. In order to make this situation more clear will state that the proposed contract with the government contemplates that we would furnish secondhand material. We did not have the secondhand frogs and the government were good enough to accept bill for the new frogs price for which was quoted by our Purchasing Dept. f.o.b. Odair. The proposed contract with the government is dated November 19, 1934, but

Mr. F.R. Wales - #2

there has been some delay in getting this contract executed. When the contract is executed and copies furnished the rail situation in so far as the government is concerned will be cleared up.

The prices quoted by the Purchasing Dept. for the new #7 and new #9 90-lb. frogs was indicated in my letter of May 10th copy of which was addressed to you. In other words, all of the secondhand material furnished to the government on the four requisitions above referred to will be handled under the proposed contract dated Nov. 19th 1934, except the item of eight new frogs, which will be paid for direct in accordance with prices furnished by the Purchasing Dept. f.o.b. Odair.

I would also call your attention to the fact that the 1100 lineal feet of rail on requisition ED-272 dated May 6, 1935 should be handled in a similar manner to the rail on requisitions 318 and 422.

Asst. to Chief Engineer.

JTD-W

cc - Mr. T.F. Lowry
Mr. J.H. Johnson
Mr. H.M. Tremaine
Mr. C.C. Kyle
Mr. F.W. Stetekluh

Saint Paul, June 28, 1935.

Mr. T. B. Walos:

Confirming my wire this date replying to your G-124 with reference to track material on requisition BD 275 for the Government railroad at Odair.

The material covered by this requisition is for the government railroad only and has no reference or connection with rail shipped to the BNAK Company and is not in any way involved with their contract dated March 16, 1935. The accounting for rail on requisition BD 275 should be handled in a similar manner to shipments made the government heretofore under requisitions BD 318 and 422, except that the government have agreed to pay us for the four #7 new 90-lb. and four #9 new 90-lb. frogs. Item one on this requisition called for eight #7 secondhand frogs. These were not available and eight new frogs were shipped instead of the eight secondhand frogs. In order to make this situation more clear will state that the proposed contract with the government contemplates that we would furnish secondhand material. We did not have the secondhand frogs and the government were good enough to accept bill for the new frogs price for which was quoted by our Purchasing Dept. f.o.b. Odair. The proposed contract with the government is dated November 19, 1934, but

Mr. R.R. Walen - #2

there has been some delay in getting this contract executed. When the contract is executed and copies furnished the rail situation in so far as the government is concerned will be cleared up.

The prices quoted by the Purchasing Dept. for the new #7 and new #9 90-lb. frogs was indicated in my letter of May 10th copy of which was addressed to you. In other words, all of the secondhand material furnished to the government on the four requisitions above referred to will be handled under the proposed contract dated Nov. 19, 1934, except the item of eight new frogs, which will be paid for direct in accordance with prices furnished by the Purchasing Dept. f.o.b. Odair.

I would also call your attention to the fact that the 1100 lineal feet of rail on requisition WD-272 dated May 6, 1935 should be handled in a similar manner to rail on requisitions 318 and 422.

JED-W

cc - Mr. T.F. Lowry
Mr. J.E. Johnson
Mr. H.E. Tremaine
Mr. C.C. Kyle
Mr. F.W. Stetekich

Asst. to Chief Engineer.



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul June 28, 1935.

E. R. Wales

Tacoma Wash.

G-124 Material shipped on requisition ED-275 was for Reclamation Service and had nothing to do with MWAK contract. Letter follows. D-173

J T Derrig

cc Mr F W Stetekluh



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

92WRY

TACOMA June 28 1935

J T DERRIG

STPAUL

Does material on ED Reon 275 of May 6th apply on agreement
made March 16th, 1935, with the M W A K Co. G-124

ERWales

816p

87 31
Saint Paul, June 28, 1935.

Mr. R. E. Shuck:

Thank you for your note of the 25th with clipping from the Spokane Chronicle regarding proposed program for pouring concrete at the Grand Coulee Dam. I met Mr. Walsh in St. Paul about ten days ago and he gave me an outline of their proposed layout. As I understood him, they are working towards a program for handling approximately 12,000 cubic yards of concrete per day.

Asst. to Chief Engineer.

JTD-W

Vast Scale Concrete Mixing Program Is Revealed by Coulee Dam Builders

Suspension Span Will Pass High Above Columbia.

COULEE DAM, June 24.—(Special.)—Plans of the MWAK, Coulee dam contractors, for the mixing and handling of concrete, to be used in the construction of the huge river barrier, were revealed today by the company.

All facts which follow have been checked by the company's engineering department.

The vast concrete mixing and handling lay-out will include the following:

Bridge to Loom High.

1. Two mixing plants, capable of handling 640 yards per hour.
2. A 3500-foot suspension bridge, with three towers, two of which will be 330 feet high, supporting two spans 1437 feet long each.
3. Fifteen thousand feet of 2½-inch cable to support the spans.
4. Ten cement silos of 5000 barrels capacity each.
5. Ten 10-ton diesel-electric locomotives.
6. Two steel trestles on each side of the river.
7. Eight giant whirleys and hammerhead cranes.

Conveyors Move Aggregate.

A 36-inch conveyor will carry the various grades of sand and gravel from the storage bins (near the ball-park) to the east mixing plant and via a tall suspension bridge to the west side plant.

The bridge will have three towers, one on the rock below the dam site highway and protruding just above it in height; one on the downstream cell-block of the west cofferdam, 330 feet high from inside the cells, and one in front of the machine-shop on the east shore, rising up the same distance in the air.

The floor of the span will be 144 feet above low water and supported from four 2½-inch cables, weighing 66 tons. The floor will be about 10 feet wide, carrying in addition to the corrugated-iron covered 36-inch conveyor, a walk on each side and a 11-inch pipeline to blow the cement from the west to the east shore.

The east and west side mixing plants will be similar in size, octagonal in shape, 100 feet high and 44 feet wide. The structures will be of steel, 200 tons in each.

Conveyors will dump aggregate into a rotating spout located in the top of the plane. Each of the several grades of material will be deposited in the proper storage bin.

It's All Automatic.

Material will be drawn from the bottom of the bins into seven automatic weigh-batchers, handling four grades of gravel, one of sand and two of cement. A separate batcher will be provided for water. The operator will start the weighing cycle by shifting a master lever, opening the filling gates. When a predetermined weight is reached each gate closes automatically. Material will be dropped through a revolving spot into one of the four four-yard mixers.

The whole concrete-mixing setup will be electrically controlled. Push a button and the exact amounts of various grades of sand and cement

will be collected. It will be possible to push any of five buttons, each of which will deliver one of five different mixes.

The mixers will dump the concrete into a hopper, and the hopper into four four-yard containers located on a flat car, to be pulled by a Diesel-electric locomotive. The cars will move on trestles to the area where the concrete is to be placed. The four-yard buckets will be spotted by whirleys (the same as were used in the cofferdam building) and hammerhead cranes.

The plants will have a working capacity of 640 yards per hour. Figuring a 500-hour month, it will be able to manufacture 320,000 cubic yards per month—a huge total.

Trestles Are Huge.

There will be two steel trestles, one 93 feet downstream from the face of the dam and one 235 feet below that. The first trestle will be about 160 feet from bedrock and the second about 85 feet. The floors will be about 30 feet wide or wide enough to carry three standard gauge railroad tracks and one whirley track. The first section of the trestles on the west shore will be 1300 feet long but ultimately they will reach clear across the river, a length of 3000 feet. There will be 9100 tons of steel in the construction.

The towers of the suspension bridge will remain in the dam even after it is finished, concrete being poured all around them.

On top of the hill, near Grand Coulee, ten 5000-barrel silos will be built, eight of them for the various blends of cement manufactured by different companies and two for the blending of the products from the other eight silos. A screw conveyor, with cross-connections to the eight silos, will mix the different grades and take it to the two storage silos.

To Pump Cement.

From the silos, cement will be pumped by air in a 11-inch pipeline, up to the west side plant and over the suspension bridge to the east plant. The cement setup is capable of handling 600 barrels per hour. Portable pumps will be used to unload the railroad cars, in which the cement will arrive in bulk.

The whole arrangement is said to be the most advanced yet perfected by the construction world.

Mr. Derrig:

You may have seen this clipping in some other paper, or may have known about the MWAK plans for pouring concrete in the Coulee Dam. If so, alright. If not, it maybe of some interest.

RES

Spokane, 6/25/35

873¹

June 15, 1935.

Grand Coulee Daily Times,
Coulee Dam, Wash.

Attention - Mary Ross,
Secretary.

Dear Sirs:

When I was at Grand Coulee about ten days ago I requested Mr. Grillo to have you forward me copy of your paper, sending bill to cover.

I have been receiving this paper for the past week and have greatly enjoyed reading the news of the mouth-piece of the flourishing new Washington city.

I am enclosing my personal check for \$5.00 covering yearly subscription.

Yours truly,

JTD-W

Asst. to Chief Engineer.

cc - Mr. Louis Grillo,
Coulee Dam, Wash.

Grand Coulee Daily Times

Formerly the DAILY BOOSTER

The Only Daily Publication at Grand Coulee Dam

Coulee Dam, Wash., 1934

Dear Sir:

We were advised that you were interested in our daily paper and that you wished to know our subscription rate per year.

Our rate is \$5.00 per year mailed to you every day.

Thanking you, I am,

yours truly

Mary Ross

8731

Saint Paul, June 11, 1935.

Mr. Bernard Blum:

I am attaching hereto clipping from the Grand Coulee Daily Times of June 6, which contains an article referring to Secretary Ickes' signing order approving change in plans for the foundation permitting the construction of the high dam. The article indicates the complete order will be printed in the Times of the 7th.

I do not understand from this article that any change has been made other than than contemplated. It is true the Department have been working on a change in design for the dam for the past year. The detail plans are no doubt now complete and apparently have only been recently approved by the Secretary, although Project Engineer Banks and ^{Chief Engineer} Walter have been working on the project since its inception, having in mind the foundation for the high dam would be incorporated in the low dam construction program. Possibly the approval of these plans is the cause of the rumor that the high dam plans have been approved.

JTd-w
cc - Mr. W.C. Sloan

Asst. to Chief Engineer.

8731

OFFICE OF
CHIEF ENGINEER
JUL 11 1935
NOT RECORDED

Saint Paul, June 11, 1935.

Mr. Bernard Blum:

I am attaching hereto clipping from the Grand Coulee Daily Times of June 6, which contains an article referring to Secretary Ickes' signing order approving change in plans for the foundation permitting the construction of the high dam. The article indicates the complete order will be printed in the Times of the 7th.

I do not understand from this article that any change has been made other than than contemplated. It is true the Department have been working on a change in design for the dam for the past year. The detail plans are no doubt now complete and apparently have only been recently approved by the Secretary; although Project Engineer Banks and ^{Ch. S. S.} Walter have been working on the project since its inception, having in mind the foundation for the high dam would be incorporated in the low dam construction program. Possibly the approval of these plans is the cause of the rumor that the high dam plans have been approved.

JTd-w
cc - Mr. W.C. Sloan

Asst. to Chief Engineer.



N. P. 1012
6-24

CLASS NO. _____ MATERIAL REQUISITION NO. **ED 275** G. S. K. NO. **ST 11031**
STOREKEEPER AT **So. Tacoma** **6/11/35**
SHIP TO **B. Blum, Chf. Engr.,**
AT **Odair, Wash.**

USE OF SHIPPING STORE ONLY SHIPMENTS			QUANTITY REQUIRED	DESCRIPTION	PURPOSE	ON HAND AND DUE
4	3	2				
				<p>NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK</p> <p>1 connecting rod</p> <p>2 tie rods</p> <p>For 90# Split Switches</p> <p>Confirming - Shipped from So. Tacoma June 6th in N.P. 21823</p> <p>Confirming my wire 6/5/35 file ED 275</p> <p>Do not bill against the U.S. Bureau of Reclamation - value included in bill for 7 sets 90# split switches shipped from St. Paul Divn. Relay</p> <p>CAN-HB-WHR-ECT-JHL</p>	<p>Reclamation service Govt. RR to Coulee Dam Contract Pending</p>	

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		CAR		CAR		CAR	
INITIAL	NUMBER	INITIAL	NUMBER	INITIAL	NUMBER	INITIAL	NUMBER
INVOICE		INVOICE		INVOICE		INVOICE	
NUMBER	DATE	NUMBER	DATE	NUMBER	DATE	NUMBER	DATE

8731
Saint Paul, June 10, 1935.

Mr. J. H. Johnson:

Referring to Mr. Gillogly's letter of May 27th to our Agent at Coulee, Wash. advising that recent shipment of track material checked short one connecting rod and two tie rods:

Our General Storekeeper advises that under date of June 6th duplicate shipment of one connecting rod and two tie rods was made from South Tacoma, material being forwarded in HP-21823 to Odair.

JTD-w

Asst. to Chief Engineer.

cc - Agent, Coulee, Wash.

Mr. W.S. Gillogly, Purch. Agt.
Reclamation Service,
Coulee Dam, Wash.

St. Paul, June 8, 1935. File WO-3600

MR. E. R. WALSH:

8731

Referring to your letter of May 25th, 1935, about segregation of track material for the Grand Coulee Dam project and the MWAK CO.

The following requisitions have been issued for rail and track material to be shipped for the Grand Coulee Dam Project:

ED reqn. 513 dated	5-25-34	Rail and Track Mat'l.
422	8-6-34	Do.

and for the MWAK CO.:

ED reqn. 637 dated	11-30-34	Do.
640	12-3-34	Do.
682	12-30-34	Do.
50	1-30-35	Do.
90	2-26-35	Do.
134	3-14-35	Do.
272	5-6-35	Rail only

The original requisitions (copy to you) have been sent through the regular channels and the material has been ordered furnished by the General Storekeeper. The Division shipping the material should have furnished you with Forms 7250.

The items of other track material is in the Store Dept. stock and was handled accordingly, but that Department Forms 7250 covering the shipment of this material have been furnished you. If not, you should arrange to obtain the necessary information from the Store Dept.

The Engineering Dept. have no record of the invoices for other track material or the amounts chargeable to these two jobs. Would suggest that you get in touch with the Store with which the various requisitions have been placed asking them to furnish you store record invoice references from which charges for the material can readily be traced.

Ass't. to Chief Engineer.

CC-LY ED JEF JMS
RJT-vml

St. Paul, June 8, 1935. File WO-8600

MR. E. R. WALES:

8731

Referring to your letter of May 25th, 1935, about segregation of track material for the Grand Coulee Dam project and the MWAH CO.

The following requisitions have been issued for rail and track material to be shipped for the Grand Coulee Dam Project:

ED reqn. 318 dated	5-25-34	Rail and Track Mat'l.
422	8-6-34	Do.

and for the MWAH CO.:

ED reqn. 637 dated	11-30-34	Do.
640	12-3-34	Do.
682	12-30-34	Do.
50	1-30-35	Do.
90	2-26-35	Do.
134	3-14-35	Do.
272	5-6-35	Rail only

The original requisitions (copy to you) have been sent through the regular channels and the material has been ordered furnished by the General Storekeeper. The Division shipping the material should have furnished you with Forms 7250.

The items of Other track material is in the Store Dept. stock and was handled accordingly, but that Department Forms 7250 covering the shipment of this material have been furnished you. If not, you should arrange to obtain the necessary information from the Store Dept.

The Engineering Dept. have no record of the invoices for other track material or the amounts chargeable to these two jobs. Would suggest that you get in touch with the Store with which the various requisitions have been placed asking them to furnish you store record invoice references from which charges for the material can readily be traced.

CC-LY BB JHJ HMS
PJP-vml

Ass't. to  Engineer.

B.

MR. E. H. WALKER:

Referring to your letter of May 28th, 1933, about
 registration of stock material for the Grand Coulee Dam,
 and the WALKER CO.

The following registrations have been made for
 rail and stock material to be shipped for the Grand Coulee Dam
 Project:

RD Regn. 618 dated 8-25-32
 602
 8-25-32
 Rail and Stock Mat'l.
 Do.

and for the WALKER CO.:

RD Regn. 627 dated	11-30-32	Do.
613	12-8-32	Do.
602	12-30-32	Do.
50	1-30-33	Do.
90	2-28-33	Do.
134	3-14-33	Do.
672	5-8-33	Rail only

The original registrations (copy to you) have been
 sent through the regular channels and the material has been
 ordered furnished by the General Excavator. The District
 shipping the material should have furnished you with forms 7250.

The forms of other stock material in the same
 Dept. stock and was handled accordingly, but that Department
 Form 7250 covering the shipment of this material has been
 furnished you. If not, you would advise to obtain the neces-
 sary information from the Stone Dept.

The Engineering Dept. have no record of the material
 for other stock material on the account of the change in the
 form. Would suggest that you get in touch with the Dept. with
 which the various registrations have been placed asking them to
 furnish you also with latest statements of the various changes for
 the material can readily be traced.

[Handwritten signature]
 E. H. Walker

CC-11 BY MAIL 1933
 E.H.W.

St. Paul, Minn., June 7, 1935

ED-275

Mr. J. T. Derrig,

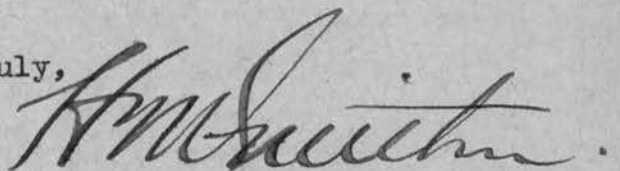
Asst. to Chief Engineer

Dear Sir:

Returning copy of Mr. Gillogly's letter
May 27th received with yours June 4th.

One connecting rod and two tie rods were
shipped to Odair from So. Tacoma June 6th in
NP 21823.

Yours truly,

A handwritten signature in cursive script, appearing to read "H. M. Smith".

General Storekeeper

N-n

J.T.D.

8731

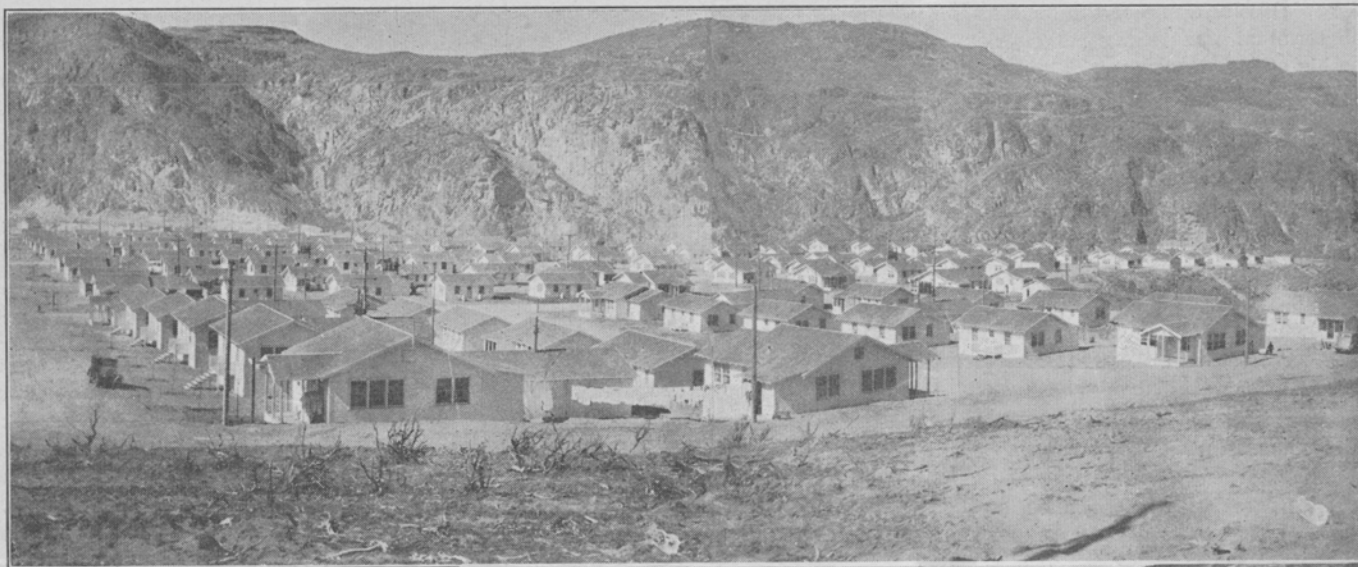
6/7

BB,

~~BB~~ 6/10

The Town That TRUCKS Built!

A Motor Transportation Reporter
Spends a Day at Coulee Dam!

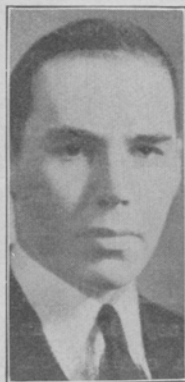


By S. M. BLAIR

Motor Transportation Staff Writer

COMING into Grand Coulee, the \$63,000,000 dam that Uncle Sam is building across the Columbia River in Eastern Washington, at five o'clock in the morning is something of an experience you

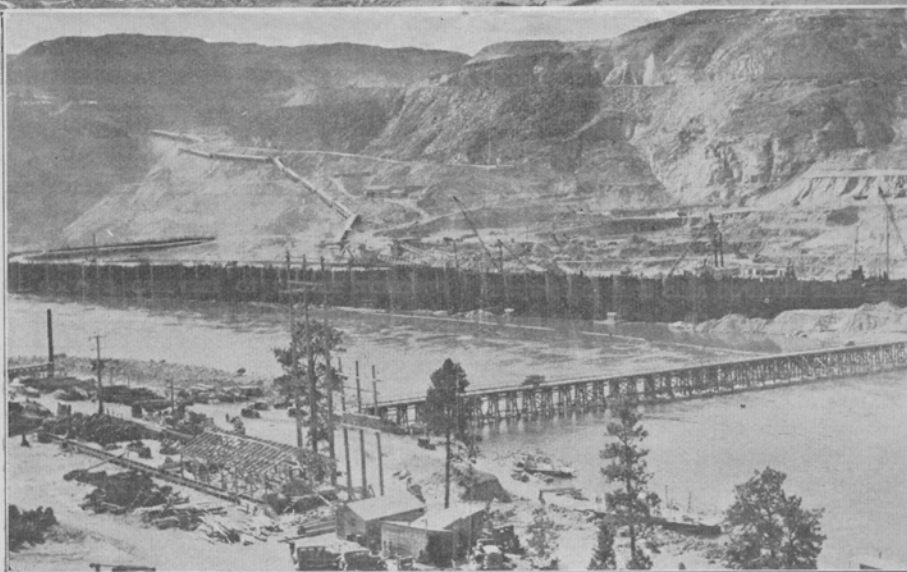
won't forget. As one starts dropping, on the road from Wilbur, down the four to five hundred foot canyon into the river, he can see the lights of Mason City and thousands of others around the workings of the dam far below. They are strung out, twinkling, in straight lines and rounded curves around the excavations and the coffer dam, looking like those that shine out in an amusement park, except that they're all white.



Blair

tions and the coffer dam, looking like those that shine out in an amusement park, except that they're all white.

"They have four shifts here," said Frank Stewart, the Inland Express truck driver with whom I was riding, "One sleeping, one working, one coming, and



Mason City, the town built for those who are constructing the gigantic Coulee Dam and (below) a view looking across the Columbia River from Mason City. In the foreground is the vehicular bridge, in the middleground the giant coffer dam, one of which is to be constructed on each side of the river to divert the stream. In the background, the white line running up the hill shows the world's longest endless conveyor belt which hauls thousands of yards of dirt daily a mile up the mountainside and dumps it into Rattlesnake Gulch.

one going!" And while his story was a little exaggerated, it gives you an idea of the ceaseless activity at the damsite.

Having fortified ourselves with flapjacks — "elephant's ears," as Stewart called them—and strong coffee at Sha-

fers' we went back to the neat Motor Freight Warehouse perched on the edge of a canyon, where workers were unloading the truck of its produce, bread, wine, davenport and chairs, and sacked meats. The other night truck from Spo-

kane came in about then, Saunders driving, and the loading platform began to pile up with goods for Mason City, and Grand Coulee, all deliveries within a radius of five miles.

Every conceivable type of freight comes through the small and efficient terminal here, as well as the one for Cater's, in Grand Coulee center, which handles traffic from Seattle. Three to five Inland trucks a day come in, some from Spokane, and some from Coulee City, the railroad.

"Probably the largest things we've handled were the big Diesel caterpillars and the Le Tourneau buggies (capacity 18 yards)" Jack, one of the boys around the terminal was telling me later. "But the big steel shipments, which also come in 30 miles, from Coulee City, are heavy loads, too. 'Inland has a long, 80-foot trailer to bring these in.

SAUNDERS, who was taking some of the local deliveries into Mason City, gave me a lift down the hill and across the river. About that time the shifts were changing and the road was lined with men coming and going from work. They were three of the most interesting miles I ever travelled.

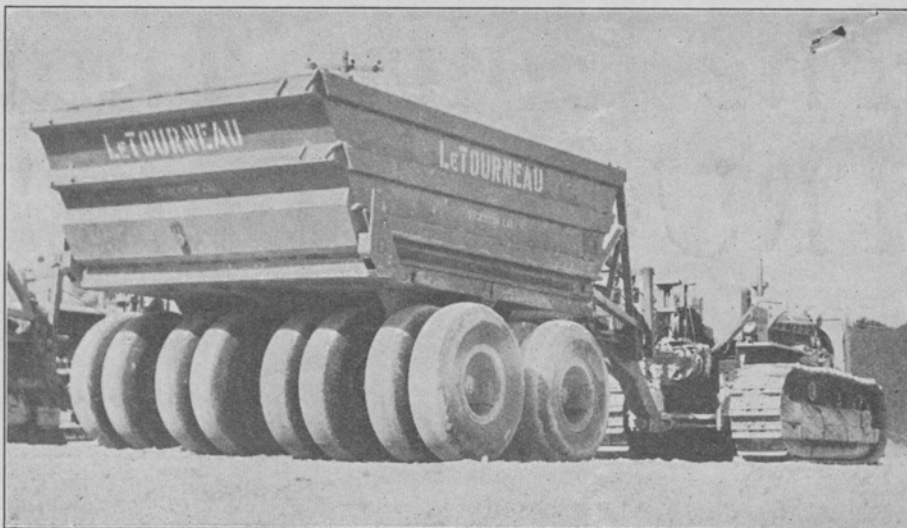
Mason City is a geometrically planned little community on the east side of the river. Its little white houses, green trimmed, are on straight lined streets, two rows of houses apart, running North and South. There are large bunkhouses, the large store, administration building, hospital and theater, many of the houses ranging from one to four rooms.

Living up to the tradition of the place, these houses were brought in by truck. Factory built by the White Pine and Sash Company in Spokane, they were in sections when loaded on the trucks. It was a small matter to bolt them together after their hundred mile trek in company trucks. Assembled, an electric air conditioning heater was supplied for each, and the house was ready for occupation.

"There are about 360 of the three and four-room houses," Mrs. B. B. Banker, wife of the manager of the Washington Motor Coach's local line, told me, "and 50 or 75 of the one-room places. In all, Mason City has about 475 buildings."

She was speaking over the counter of the small bus terminal that stands at the end of the recreation hall. From here, three buses for Spokane, two for Seattle, shuttle every day. There are 60 to 75 on the passenger list daily, according to Mrs. Banker. Business seems to warrant a new stream-lined bus that will start tripping from Mason City about April 1st. And the company is already planning to run excursion trips from Seattle and Spokane this summer.

Special trips to the damsite were com-



When they move earth and rock at Coulee Dam, they do it in big "bites." Here's one of the 12-ton capacity "limousines," riding on 16 Firestone tires that are a common sight scurrying about in tow of a "cat."

mon a few months ago. At one time 100 workers, signed up by N. R. S., were brought in from Yakima. Activity is now dropping off until after the season of high water.

It was hard to believe that railroads had never come closer than 30 miles to this modern well-equipped city. But milk is brought in by independent haulers, the trucks and buses handle newspapers from outside points, mail comes twice a day by a contract hauler. On the streets Cater, Methow Valley Transportation, and Inland Motor freight trucks can be seen making frequent deliveries. Trucks are supporting the town that they built.

Wending their way down the road to the bridge can be seen the silver and red buses that transport workers to and from Grand Coulee on a one-hour schedule. Mrs. Banker told me that the line's operator means to increase service to the half-hour point soon.

IT SEEMED appropriate to see a new trim red Chevrolet when I peeped in the fire station. Also appropriate was the little white building housing offices of the Washington State Highway patrol, on one of the main intersections.

On the other side of the river one could see an endless line of contractors' trucks hauling from the Ryan excavation and dumping on a gigantic levelled fill that leads up to the new railway bridge. Steam shovels and giant bulldozers were working independently along the shores on their own private little missions. With the hum of work in the air, men seemed to be busy everywhere, almost angrily reshaping nature to suit their demands.

Winding down the road were long

trucks and trailers of lumber, cement and steel.

Down in the tool, machinery and equipment yards I caught a Beardmore truck standing patiently and being unloaded by a derrick. The load included three pile driving hammer heads—at three tons each—and a pile driving guide. A worker nearby said that was nothing in the way of a load, that I ought to have been down when they were handling 45-ton loads.

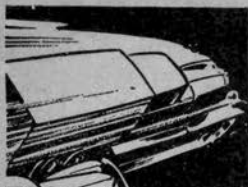
Below the bridge the trucks were lined up at lunch time. About twenty-five stood empty, in dump position. They are working on the east side Atkinson excavation job, already near the level of the river, with enough of a saucer's edge to dike out high water.

WALK across the bridge and part way up the hill, and one will come across one of the most interesting spots in the workings. On this west side 7,000,000 cubic yards of dirt are to be removed, and every sort of equipment is busy doing it.

At this point, the slide area, one could look far up on the steep hillside to a point 75 feet above the road. Here a solitary bulldozer was working on the raw hillside, poking its bladed nose out every two minutes or so and causing miniature slides which a steam scoop picked up. Not an enviable job, this, one slip, one wrong gear, and the bulldozer and man would tumble over.

On the roadside level, the great red Le Tourneau trailers, loaded, were being pulled by Diesel cats to the dumping grounds.

Eighty or ninety feet below, the trucks
(Please turn to Page 37)



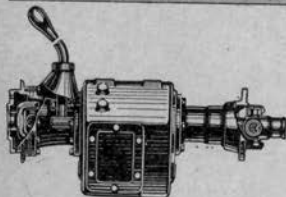
more **SPEED and POWER**
for **FORD & CHEVROLET**
TRUCKS (1934 & 35 MODELS)

FASTER ROAD SPEEDS

Underdrive and Overdrive both! 12 forward speeds! With so complete a range of gear ratios you can greatly increase the operating economy of Ford and Chevrolet trucks. In *overdrive*—maximum speed of the truck with fewer revolutions of the engine. In *underdrive*—maximum pull for hills and heavy loads.



MORE POWER ON HILLS



A lower low—a higher high—and two extra gears between each standard truck gear—this is the story in a nut shell! The patented Watson Transmission is built on entirely new principles, making it different than any other, yet reasonable in price. Original cost saved many times over each year because of maximum truck-man-hour efficiency!

Built by **BROWN-LIPE** exclusively for the **H. S. WATSON CO.**

WATSON COMPOUND
TRANSMISSIONS
BROWN-LIPE BUILT

WRITE TODAY!
or see Your Truck Dealer
H. S. WATSON CO.
524 Fourth St., San Francisco, Calif.



Pickups from Operators **MONTANA**

Further broadening of the system of bus lines radiating out of Great Falls became effective recently, when the Great Falls Coach Lines Company inaugurated a daily service between that city and Browning, near Glacier Park. Permission to operate this line was granted the company by the state railroad and public service commission on December 31, last. The Great Falls Coach Lines Company is already operating, besides the buses in Great Falls, a line between Glasgow and Fort Peck and one between Nashua and Fort Peck. Installation of the Browning line next followed inauguration by the Great Northern Railway of lines from Great Falls to Sweet Grass and Great Falls to Lewistown. For several months the railroad has operated a bus between Great Falls and Butte. The Intermountain Transportation Company has for more than a year operated bus lines between Great Falls and Idaho Falls, Idaho, and between Great Falls and Lethbridge.

* * *

An order restraining the state railway and public service commission and others from interfering with either trains or buses of the Northern Pacific Railway Company, or the Northern Pacific Transport Company between Red Lodge and Billings was signed recently by United States District Judge Charles N. Pray.

* * *

R. L. Kitt of Missoula has sold his freight line to the Northern Pacific Railway Company, the negotiations taking place in Minneapolis some time ago. The railway company is to operate the freight bus according to the same schedule. Latest information is that the Meisinger stage will continue its passenger service and the carrying of the Sunday mail.

More About Coulee Dam

(Continued from Page 20)

of Goodfellow, Joslin, Ryan, and many others, were digging into the side of the hill, where the dam will eventually be anchored. Steam shovels bit in and loaded trucks roared up the sharp incline to road level.

Still further below, some 130 to 150 feet, protected by the coffer, large shovels were dipping in and loading trains of Le Tourneau buggies somewhat smaller than these above. Large trucks were helping here, too. On short hauls they would take their loads to the nearest of the conveyor belts that spread out in a fan shape behind the piling. Here some 40,000 yards of dirt are dumped daily. The conveyor zig-zags up the hill to Rattlesnake canyon, filling it in. It is one of the most novel sights at the workings. At a dollar a yard hauling charge this endless belt rig saves the contractors oceans of money.

It was at this point that Saunders picked me up after his deliveries on the east side. We had lunch, then threw in the tarpaulins, "soogans" and things that were to go back to Spokane.

At three-thirty in the afternoon we



Here's a new tire developed by Firestone, the "Ground Grip," which engineers say eliminates the necessity for chains. They declare the new tread makes it possible to pull through mud and snow where even tires with chains would be stranded. The new tire is built for passenger cars, trucks and tractors.

were making the horse-shoe turns on the road up the hill again. The driver was looking forward to his weekend in Spokane. I was, too, but I was also thinking

over a pleasant, interesting day, and the mammoth part that motor transportation is taking in this "project of the New West."

St. Paul, Minn., June 4, 1935

Mr. Bernard Blum:

8731
In company with Superintendent Johnson I spent Tuesday, May 28th, at the Coulee dam and the following is the status of work as of that date:

Contractor Ryan has completed the grading for the railroad grade insofar as his contract is concerned.

There has been some sloughing of material in the rock point at the location of the dam site and Mr. Banks has given a work order to the MWAK Company to remove some boulders and loose rock at this location. They are also widening and sloping the embankment at the location of the slide just below the rock point.

Contractor Ryan was to start laying the rail the first of this week. He has been holding back and insists on the grade being completed before he organizes his track crew. Ryan has been hauling ballast gravel by truck and dumping it on top along the edge of the grade having in mind that he will handle this material to the track by hand after the track laying is completed. This arrangement will avoid the necessity of work train expense.

The track from Coulee to the head of the dam which was constructed last fall appears to be in very good shape, and with the completion of the track work down to the dam by June 15, there is no reason why the contractor should not be operating the railroad by that date.

Mr. Mason of the contracting firm is in New York City at the present time. He has been in the east for the past thirty days looking after their interests in connection with the possibility of getting approval on the high dam. Mr. Walsh is in Chicago and is expected back about June 10th. Mr. Whitson and Mr. Myers, General Manager, went over the job with me. Mr. Whitson stated that they moved close to 6,000,000 cubic yards of dirt to date, approximately 4,500,000 on the left bank. Excavation at this point is approximately 20' below the water level and they are not bothered to any extent with seepage; in fact the trucks and at they wagons were working in the lower level without any difficulty. A conveyor belt has been, and is now handling the material in a very satisfactory way.

Mr. Blum, #2

On the right bank of the river the contractor is working at an elevation of about the low water level, using several shovels and truck equipment.

An earth dike was constructed across the old excavation made by Ryan and the dike was used as a roadway for the trucks hauling out the excavation as well as serving the purpose of a dike. The high water broke over this dike on noon of May 23th but the equipment was all moved out the day before as the contractor was anticipating the overflow. There will not be any real delay caused by this overflow as the shovels were all working on the upper level the following day.

Johnson Brothers have completed their work on the substructure for the state highway bridge and the steel contractor is now on the job. This structure should be in place and ready for use within 90 days. In the mean time the bridge constructed by the MWAK Company is carrying all highway traffic.

The MWAK Company have not as yet completed plans for the proposed handling of cement, but they have definitely decided to unload the cement above the dam site and handle the cement to the point of use for mixing by pipe line. This will avoid a large amount of switching on the steep grade. Mr. Jack Walsh of the contracting company advised me that they had about 175 cars of gravel plant machinery, cement mixing equipment, etc., due to arrive June 15th to July 1st. The railroad will be completed to the dam site by that time and expect the contractor will want to move this equipment in by rail, or make some arrangements for the handling of cars.

I understand Mr. Percy Burnham, Western Traffic Manager of the Great Northern and the Great Northern General Agent at Spokane were out to Coulee on Friday May 24th. I met Mr. Burnham again in Spokane on Monday in company with the General Freight Agent just as they were leaving the hotel. He stated to me that they were starting for Wenatchee but intended to stop off at Coulee enroute.

There is a great deal of discussion around Spokane about obtaining authority for the high dam, and if this was assured I do not doubt but what the Great Northern would

Mr. Blum, #3

endeavor to make a deal with the contractor for handling his business on the branch.

The MWAK Company have started to put in a water station at each end of the line, but insofar as I know have made no arrangements for any equipment to operate the branch.

JTD:wp

Assistant to Chief Engineer

cc Mr. Sloan

St. Paul, Minn., June 4, 1935

Mr. Bernard Blum:

In company with Superintendent Johnson I spent Tuesday, May 28th, at the Coulee dam and the following is the status of work as of that date:

Contractor Ryan has completed the grading for the railroad grade insofar as his contract is concerned.

There has been some sloughing of material in the rock point at the location of the dam site and Mr. Banks has given a work order to the MWAK Company to remove some boulders and loose rock at this location. They are also widening and sloping the embankment at the location of the slide just below the rock point.

Contractor Ryan was to start laying the rail the first of this week. He has been holding back and insists on the grade being completed before he organizes his track crew. Ryan has been hauling ballast gravel by truck and dumping it on top along the edge of the grade having in mind that he will handle this material to the track by hand after the track laying is completed. This arrangement will avoid the necessity of work train expense.

The track from Coulee to the head of the dam which was constructed last fall appears to be in very good shape, and with the completion of the track work down to the dam by June 15, there is no reason why the contractor should not be operating the railroad by that date.

Mr. Mason of the contracting firm is in New York City at the present time. He has been in the east for the past thirty days looking after their interests in connection with the possibility of getting approval on the high dam. Mr. Walsh is in Chicago and is expected back about June 10th. Mr. Whitson and Mr. Myers, General Manager, went over the job with me. Mr. Whitson stated that they moved close to 6,000,000 cubic yards of dirt to date, approximately 4,500,000 on the left bank. Excavation at this point is approximately 20' below the water level and they are not bothered to any extent with seepage; in fact the trucks and at they wagons were working in the lower level without any difficulty. A conveyor belt has been, and is now handling the material in a very satisfactory way.

Mr. Blum, #2

On the right bank of the river the contractor is working at an elevation of about the low water level, using several shovels and truck equipment.

An earth dike was constructed across the old excavation made by Ryan and the dike was used as a roadway for the trucks hauling out the excavation as well as serving the purpose of a dike. The high water broke over this dike on noon of May 23th but the equipment was all moved out the day before as the contractor was anticipating the overflow. There will not be any real delay caused by this overflow as the shovels were all working on the upper level the following day.

Johnson Brothers have completed their work on the substructure for the state highway bridge and the steel contractor is now on the job. This structure should be in place and ready for use within 90 days. In the mean time the bridge constructed by the MWAK Company is carrying all highway traffic.

The MWAK Company have not as yet completed plans for the proposed handling of cement, but they have definitely decided to unload the cement above the dam site and handle the cement to the point of use for mixing by pipe line. This will avoid a large amount of switching on the steep grade. Mr. Jack Walsh of the contracting company advised me that they had about 175 cars of gravel plant machinery, cement mixing equipment, etc., due to arrive June 15th to July 1st. The railroad will be completed to the dam site by that time and expect the contractor will want to move this equipment in by rail, or make some arrangements for the handling of cars.

I understand Mr. Percy Burnham, Western Traffic Manager of the Great Northern and the Great Northern General Agent at Spokane were out to Coulee on Friday May 24th. I met Mr. Burnham again in Spokane on Monday in company with the General Freight Agent just as they were leaving the hotel. He stated to me that they were starting for Wenatchee but intended to stop off at Coulee enroute.

There is a great deal of discussion around Spokane about obtaining authority for the high dam, and if this was assured I do not doubt but what the Great Northern would

Mr. Blum, #3

endeavor to make a deal with the contractor for handling his business on the branch.

The MWAK Company have started to put in a water station at each end of the line, but insofar as I know have made no arrangements for any equipment to operate the branch.

JTD:wp

Assistant to Chief Engineer

cc Mr. Sloan

St. Paul, Minn., June 4, 1935

Mr. Bernard Blum:

In company with Superintendent Johnson I spent Tuesday, May 28th, at the Coulee dam and the following is the status of work as of that date:

Contractor Ryan has completed the grading for the railroad grade insofar as his contract is concerned.

There has been some sloughing of material in the rock point at the location of the dam site and Mr. Banks has given a work order to the MWAK Company to remove some boulders and loose rock at this location. They are also widening and sloping the embankment at the location of the slide just below the rock point.

Contractor Ryan was to start laying the rail the first of this week. He has been holding back and insists on the grade being completed before he organizes his track crew. Ryan has been hauling ballast gravel by truck and dumping it on top along the edge of the grade having in mind that he will handle this material to the track by hand after the track laying is completed. This arrangement will avoid the necessity of work train expense.

The track from Coulee to the head of the dam which was constructed last fall appears to be in very good shape, and with the completion of the track work down to the dam by June 15, there is no reason why the contractor should not be operating the railroad by that date.

Mr. Mason of the contracting firm is in New York City at the present time. He has been in the east for the past thirty days looking after their interests in connection with the possibility of getting approval on the high dam. Mr. Walsh is in Chicago and is expected back about June 10th. Mr. Whitson and Mr. Myers, General Manager, went over the job with me. Mr. Whitson stated that they moved close to 6,000,000 cubic yards of dirt to date, approximately 4,500,000 on the left bank. Excavation at this point is approximately 20' below the water level and they are not bothered to any extent with seepage; in fact the trucks and at they wagons were working in the lower level without any difficulty. A conveyor belt has been, and is now handling the material in a very satisfactory way.

Mr. Blum, #2

On the right bank of the river the contractor is working at an elevation of about the low water level, using several shovels and truck equipment.

An earth dike was constructed across the old excavation made by Ryan and the dike was used as a roadway for the trucks hauling out the excavation as well as serving the purpose of a dike. The high water broke over this dike on noon of May 23th but the equipment was all moved out the day before as the contractor was anticipating the overflow. There will not be any real delay caused by this overflow as the shovels were all working on the upper level the following day.

Johnson Brothers have completed their work on the substructure for the state highway bridge and the steel contractor is now on the job. This structure should be in place and ready for use within 90 days. In the mean time the bridge constructed by the MWAK Company is carrying all highway traffic.

The MWAK Company have not as yet completed plans for the proposed handling of cement, but they have definitely decided to unload the cement above the dam site and handle the cement to the point of use for mixing by pipe line. This will avoid a large amount of switching on the steep grade. Mr. Jack Walsh of the contracting company advised me that they had about 175 cars of gravel plant machinery, cement mixing equipment, etc., due to arrive June 15th to July 1st. The railroad will be completed to the dam site by that time and expect the contractor will want to move this equipment in by rail, or make some arrangements for the handling of cars.

I understand Mr. Percy Burnham, Western Traffic Manager of the Great Northern and the Great Northern General Agent at Spokane were out to Coulee on Friday May 24th. I met Mr. Burnham again in Spokane on Monday in company with the General Freight Agent just as they were leaving the hotel. He stated to me that they were starting for Wenatchee but intended to stop off at Coulee enroute.

There is a great deal of discussion around Spokane about obtaining authority for the high dam, and if this was assured I do not doubt but what the Great Northern would

Mr. Blum, #3

endeavor to make a deal with the contractor for handling his business on the branch.

The MWAK Company have started to put in a water station at each end of the line, but insofar as I know have made no arrangements for any equipment to operate the branch.

JTD:wp

Assistant to Chief Engineer

cc Mr. Sloan

8731

June 4, 1935.

Mr. W. B. Gillogly, Purch. Agt.,
Department of Interior,
Bureau of Reclamation,
Coulee Dam, Wash.

Dear Sir:

In compliance with your request of
May 24, I am returning herewith certificate of
compliance which has been executed by our Purchasing
Department.

Yours truly,

Assistant to Chief Engineer.

JTD-w

enc

8731
Saint Paul, June 4, 1935.

Mr. H. M. Smith:

I am attaching hereto copy of letter from Purchasing Agent of the Bureau of Reclamation at Coulee Dam, advising that material shipped to Odair in car NP-60776 checks short one connecting rod and two tie rods.

This material was no doubt lost in transit and I would thank you to arrange for duplicate shipment, advising how you will handle.

JTD-W

Asst. to Chief Engineer.


cc - Mr. J. H. Johnson

Spokane, June 1, 1935 g

Mr. J. T. Derrig,
Asst. to Chief Engineer,
St. Paul.

I enclose letter from Agent Dierkes at Coulee and one from Purchasing Agent Gillogly of the Bureau of Reclamation at Coulee Dam, concerning shortage of one connecting rod and two tie rods, car 60776, which was shipped from the St. Paul Division May 10.

I do not exactly understand from your letter of May 17 whether the seven 90# split switches were intended to be complete switches.


J. H. Johnson
Superintendent

Coulee, Wash. May 30, 1935.

Mr. J. H. Johnson, Supt.,
Spokane, Wash.

I am attaching letter received from the Bureau of Reclamation regarding shortage from NP 60776 billed from Randall Minn., May 10th to Odair.

Will you please have article checking short sent here soon as possible, advise how shipped and from what point.

R. A. Dierkes,
Agent.

C O P Y

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Coulee Dam, Washington
May 27, 1935.

Agent - N. P. Ry. Co.,
Coulee City, Washington.

Dear Sir:

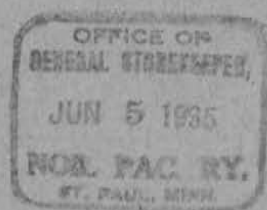
Please refer to your freight bill covering
7 sets of split switches shipped from Randall, Minn.
May 10, 1935 to Odair, car No. N.P. 60776, your pro.
No. 198.

After checking this material we find a shortage
of one only, connecting rod which runs from switch stand
to switch points, also two only tie rods.

Kindly advise when this shortage will be filled.

Very truly yours

W. S. Gillogly,
Purchasing Agent.



UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Coulee Dam, Washington,
May 27, 1935.

A g e n t - N. P. Ry. Co.,
Coulee City, Washington.

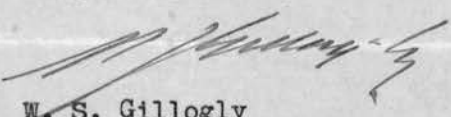
Dear Sir:

Please refer to your freight bill covering
7 sets of split switches shipped from Randall, Minn.,
May 10, 1935 to Odair, car No. N. P. 60776, your pro
No. 198.

After checking this material we find a shortage
of one only, connecting rod which runs from switch stand
to switch points, also two only tie rods.

Kindly advise when this shortage will be filled.

Very truly yours,



W. S. Gillogly
Purchasing Agent.

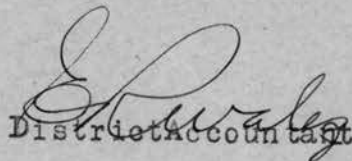
8731
Tacoma, Wash.
May 25, 1935

File WO-8600

Mr. J. T. Derrig:

Your letter of May 3rd, regarding rail shipped in connection with the Grand Coulee Dam project:

I am now endeavoring to make a segregation of the material (other than rail) which has been shipped to the Government, and to the M.W.A.K. Company. I am not certain, however, if all invoices chargeable to the M.W.A.K. Company have been endorsed to that effect, and would appreciate having your record to check with. A list of invoice numbers and amounts chargeable to each job would be sufficient.


District Accountant

Pcm-W

8731

St. Paul, Minn., May 25, 1935. mh-r

Mr. Bernard Blum,
Chief Engineer.

Dear Sir:

Your letter of May 23rd regarding the framed North Coast Limited in the Bozeman Pass poster picture for Mr. Louis Crillo:

I am sending this framed picture today to Mr. T.A. Murphy, GA., Spokane, and as he sent me copy of his letter to you dated May 20th, file A, I know that he will see that the picture is delivered promptly and displayed to the best advantage.

Yours truly,



Passenger Traffic Manager.



cc-TAMurphy.



ories,
8731

Agent's No.....

NORTHERN PACIFIC RAILWAY COMPANY.

at Paul Mann May 19 19

from Bellum Corp. Chicago
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 R. Service OSK

Destination Braintree State of Mass County of Suffolk

Route NP

Delivering Carrier W. P. Car Initial _____ Car No. _____

No. Packages	DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS	*WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN
2	Switch Stands Connecting Rods			
<div style="transform: rotate(-30deg); font-weight: bold; font-size: 2em;">ORIGINAL</div>				
<p>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:</p> <p>The carrier shall not make delivery of this shipment without payment of freight and all other lawful charges.</p>				
<p>(Signature of consignor.)</p>				
<p>If charges are to be prepaid, write or stamp here, "To be Prepaid."</p>				
<p>Received \$..... to apply in prepayment of the charges on the property described hereon.</p>				
<p>Agent or Cashier.</p>				
<p>Per.....</p>				
<p>(The signature here acknowledges only the amount prepaid.)</p>				

*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

Northwestern Pacific Ry. Co. Shipper.

Per R. R. Brown Chief EngrPermanent postoffice address of shipper..... *2700 Ave*

Charges advanced:

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.)

t the bill of lading shall state whether
specifically in writing the agreed
Char
ated by the shipper to be not \$

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 coage and baling 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.

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 reconsignee 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 reconsignee 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.

Effective August 1, 1930.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Coulee Dam, Washington,
May 24, 1935.

Northern Pacific Railway,
Engineering Department,
St. Paul, Minn.

Gentlemen:

Attention: J. T. Derrig


This is to acknowledge receipt of your letter of the 20th inst., enclosing your bid for furnishing frogs as called for in our Telegraphic Invitation N I R A #131.

As you have previously been advised, your bid was accepted and shipment has been received. Copy of contract will be sent for your files when same has been completed.

A condition arises in connection with this contract, which it occurs to us might be handled by your Mr. Irving of Spokane. On all purchases for the work on this project, bidders must sign a "Certificate of Compliance" as per enclosed copy, before payment can be made. It is realized that in this particular instance, you might not be able to comply, but as a matter of form, Mr. Irving might sign for your company.

Please render to this office, certified invoice in quadruplicate.

Very truly yours,


W. S. Gillogly
Purchasing Agent.

cc to:
F. L. Irving
701 Sprague, Spokane, Wn.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Coulee Dam, Washington
May 23, 1935

8731

Mr. J. T. Derrig
Assistant to Chief Engineer
Northern Pacific Railway
St. Paul, Minnesota

Dear Sir:

Receipt is acknowledged of your letter of May 17 advising of the shipment of track material needed for continuing the work on the U. S. Construction Railroad to the Grand Coulee Dam. Please be assured that we appreciate the promptness with which this material was delivered.

Very truly yours

F. A. Banks

F. A. Banks
Construction Engineer

Mr. Blum
note JTB 6/3
noted B.B.
6/4

May 23, 1935

Mr. Louis Grillo,
Coulee Dam, Washington

Dear Mr. Grillo:

Through the good help of our General Passenger Agent I have gotten hold of a picture which depicts rail-roading through the mountains of Montana, and which I hope will fill a place on your wall.

I am arranging to have it sent out to Mr. T. A. Murphy our General Agent in Spokane for delivery to you. The picture shows the North Coast Limited in the Bozeman Pass which I think makes an excellent appearance.

Yours truly,

BB:wp

cc Mr. T.A. Murphy
Mr. J.H. Johnson

87

St. Paul, Minn., May 23, 1935

Mr. M. M. Goodsill:

Thank you for your letter of the 22nd advising that you have available colored enlargement framed showing the North Coast Limited in the Bozeman Pass.

I will be very glad if you would forward the picture to Mr. T. A. Murphy at Spokane. Mr. Murphy knows Mr. Crillo and will be glad to deliver it to the dam. I think that this will give an opportunity for Mr. Murphy to get in some good work for the Northern Pacific.

BB:wp

cc Mr. T.A.Murphy

8731

St. Paul, Minn., May 22, 1935. ME-R

Mr. Bernard Blum,
Chief Engineer

Dear Sir:

Replying to your letter of May 14th regarding
a framed picture for Mr. Louis Crillo:

The only available colored enlargement I have
at the present time is one showing the North Coast Limited in
the Bozeman Pass, a very fine picture, which I am sure would
please Mr. Crillo. Will you please advise if this will be
satisfactory and where it should be forwarded.

Yours truly, .

M. M. Goodrich
General Passenger Agent.



NORTHERN PACIFIC RAILWAY COMPANY

TRAFFIC DEPARTMENT
701 SPRAGUE AVENUE, SPOKANE, WASHINGTON
T. A. MURPHY, GENERAL AGENT

May 20th, 1935

File A

Mr. Bernard Blum, C.E.,
St. Paul, Minn.

Referring to your letter of May 14th to Mr. Goodsill, regarding the framed picture for Louis Crillo, at the damsite.

Regret very much we have not been able to take care of this matter, as yet, but on our last trip to the dam, there was not sufficient room in the automobile to take a picture along, and we intended to send it out the next time Mr. Irving or myself make the trip. However, the only picture I have on hand is "Off to the Potlatch" which I do not think would be as good an ad. for us as the one you suggested; i.e., "The North Coast Limited in Hell Gate Canyon". Therefore, if Mr. Goodsill is in position to have one of these framed, we will hold off on the delivery until it arrives.

T. A. Murphy

tam en
cc JHJ
MMG

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

• • • • •

8731

May 20, 1935.

Department of Interior,
Bureau of Reclamation,
Coulee, Dam, Wash.

Attention - Mr. W.S. Gillogly,
Purchasing Agent.

Dear Sir:

In compliance with your request of May 13th I have had your Form 35 - HIRA #181, covering proposal for the sale of new #7 and #9 frogs for the government railroad Odair to Grand Coulee, executed on the part of the Northern Pacific. Prices shown on this form of proposal are in accordance with prices quoted in my wire May 9 to Mr. F.A. Banks, Project Engineer, namely \$99.15 each for the #7 and \$116.47 for the #9 new 90# frogs f.o.b. Odair.

I will thank you to advise if the attached proposal will serve as a bill from the Northern Pacific or is it your desire that we prepare formal Bill.

Yours truly,

Asst. to Chief Engineer.

JTB-w

cc - Mr. F.A. Banks

Saint Paul, Minnesota,
May 18th, 1935,
Desk #1.

File 350

Mr. J. T. Derrig:-

Referring to your letter of May 16th and
returning your file regarding recent shipment of
switch material to Odair, Washington, for use of the
government railroad.

As requested I have filled in bid, Form 33,
NIRA #131, which is also attached.

HH/FW
Encl

E. C. Kyles

RAK

*do not forward Certificate
compliance*

Cole

DD

May 17, 1935.

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

Dear Sir:

Confirming my recent wires regarding shipments of switch material and rail requested in your letter of May 3rd, this material was consigned to Bernard Blum at Odair, Wash. and shipped as follows:

1100 lin.ft. 90# relay rail from Idaho Division.

Switch Material: From Brainerd May 11th on NP-65715

- 4 No. 7 new 90# rigid frogs
- 4 No. 9 " " " "

From St. Paul Division May 10th on NP-60776

- 7 16'6" 90# split switches, 2nd hand
- 7 90# guard rails " "

From So. Tacoma May 13th on NP-22826

- 1 16'6" 90# split switch complete, S.H.
- 1 New 90# guard rail
- 3 High Banner switch stands S.H.
- 3 Connecting rods S.H.
- 5 Economy Switch stands with con. rods, S.H.
- 3 Switch lamps, S.H.
- 3 " locks, new

From Missoula May 9th on NP-67694

4900 pcs. 7"x9" 90# tie plates, S.H.

Yours truly,

JTD-W

Asst. to Chief Engineer.

873
May 17, 1935.

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

Dear Sir:

Confirming my recent wires regarding shipments of switch material and rail requested in your letter of May 3rd, this material was consigned to Bernard Blum at Odair, Wash. and shipped as follows:

1100 lin.ft. 90# relay rail from Idaho Division.

Switch Material: From Brainerd May 11th on NP-65715

- 4 No. 7 new 90# rigid frogs
- 4 No. 9 " " " "

From St. Paul Division May 10th on NP-60776

- 7 16'6" 90# split switches, 2nd hand
- 7 90# guard rails " "

From So. Tacoma May 13th on NP-22826

- 1 16'6" 90# split switch complete, S.H.
- 1 New 90# guard rail
- 3 High Banner switch stands S.H.
- 3 Connecting rods S.H.
- 5 Economy switch stands with con. rods, S.H.
- 3 Switch lamps, S.H.
- 3 " locks, new

From Missoula May 9th on NP-67694

4900 pcs. 7"x9" 90# tie plates, S.H.

Yours truly,

JTD-W

Asst. to Chief Engineer.

8731

Estimated cost of completing location for
the proposed line from Odair, Washington,
to the Grand Coulee dam.

| | |
|-------------------------------|------------------|
| Assistant Engineer, per month | \$315.00 |
| Transitman " | 202.50 |
| Levelman " | 171.00 |
| Topographer " | 171.00 |
| Draftsman " | 171.00 |
| Rodman " | 132.75 |
| Rodman " | 132.75 |
| Head Chainman " | 132.75 |
| Rear Chainman " | 105.75 |
| Rear Flagman " | 96.75 |
| Cost per month | <u>\$1631.25</u> |
| Cost per working day | 64.00 |

| | |
|--|--------|
| Subsistence per month 30 x 10 @ \$2.50 | 750.00 |
| Cost per working day | 30.00 |

- - - - -

Location at rate of one mile per day
or 28.5 days for completing location.

| | |
|---------------------------------------|---------------|
| Salaries and wages 28.5 day @ \$64.00 | \$1824.00 |
| Subsistence 28.5 day @ 30.00 | 855.00 |
| Passenger transportation | 250.00 |
| Autohire 35 day @ \$25.00 per day | 875.00 |
| Miscellaneous expense | 190.00 |
| Map and office work after field work | <u>500.00</u> |
| TOTAL COST OF WORK | \$4494.00 |

Copy

8731

May 17, 1935.

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

Dear Sir:

Confirming my recent wires regarding shipments of switch material and rail requested in your letter of May 3rd, this material was consigned to Bernard Blum at Odair, Wash., and shipped as follows:

1100 Lin.Ft. 90# relay rail from Idaho Division.

Switch Material: From Brainerd May 11th on NP-65715

- 4 No. 7 new 90# rigid frogs
- 4 No. 9 " " " "

From St. Paul Division May 10th on NP-60776

- 7 16'6" 90# split switches, 2nd hand
- 7 90# guard rails

From So.Tacoma May 13th on NP-22826

- 1 16'6" 90# split switch complete, S.H.
- 1 New 90# guard rail
- 3 High Banner switch stands S.H.
- 3 Connecting rods S.H.
- 5 Economy Switch stands with con. rods, S.H.
- 3 Switch lamps, S.H.
- 3 " locks, new

From Missoula May 9th on NP-67694

4900 pcs. 7"x9" 90# tie plates, S.H.

Yours truly,

(signed) J. T. Derrig,
Asst. to Chief Engineer

JTD-w

St. Paul, Minn.,
May 17, 1935.

C-261

Mr. J. T. Derrig:

Your D-147 referring to NP 65715, rails
for Odair, Washington.

Will advise this car arrived Odair today.

W. H. McCarley
Genl. Supt. Transportation

8231

Saint Paul, May 17, 1935.

Mr. J. H. Johnson:

For your information I am attaching copy of my letter this date to Mr. Banks confirming shipment of switch material for the Grand Coulee Dam.

Bill will be prepared for the new #7 and #9 frogs in accordance with code sheet submitted to Mr. Kyle. The material referred to in attached letter complete shipment of material to the government for their use on government railroad Odair to Grand Coulee.

JTD-W

Asst. to Chief Engineer.

cc - Mr. T. P. Lowry
Mr. T. R. Sales
Mr. F. W. Steteklun
Mr. H. M. Tremaine

8731

Saint Paul, May 16, 1935.

Mr. C. C. Kyle:

I am attaching hereto my file covering recent shipment of switch material to Odair, Wash. for use of the government railroad.

There was shipped for the government's use four new #7 and four new #9 - 90# frogs from the Brainerd Store. The prices for these frogs were obtained from your office and shown in pencil notation on copy of requisition ED-275 attached to file.

The government is asking that we submit a formal bid in order to clear their records. Will you please arrange to fill in the attached bid, Form 33, NIRA #131, and return to this office for transmission to the government.

There is also attached to Mr. Gillogly's letter supplementary sheets showing that we have complied with the NIRA code. We of course, disregard this feature, and these sheets should not be executed.

Kindly return the complete file and I will forward to Mr. Banks sheet 131 advising him that we do not recognize the code obligations.

Asst. to Chief Engineer.

JTD-W

enc

Saint Paul, May 16, 1935.

Mr. C. C. Kyle:

I am attaching hereto my file covering recent shipment of switch material to Odair, Wash. for use of the government railroad.

There was shipped for the government's use four new #7 and four new #9 - 90# frogs from the Brainerd Store. The prices for these frogs were obtained from your office and shown in pencil notation on copy of requisition WD-275 attached to file.

The government is asking that we submit a formal bid in order to clear their records. Will you please arrange to fill in the attached bid, Form 53, NIRA #131, and return to this office for transmission to the government.

There is also attached to Mr. Gillogly's letter supplementary sheets showing that we have complied with the NRA code. We of course, disregard this feature, and these sheets should not be executed.

Kindly return the complete file and I will forward to Mr. Banks sheet 131 advising him that we do not recognize the code obligations.

Asst. to Chief Engineer.

JTD-W

enc



N. P. 1012
6-24

8731

CLASS NO. MATERIAL REQUISITION NO. **ED 275** G. S. K. NO. **B 9369**

STOREKEEPER AT **Brainerd**

5/16/35
DATE

SHIP TO **B. Blum, Chf. Engr.**

AT **Odair, Wash.**

| USE OF SHIPPING
STORE ONLY | | | QUANTITY
REQUIRED | DESCRIPTION | PURPOSE | ON
HAND
AND
DUE |
|-------------------------------|---|---|----------------------|---|---|--------------------------|
| SHIPMENTS | | | | | | |
| 4 | 3 | 2 | | | | |
| | | | | NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK | | |
| | | | 4 | No. 7 New 90# RB Frogs Rigid, Plan
T-13-1 | Reclamation
service Govt.
RR to Coulee
Dam Contract
Pending | |
| | | | 4 | No. 9 New 90# RB Frogs Rigid, Plan
T-13-3 | | |
| | | | | Confirming my wire 5/10/35 file ED 275 | | |
| | | | | Bill against U.S. Government Reclamation
Service, Coulee Dam | | |
| | | | | R.R. - No. 7 New 90# Frogs \$99.15 Ea. | | |
| | | | | No. 9 " 90# " \$116.47 " | | |
| | | | | F.O.B. Odair, Wash. | | |
| | | | | BB-CAN-RTT-KEM-FCT-WHR | | |
| | | | | | MB | |

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 | | CAR | | CAR | | CAR | |
| INITIAL | NUMBER | INITIAL | NUMBER | INITIAL | NUMBER | INITIAL | NUMBER |
| INVOICE | | INVOICE | | INVOICE | | INVOICE | |
| NUMBER | DATE | NUMBER | DATE | NUMBER | DATE | NUMBER | DATE |

N. P. 1012
6-24

8731

CLASS NO. _____ MATERIAL REQUISITION NO. **ED 275** G. S. K. NO. **ST 9371**
STOREKEEPER AT **So. Tacoma** **5/16/35**
SHIP TO **B. Blum, Chf. Engr.**
AT **Odair, Wash.**

| USE OF SHIPPING STORE ONLY | | | QUANTITY REQUIRED | DESCRIPTION | PURPOSE | ON HAND AND DUE |
|----------------------------|---|---|-------------------|--|---|-----------------|
| 4 | 3 | 2 | | | | |
| | | | | NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK | | |
| | | | 1 | 16'6" 90# RB split switches complete Plan T-11-3 S.H. (Not insulated) | Reclamation Service Govt. R.R. to Coulee Dam Contract Pending | |
| | | | 1 | Pair, New 90# RB Guard rails Plan T-15-1
If not available furnish Plan T-15-3 | | |
| | | | 3 | High Banner switch stands Plan T-17-1 S.H. | | |
| | | | 3 | Connecting rod per Plan T-17-1 S.H. | | |
| | | | 5 | Economy switch stands Plan T-17-3 and 9 S.H. with connecting rods.
(Note - If 2nd hand economy xx stands not available, furnish positive action switch stands Plan T-17-8A and 9A, with connection rods) | | |
| | | | 3 | Switch Lamps S.H. Plan T-18-1 | | |
| | | | 3 | Switch Locks | | |
| | | | | Confirming my wire 5/7 and 5/13, 1935 file ED 275 | | |
| | | | | CAN-BB-JHJ-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 | |
| W. B. | | W. B. | | W. B. | | W. B. | |
| CAR | | CAR | | CAR | | CAR | |
| INITIAL | NUMBER | INITIAL | NUMBER | INITIAL | NUMBER | INITIAL | NUMBER |
| INVOICE | | INVOICE | | INVOICE | | INVOICE | |
| NUMBER | DATE | NUMBER | DATE | NUMBER | DATE | NUMBER | DATE |

N. P. $\frac{1012}{6-24}$

CLASS NO. _____ MATERIAL REQUISITION NO. **ED 275** G. S. K. NO. **SP 9370**
STOREKEEPER AT **T.M. Flynn** **5/16/35**
SHIP TO **BC Blum, Chf. Engr.**
AT **Odair, Wash.**

| USE OF SHIPPING
STORE ONLY | | | QUANTITY
REQUIRED | DESCRIPTION | PURPOSE | ON
HAND
AND
DUE |
|-------------------------------|---|---|----------------------|---|--|--------------------------|
| SHIPMENTS | | | | | | |
| 4 | 3 | 2 | | | | |
| | | | | NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK | | |
| | | | 7 | 16' 6" 90# RB split switches
complete Plan T-11-3
S.H. (not insulated) | Reclamation
Service Govt.
R.R. to Coulees
Dam Contract
Pending | |
| | | | 7 | Pair, S.H. 90# RB Guard rails
Plan T-15-1
If not available furnish
Plan T-15-3 | | |
| | | | | Confirming my letter 5/7/35 file ED 275
and your wire 5/10/35 | | |
| | | | | CAN-BB- BBB -OHL-FGD-JHJ-WHR-ERW-FCT
RJP | | |
| | | | | | | |

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 _____ | | | CAR _____ | | | CAR _____ | | | CAR _____ | | |
| INITIAL | | NUMBER | INITIAL | | NUMBER | INITIAL | | NUMBER | INITIAL | | NUMBER |
| INVOICE _____ | | | INVOICE _____ | | | INVOICE _____ | | | INVOICE _____ | | |
| NUMBER | | DATE | NUMBER | | DATE | NUMBER | | DATE | NUMBER | | DATE |

N. P. 1012
6-24

8731

ED 275

M 9372

CLASS NO. MATERIAL REQUISITION NO. G. S. K. NO.

STOREKEEPER AT Missoula

5/16/35

DATE

SHIP TO B. Blum, Chf. Engr.

AT Odair, Wash.

| USE OF SHIPPING STORE ONLY | | | QUANTITY REQUIRED | DESCRIPTION | PURPOSE | ON HAND AND DUE |
|----------------------------|---|---|-------------------|--|---|-----------------|
| 4 | 3 | 2 | | | | |
| | | | | NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK | | |
| | | | 4,900 | Pcs. 90# RB 7x9" S.H. Tie Plates
Plan T-4-8 | Reclamation
service Govt.
R.R. to Coulee
Dam Contract
Pending | |
| | | | | Confirming my wire 5/7/35 file ED 275 | | |
| | | | | CAN-BB-JHJ-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 | |
| W. B. | | W. B. | | W. B. | | W. B. | |
| CAR | | CAR | | CAR | | CAR | |
| INITIAL | NUMBER | INITIAL | NUMBER | INITIAL | NUMBER | INITIAL | NUMBER |
| INVOICE | | INVOICE | | INVOICE | | INVOICE | |
| NUMBER | DATE | NUMBER | DATE | NUMBER | DATE | NUMBER | DATE |

8731

distance

Adair - to Coulee

sum =

223-

Feb 5 - 1934 Est. 28.5 miles
1.6 other

30.1

~~Aug 6 - 1934~~

30.9 miles



338 ✓
3178 ✓
6984 ✓
145.847 ✓
6664 ✓

163011 : 528 = 30.9
1584
4611
4752

Adair Shulds approximate mileage



FREIGHT BILL

8731
Form 1546-B—Quadruplicate

COULEE WASS STATION 5/18/35 19

CONSIGNEE B BLUM CHE ENGR FREIGHT BILL NO. 196

DESTINATION COULEE DAM

ROUTE (POINT OF ORIGIN TO DESTINATION)

TO NORTHERN PACIFIC RAILWAY COMPANY, DR., FOR CHARGES ON ARTICLES TRANSPORTED:

| | | | |
|----------------------------------|--------------------------------------|-----------------------------|-------------------------------|
| WAYBILLED FROM
BRAINERD STORE | WAYBILL DATE AND NO.
5/11/35 2225 | FULL NAME OF SHIPPER
NP | CAR INITIALS AND NO.
65715 |
| POINT AND DATE OF SHIPMENT | CONNECTING LINE REFERENCE | PREVIOUS WAYBILL REFERENCES | ORIGINAL CAR INITIALS AND NO. |

| NUMBER OF PACKAGES, ARTICLES AND MARKS | WEIGHT | RATE | FREIGHT | ADVANCES | TOTAL |
|---|--------|------|---------|----------|-------|
| 4 PCS NO 7 NEW 90# RB RIGID FROGS
T 13 1 | | | | | |
| 4 PCS NO 9 NEW 90# DO T 13 3
ED 375 REQN TO FOLLOW | 5000 | DHO | | | |
| ★TOTAL PREPAID \$ | | | | | |

RECEIVED PAYMENT 19

★FOR USE AT JUNCTION POINTS, ON FREIGHT SUBJECT TO CONNECTING LINE SETTLEMENT

AGENT

TOTAL

THIS SPACE FOR BINDING

MAY 18 1935



FREIGHT BILL

Form 1546-B—Quadruplicate

CONSIGNEE

B BLUM CHF ENGL

FREIGHT
BILL NO.

196

DESTINATION

COULÉE DAM

ROUTE

(POINT OF ORIGIN TO DESTINATION)

TO NORTHERN PACIFIC RAILWAY COMPANY, DR., FOR CHARGES ON ARTICLES TRANSPORTED:

WAYBILLED FROM

BRANERD STORE

WAYBILL DATE AND NO.

5/11/35 2225

FULL NAME OF SHIPPER

NP

CAR INITIALS AND NO.

65715

POINT AND DATE OF SHIPMENT

CONNECTING LINE REFERENCE

PREVIOUS WAYBILL REFERENCES

ORIGINAL CAR INITIALS AND NO.

| NUMBER OF PACKAGES, ARTICLES AND MARKS | WEIGHT | RATE | FREIGHT | ADVANCES | TOTAL |
|---|--------|------|---------|----------|-------|
| 4 PCS NO 7 NEW 90# RB RIGID FROGS
T 13 1 | | | | | |
| 4 PCS NO 9 NEW 90# DO T 13 3
ED 375 REQD TO FOLLOW | 5000 | DHO | | | |
| ★TOTAL PREPAID \$ 518.35 | | | | | |

RECEIVED PAYMENT

19

AGENT

TOTAL

★FOR USE AT JUNCTION POINTS ON FREIGHT SUBJECT TO CONNECTING LINE SETTLEMENT

THIS SPACE FOR BINDING



FREIGHT BILL

Form 1546-B—Quadruplicate

STATION

19

CONSIGNEE

NOR PAC C/O

FREIGHT
BILL NO.

198

DESTINATION

ODAIR WASH

ROUTE

(POINT OF ORIGIN TO DESTINATION)

TO NORTHERN PACIFIC RAILWAY COMPANY, DR., FOR CHARGES ON ARTICLES TRANSPORTED:

WAYBILLED FROM

RANDALL MINN

WAYBILL DATE AND NO.

5/10/35 9

FULL NAME OF SHIPPER

GEO MINKEL RM

CAR INITIALS AND NO.

60766

POINT AND DATE OF SHIPMENT

CONNECTING LINE REFERENCE

PREVIOUS WAYBILL REFERENCES

ORIGINAL CAR INITIALS AND NO.

NUMBER OF PACKAGES, ARTICLES AND MARKS

WEIGHT

RATE

FREIGHT

ADVANCES

TOTAL

5 SETS 90# RS SPLIT SWITCHES RM 16.5 FT

2 DO

DO

DO

LH DO

337.50

7 PAIRS 90#

RS GUARD RAILS

15000

225

116.25

★TOTAL PREPAID \$

RECEIVED PAYMENT

19

AGENT

TOTAL

354.38

THIS SPACE FOR BINDING

★FOR USE AT JUNCTION POINTS, ON FREIGHT SUBJECT TO CONNECTING LINE SETTLEMENT



RECEIPT FOR FREIGHT DELIVERED

Form 1546-B—Quadruplicate

COULEE WASH

5/18/35

STATION

19

B BLUMM CHF ENGR

183

CONSIGNEE

COULEE DAM WASH

FREIGHT
BILL NO.

SHEET NO 2

DESTINATION

ODAIR WASH

ROUTE

(POINT OF ORIGIN TO DESTINATION)

RECEIVED IN GOOD ORDER FROM THE

NORTHERN PACIFIC RAILWAY COMPANY.

THE FOLLOWING
ARTICLES:

WAYBILLED FROM

WAYBILL DATE AND NO.

FULL NAME OF SHIPPER

CAR INITIALS AND NO.

POINT AND DATE OF SHIPMENT

CONNECTING LINE REFERENCE

PREVIOUS WAYBILL REFERENCES

ORIGINAL CAR INITIALS AND NO.

NUMBER OF PACKAGES, ARTICLES AND MARKS WEIGHT RATE FREIGHT ADVANCES TOTAL

3 UNION BRASS SWITCH STANDS 330/3 CONN RODS 152/3 ECONY SWIT STD 660
5 ECONY CONN RODS SH 110/ 1 90/ SWITCH POINT SH RH 480/
1 90/ SWITCH POINT SH L.H./ 480/ 2 NON INS HEAD ROD RPD 46/
1 NON INS TIE ROD 30 /1 NON INSC PLATE SH 100 / 28 90/ RAIL BRACESSH 185
2 HEEL BLOCKS S.H. 152/ 2 90/ BENT & BEV ANG BARS 55
2 3/4X24" STRAPS S.H. 27 / 4 1XLL 1/2" RD HD HCHT BOLTS S.H. 13/
4 1X12" RD HD HCHT BOLTS S.H. 14 / 8 1" NUT LOCK S.H. 1/
8 1"SQ #1 GRIP NUTS S.H. 1/ 4 7/8"X 3 1/4" SQ HD BOLTS S.H. 3/
4 7/8" SQ NUTS S.H. 1 / 4 1/4X2" COTTER KEYS S.H. 1/

TOTAL PREPAID \$

DATE OF DELIVERY

(NAME OF MONTH MUST BE WRITTEN)

(SIGNATURE OF PARTY AUTHORIZED
TO RECEIPT FOR FREIGHT)

TOTAL

THIS SPACE FOR BINDING

COPY



RECEIPT FOR FREIGHT DELIVERED

Form 1546-B—Quadruplicate

B BLUM

STATION

183

19

CONSIGNEE

FREIGHT
BILL NO.

SHEET NO 2

DESTINATION

ROUTE

(POINT OF ORIGIN TO DESTINATION)

RECEIVED IN GOOD ORDER FROM THE

NORTHERN PACIFIC RAILWAY COMPANY,

THE FOLLOWING
ARTICLES:

WAYBILLED FROM

WAYBILL DATE AND NO.

FULL NAME OF SHIPPER

CAR INITIALS AND NO.

POINT AND DATE OF SHIPMENT

CONNECTING LINE REFERENCE

PREVIOUS WAYBILL REFERENCES

ORIGINAL CAR INITIALS AND NO.

THIS SPACE FOR BINDING

| NUMBER OF PACKAGES, ARTICLES AND MARKS | WEIGHT | RATE | FREIGHT | ADVANCES | TOTAL |
|---|-----------------|------------------|-------------------|----------|-------|
| 16 TIE PLATES S.H. 746/2 8FT3" GUARD RAILS NEW 444/ | | | | | |
| 4 C.I. FILLER BLOCKS 35 / 3 END BLOCKS S.H. 84/1 END BLOCK NEW 28/ | | | | | |
| 4 GUARD RAILS PLATES NEW #L 88/ 4 GUARD RAILS PLATES NEW 88/ | | | | | |
| 2 3/4 GUARD RAIL PLATES 44/ 4 1 1/8x 8 1/2" SQ HD HCHT BOLTS 14/ | | | | | |
| 4 1 1/7x10 1/4" SQ HD HCHT BOLTS 18/ 8 1 1/8" SQ HD 1 GRIP NUT NEW 2/ | | | | | |
| 8 1 1/8 NUT LOCK NEW 2/8 90# HEAD LOCKS NEW 4/ | | | | | |
| 8 90# 3/4 BEVELED WASHER NEW 14/ 3 SWITCH LAMPS 30 | | | | | |
| 3 SWITCH LOCKS 2 | | | | | |
| TOTAL PREPAID \$. | 4973
50
2 | 89
129
127 | 44.26
85
83 | | 44.74 |

DATE OF DELIVERY

(NAME OF MONTH MUST BE WRITTEN)

19

(SIGNATURE OF PARTY AUTHORIZED)
TO RECEIPT FOR FREIGHT

TOTAL

COPY



RECEIPT FOR FREIGHT DELIVERED

8731

Form 1546-B—Quadruplicate

ORIGIN STATION 5/16/35 19

CONSIGNEE B BLUMM CHE ENDR NP RY

FREIGHT BILL NO. 174

DESTINATION QDAIR WASH

ROUTE
(POINT OF ORIGIN TO DESTINATION)

RECEIVED IN GOOD ORDER FROM THE **NORTHERN PACIFIC RAILWAY COMPANY,** THE FOLLOWING ARTICLES:

WAYBILLED FROM

WAYBILL DATE AND NO.

FULL NAME OF SHIPPER

CAR INITIALS AND NO.

MISSOULA MONT

5/10/35 202

NP & M PAINE DSK

6769A

POINT AND DATE OF SHIPMENT

CONNECTING LINE REFERENCE

PREVIOUS WAYBILL REFERENCES

ORIGINAL CAR INITIALS AND NO.

NUMBER OF PACKAGES, ARTICLES AND MARKS

WEIGHT

RATE

FREIGHT

ADVANCES

TOTAL

ED 275 HMS WIRE MAY 7TH

4900 PC 90 LB 7X9 TIE PLATES SH

PLAN T/4/8/

43020

84

361.37

7.23 EC

TOTAL PREPAID \$

DATE OF DELIVERY

(NAME OF MONTH MUST BE WRITTEN)

(SIGNATURE OF PARTY AUTHORIZED
TO RECEIPT FOR FREIGHT)

TOTAL

368.60

THIS SPACE FOR BINDING

718-35 COPY

(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. 5-34

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 5/13/35 193

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 BERNARD BLUM - CHIEF ENGINEER

Destination ODAIR State of WASH County of

Route

Delivering Carrier Car Initial NP Car No. 22826

| No. Packages | DESCRIPTION OF ARTICLES, SPECIAL-MARKS, AND EXCEPTIONS | *WEIGHT
(Subject to Correction) | CLASS OR RATE | CHECK COLUMN | 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. |
|--------------|--|------------------------------------|---------------|--------------|--|
| C/L | File 85-275
TRACK MATERIAL | 5300# | | | |
| | FOR GOVERNMENT RAILROAD TO
COULEE DAM. | | | | (Signature of consignor.) |
| | "DETAILS TO FOLLOW" | | | | 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

Per H A HUMES MJM Shipper Agent.

Permanent postoffice address of shipper



(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. 5-34 1/2

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 5/13/35 193

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 BERNARD BLUM - CHIEF ENGINEER

Destination XXXXXX ODAIR State of WASH County of

Route

Delivering Carrier Car Initial NP Car No. 22826 5/13/35

| No. Packages | DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS | *WEIGHT
(Subject to
Correction) | CLASS OR
RATE | CHECK
COLUMN | Subject to Section 7 of
conditions, if this shipment
is to be delivered to the
consignee without recourse
on the consignor, the con-
signor shall sign the follow-
ing statement:
The carrier shall not make
delivery of this shipment
without payment of freight
and all other lawful charges. |
|--------------|---|---------------------------------------|------------------|-----------------|---|
| | FILE ED-275
WORK ON GOVERNMENT RAILROAD
FOR COULEE DAM. | | | | |
| 3 | HIGH BANNER SWITCH STANDS PLAN
T-17-1 S.H. RPD | 840# | | | |
| 3 | CONNECTING RODS PLAN T-17-1 S.H.
RPD | 162# | | | (Signature of consignor.) |
| 3 | SWITCH LAMPS PLAN T-18-1 S.H. | 30# | | | If charges are to be pre-
paid, write or stamp here,
"To be Prepaid." |
| 3 | SWITCH LOCKS S.H. | 2# | | | |
| 5 | ECONOMY SWITCH STANDS T-17-9 RPD | 660# | | | |
| 5 | ECONOMY CONNECTING RODS S.H. | 110# | | | |
| | DETAILS OF 1 90# 16FT 6" SPLIT
COM T-11-3 AS FOLLOWS- | | | | Received \$
to apply in prepayment of
the charges on the property
described hereon. |
| 1 | 90# 16FT 6" R.H. SWITCH POINT S.H. | 480# | | | |
| 1 | 90# 16FT 6" L.H. DO DO S.H. | 480# | | | |
| 1 | NON-INS. HEAD ROD RPD | 46# | | | Agent or Cashier. |
| 1 | NON-INS. TIE ROD RPD | 30# | | | Per
(The signature here acknowledges
only the amount prepaid.) |
| | CONTINUED | | | | |

*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 _____

Permanent postoffice address of shipper _____

Charges advanced: \$ _____

N. P. RY. CO.
SO. TACOMA, WASH.
MAY 14 1935
T. G. RUNYAN,

(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. 5-35

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 5/14/35 193

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 BERNARD BLUM - CHIEF ENGINEER

Destination ODAIR State of WASH County of

Route

Delivering Carrier Car Initial NP Car No. 22826 5/13/35

| No. Packages | DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS | *WEIGHT (Subject to Correction) | CLASS OR RATE | CHECK COLUMN | 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. |
|--------------|--|---------------------------------|---------------|--------------|--|
| | CONTINUED-
FILE ED-275 | | | | |
| | WORK ON GOVERNMENT RAILROAD
FOR COULEE DAM | | | | |
| | 90# 16FT 6" SPLIT SWITCH CONT.- | | | | |
| 1 | NON-INS. GAUGE PLATE S.H. | 100# | | | |
| 18 | 90# RAIL BRACES S.H. | 185# | | | |
| 2 | R-435 HEEL BLOCKS S.H. | 152# | | | |
| 2 | 90# BENT & BEV. ANGLE BARS R&L S.H. | 55# | | | |
| 2 | 3/4X24" STRAPS S.H. | 27# | | | |
| 4 | 1X11-1/2" RD HD HCHT BOLTS S.H. | 13# | | | |
| 4 | 1X12" RD HD HCHT BOLTS S.H. | 14# | | | |
| 8 | 1" NUT LOCKS HI-POWER S.H. | 1-1/4# | | | |
| 8 | 1" SQ NO 1 GRIP NUTS S.H. | 1-1/4# | | | |
| 4 | 7/8"X3-1/4" SQ HD BOLTS S.H. | 3# | | | |
| 4 | 7/8" SQ NUTS S.H. | 1-1/3# | | | |
| 4 | 1/4X2" COTTER KEYS S.H. | 1/6# | | | |
| 2 | 1" H.T. PIPE THIMBLES S.H. | 1/2# | | | |
| | CONTINUED | | | | |

*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

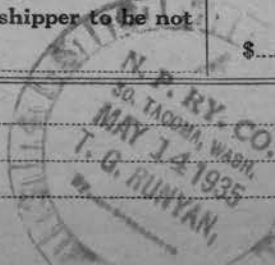
per

Charges advanced:

\$

Per H A HUMES MJM Shipper. Agent.

Permanent postoffice address of shipper



(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. 5-36

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 5/14/35, 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 BERNARD BLUM - CHIEF ENGINEERDestination ODAIR State of WASH County of _____

Route _____

Delivering Carrier _____ Car Initial NP Car No. 22826 5/13/35

| No. Packages | DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS | *WEIGHT
(Subject to Correction) | CLASS OR RATE | CHECK COLUMN | 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. |
|--------------|--|------------------------------------|---------------|--------------|--|
| | FILE ED-275
CONTINUED-
WORK ON GOVERNMENT RAILROAD
FOR COULEE DAM.
90# 16FT 6" SPLIT SWITCH CONT.- | | | | |
| 12 | NO. 2 90# SLIDE PLATES S.H. | 746# | | | (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. |
| 2 | NO. 3 90# SLIDE PLATES S.H. | | | | |
| 2 | NO. 4 90# SLIDE PLATES S.H. | | | | |
| 2 | NO. 10 90# TIE PLATES S.H. | | | | |
| 2 | NO. 11 90# TIE PLATES S.H. | | | | |
| 2 | NO. 12 90# TIE PLATES S.H. | | | | |
| 2 | NO. 13 90# TIE PLATES S.H. | | | | |
| 2 | NO. 14 90# TIE PLATES S.H. | | | | |
| 2 | NO. 15 90# TIE PLATES S.H. | | | | |
| 2 | NO. 16 90# TIE PLATES S.H. | | | | |
| 2 | NO. 17 90# TIE PLATES S.H. | | | | 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."

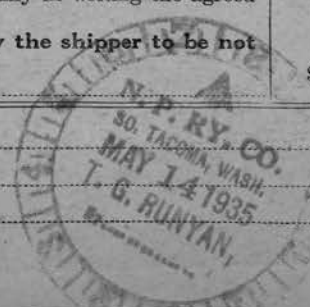
Note—Where the rate is dependent on value, shippers are required to state specifically in writing the agreed or declared value of the property.

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

Charges advanced: \$ _____

Per H A HUMES "MJM" Shipper. Per _____ Agent.

Permanent postoffice address of shipper _____



(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. 5-37

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 5/14/35, 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 BERNARD BLUM - CHIEF ENGINEER

Destination ODAIR State of WASH County of

Route

Delivering Carrier Car Initial NP Car No. 22826 5/13/35

| No. Packages | DESCRIPTION OF ARTICLES, SPECIAL MARKS, AND EXCEPTIONS | *WEIGHT
(Subject to
Correction) | CLASS OR
RATE | CHECK
COLUMN | Subject to Section 7 of
conditions, if this shipment
is to be delivered to the
consignee without recourse
on the consignor, the con-
signor shall sign the follow-
ing statement:
The carrier shall not make
delivery of this shipment
without payment of freight
and all other lawful charges. |
|--------------|--|---------------------------------------|------------------|-----------------|---|
| | FILE ED-275
WORK ON GOVERNMENT RAILROAD
FOR COULEE DAM.
DETAILS OF 1 SET 90# GUARD RAILS
PLAN T-15-3 AS FOLLOWS- | | | | |
| 2 | 90# 8FT 3" GUARD RAILS NEW | 444# | | | |
| 4 | 90# CAST IRON FILLER BLOCKS | 35# | | | |
| 3 | R-422 END BLOCKS S.H. | 84# | | | |
| 1 | R-422 END BLOCKS NEW | 28# | | | |
| 4 | #1 - 90# GUARD RAIL PLATES NEW | 88# | | | |
| 4 | #2 - 90# GUARD RAIL PLATES NEW | 88# | | | |
| 2 | #3 - 90# GUARD RAIL PLATES NEW | 44# | | | |
| 4 | 1-1/8x8-1/2" SQ HD HCHT BOLTS NEW | 14-1/2# | | | |
| 4 | 1-1/8x10-1/4" DO. DO DO | 17-1/2# | | | |
| 8 | 1-1/8" SQ NO 1 GRIP NUTS NEW | 2# | | | |
| 8 | 1-1/8" NUT LOCKS VERONA NEW | 2# | | | |
| 8 | 90# HEAD LOCKS NEW | 4# | | | |
| 8 | 90# 3/4" BEVELED WASHERS NEW | 14# | | | |

*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

Per H A HUMES MJM Shipper. Agent.

Permanent postoffice address of shipper

Charges advanced:

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.)



St. Paul, Minn., May 15, 1935

ED-275

Mr. J. T. Derrig,

Asst. to Chief Engineer

Dear Sir:

Referring to requisition ED-275 covering track material
for Odair, Wash.

Switch Material has been shipped as follows:-

11 From Brainerd May 11th on NP 65715

- 4 No. 7 new 90# rigid frogs
- 4 No. 9 new 90# rigid frogs

From St. Paul Division May 10th on NP 60776

- 7 16'6" 90# split switches, second-hand
- 7 90# guard rails, second-hand

From So. Tacoma May 13th on NP 22826

- 1 16'6" 90# split switch complete, S.H.
- 1 New 90# guard rail
- 3 High Banner switch stands, S.H.
- 3 Connecting rods, second-hand
- 5 Economy switch stands with connecting rods, S.H.
- 3 Switch lamps, S.H.
- 3 Switch locks, new

From Missoula May 9th on NP 67694

4900 Pcs. 7" x 9", 90# tie plates, S.H.

6/ Yours truly,


General Storekeeper

N-n

8731

Saint Paul, May 14, 1935

Mr. M. M. Goodsell:

Some time ago when I was at the Coulee Dam, Mr. Louis Crillo, who runs a soft drink and lunch establishment and whose place of business is the stopping point for buses, asked me if I could not furnish him with a picture that would advertise the Northern Pacific. He had in mind one of the reproduction paintings that you have gotten out in times past. On my last trip to the dam he recalled the request, and on my return to Spokane I mentioned it to Mr. T. A. Murphy. Recent note from Mr. Crillo says he is still waiting for the picture.

Mr. Crillo is a good friend of the Northern Pacific and he has an attractive place at the dam. He takes pride in his collection of autographed photographs, including President Roosevelt, Dr. Elwood Mead, Mr. Banks, etc., and in view of the competition in the Spokane area, I think it is worth while to let him have one of your pictures, suitably framed, if it is available. I suggest, for example, the reproduction of the North Coast Limited evidently taken in the Hell Gate Canyon. Is there anything you can do in the matter?

BB:h

cc Mr. T. A. Murphy
Mr. J. H. Johnson

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Coulee Dam, Washington,
May 13, 1935.

Mr. J. T. Derrig, ²²¹⁶Chief Engineer
Northern Pacific Railway,
St. Paul, Minn.

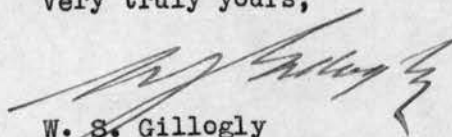
Dear Sir:

In connection with construction of railroad from Coulee City to Coulee Dam, we wired you May 8th as follows:—"Wire price on new number seven and number nine frogs complete with guard rails delivered Odair." In your telegraphic reply dated May 9th, you quoted prices for delivery at Odair, four #7 ninety pound frogs @ \$99.15 each and four #9 same @ \$116.47. Your quotations were accepted and delivery was authorized in our wire of May 10th.

However, to comply with our regulations, so that there may be no question as to payment for frogs, we have issued formal Invitation N I R A #131. As competition must be shown, it is requested that you fill in and sign the enclosed forms as indicated, returning same promptly to this office.

The accessories listed in the Invitation in addition to the frogs and guard rails, are stated as a matter of form and need not be furnished in this particular instance as we understand we have a sufficient quantity now on hand which have already been furnished by Northern Pacific.

Very truly yours,


W. S. Gillogly
Purchasing Agent.

Copy of contract will be mailed to you when completed.

STANDARD GOVERNMENT FORM OF CONTINUATION SCHEDULE FOR STANDARD FORM 31 OR 33
(SUPPLIES)

| ITEM
No. | ARTICLES OR SERVICES | QUANTITY | UNIT | UNIT
PRICE | AMOUNT | |
|-------------|----------------------|----------|------|---------------|---------|-------|
| | | | | | Dollars | Cents |

DOMESTIC MATERIALS. In the performance of this contract the contractor, subcontractors, material men, or suppliers shall use only such unmanufactured articles, materials, and supplies as have been mined or produced in the United States, and only such manufactured articles, materials, and supplies as have been manufactured in the United States substantially all from articles, materials, or supplies mined, produced, or manufactured, as the case may be, in the United States, except as provided in the specifications. It is hereby guaranteed that in the event award is made to the undersigned, all articles, materials, and supplies furnished will conform to the above provision except as noted below:

.....

.....

FEDERAL TAX. Prices bid herein include any Federal Tax heretofore imposed by the Congress which is applicable to the material on this bid. If any sales tax, processing tax, adjustment charge, or other taxes or charges are imposed or changed by the Congress after the date set for the opening of this bid and made applicable directly upon the production, manufacture or sale of the supplies covered by this bid, and are paid by the contractor on the articles or supplies herein contracted for, then the prices named in this bid will be increased or decreased accordingly, and any amount due the contractor as a result of such change will be charged to the Government and entered on vouchers (or invoices) as separate items.

CERTIFICATE OF COMPLIANCE. No bid will be considered which is not accompanied by a certificate of compliance with Executive Order No. 6646. Sign and date the certificate on the reverse side of this form, in the spaces provided therefor.

N.R.A. COMPLIANCE. The contractor shall comply with each approved code of fair competition to which he is subject, and if he is engaged in any trade or industry for which there is no approved code of fair competition, then as to such trade or industry with an agreement with the President under Section 4 (a) of the National Industrial Recovery Act (President's Reemployment Agreement), and the United States shall have the right to cancel this contract for failure to comply with this provision and make open-market purchases or have the work called for by this contract otherwise performed at the expense of the contractor, and the contractor shall not accept or purchase for the performance of this contract or purchase order or enter into any subcontracts for any articles, materials, or supplies, in whole or in part produced or furnished by any person who shall not have certified that he is complying with and will continue to comply with each code of fair competition which relates to such articles, materials, or supplies, and/or in case there is on approved code for the whole or any portion thereof then to that extent with an agreement with the President as aforesaid.

| ITEM
No. | ARTICLES OR SERVICES | QUANTITY | UNIT | UNIT
PRICE | AMOUNT | |
|-------------|----------------------|----------|------|---------------|---------|-------|
| | | | | | Dollars | Cents |

The following certificate form shall be signed and submitted by all bidders with all bids involving expenditure of Government funds (whether Federal or non-Federal), in accordance with Executive Order No. 6646, dated March 14, 1934. Only bids accompanied by such certificate shall be considered or accepted. Bidders shall also require subcontractors (including suppliers) to sign similar certificates before making awards to or purchases from such subcontractors. Such certificate may be accepted as evidence that the contractor is complying with the applicable approved code or codes of fair competition adopted under title I of the National Industrial Recovery Act for the trade or industry or subdivision thereof involved, or, if there be no such approved code of fair competition, with the President's Reemployment Agreement.

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 within the United States.

May 9, 1935

May 9th 1935.

(Date)

X Northern Pacific Railway Co.,

(Bidder)

X By C. C. Kyle

Title Purchasing Agent.

STANDARD GOVERNMENT FORM OF CONTINUATION SCHEDULE FOR STANDARD FORM 31 OR 33
(SUPPLIES)

| ITEM
No. | ARTICLES OR SERVICES | QUANTITY | UNIT | UNIT
PRICE | AMOUNT | |
|-------------|----------------------|----------|------|---------------|---------|-------|
| | | | | | Dollars | Cents |

DELIVERY-URGENCY. (This and the succeeding paragraph applicable only if early delivery requested in schedule). Delivery f.o.b. cars at shipping point, in the case of bids specifying delivery f.o.b. cars at shipping point, and shipment from the shipping point specified, in the case of bids specifying delivery f.o.b. cars at destination, within the number of calendar days specified in the invitation for bids after date of receipt by the contractor of notice of award of contract is important, and all bids specifying delivery or shipment as herein provided within said number of calendar days will be considered on an equality as regards the time element. Where the time of delivery or shipment specified by the bidder for any schedule or part thereof is greater than the number of calendar days specified in the invitation for bids for such schedule or part thereof, each day in excess thereof will be evaluated at the amount specified in the invitation for bids for each such schedule or any part thereof, and bids will be considered on this basis for award of contract. Liquidated damages in the same amount and on the same basis will accrue for failure to make delivery or shipment, as herein provided, within said number of calendar days after date of receipt by the contractor of notice of award of contract or within the time specified by the bidder if greater than said number of days.

DELAYS-LIQUIDATED DAMAGES. If the contractor refuses or fails to make delivery or shipment within the time specified in the invitation for bids, or within the time specified by the bidder if greater than said number of days, or any extension thereof, the actual damage to the Government for the delay will be impossible to determine, and in lieu thereof the contractor shall pay to the Government, as fixed, agreed, and liquidated damages for each day of delay in making delivery or shipment the amount as set forth in the invitation for bids, and the contractor and his sureties shall be liable for the amount thereof: PROVIDED, HOWEVER, That the Government reserves the right to terminate the right of the contractor to proceed, and to purchase similar materials or supplies in the open market or secure the manufacture and delivery thereof by contract or otherwise, charging against the contractor and his sureties any excess cost occasioned the Government thereby, together with liquidated damages accruing until such time as the contractor's right to proceed has been terminated. PROVIDED, FURTHER, That the contractor shall not be charged with liquidated damages or any excess cost when the delay in delivery or shipment is due to unforeseeable causes beyond the control and without the fault or negligence of the contractor including, but not restricted to, acts of God, or the public enemy, acts of the Government, fire, floods, epidemics, quarantine restrictions, strikes, freight embargoes and unusually severe weather, but not including delays caused by subcontractors: PROVIDED, FURTHER, That the contractor shall, within ten days from the beginning of any such delay, notify the contracting officer in writing of the cause of the delay, and his findings of facts thereon shall be final and conclusive on the parties hereto, subject only to appeal within thirty days by the contractor to the head of the department concerned, whose decision on such appeal as to the facts of delay shall be final and conclusive on the parties hereto.

| ITEM
No. | ARTICLES OR SERVICES | QUANTITY | UNIT | UNIT
PRICE | AMOUNT | |
|-------------|----------------------|----------|------|---------------|---------|-------|
| | | | | | Dollars | Cents |

DISCOUNT. Time, in connection with discount offered, will, in the case of all destination bids, be computed from the date of delivery at destination, or from date correct bill or voucher properly certified by the contractor is received, if the latter date is later than the date of delivery at destination, whether or not Government bill of lading is used or inspection and acceptance are at point of origin, and "Condition 2" on form No. 33 is modified accordingly.

INCREASE OR DECREASE. The Government reserves the right to increase or decrease the quantity specified in any item of the schedule by not to exceed twenty-five per cent (25%) at any time before award: PROVIDED, HOWEVER, That with the consent of the contractor such increase or decrease may be made at any time before complete shipment.

GUARANTEED SHIPPING WEIGHTS AND METHOD OF COMPUTING DELIVERED COST TO THE GOVERNMENT. (This paragraph applicable only if guaranteed shipping weight requested in schedule.) Each bidder shall state in the blanks provided therefore in the schedule, the total shipping weight of each item that he proposes to furnish. The weights stated will be used in computing the delivered cost to the Government and in determining the low bid. Failure to state the shipping and delivery points and the total shipping weight of each item, will be considered sufficient cause for rejecting the bid. All equipment, material and supplies furnished and delivered f.o.b. cars at contractor's shipping point shall be shipped on Government bills of lading. In the case of equipment, materials and supplies furnished and delivered f.o.b. cars at destination, the Government reserves the right to have shipment made on Government bills of lading and to deduct, from any payment due the contractor, the cost of transportation, from the contractor's shipping point to destination, of the total shipping weight stated in the schedule, at commercial freight rates. If the actual shipping weight, including packing, as later determined by the freight bill, exceeds the shipping weight stated in the schedule, in either shipping point or destination bids, the Government will deduct, from any payment due the contractor, the cost of transportation at commercial freight rates, on all excess weight over and above the weight stated in the schedule.

LUMP-SUM BIDS. Lump-sum bids will not be considered unless a bid price for each item included in the lump-sum price is also shown in the schedule. Where lump-sum bids are accepted and quantities are subsequently changed in accordance with the provisions for increase or decrease as contained in the paragraph entitled "Increase or Decrease," the unit prices to be paid for items so increased or decreased will be determined by applying to the unit prices bid in the schedule the ratio between the lump-sum price bid and the sum of the prices bid for the items as shown in the schedule.

STANDARD GOVERNMENT FORM OF CONTINUATION SCHEDULE FOR STANDARD FORM 31 OR 33
(SUPPLIES)

| ITEM
No. | ARTICLES OR SERVICES | QUANTITY | UNIT | UNIT
PRICE | AMOUNT | |
|-------------|----------------------|----------|------|---------------|---------|-------|
| | | | | | Dollars | Cents |

COMPARISON OF BIDS. Whenever applicable, equalizing elements or factors not specifically mentioned or provided for herein, such as the cost of transportation, or of inspection (including salaries, travel and subsistence expenses) or any other element or factor in addition to that of price which would affect the final cost to the Government, will be taken into consideration in making award.

TERMINATION FOR BREACH. In the event any of the provisions of this contract are violated by the contractor or any subcontractor, the contracting officer may terminate the contract by written notice to the contractor, and purchase similar supplies in the open market or otherwise, and the contractor and his sureties shall be liable to the Government for any excess cost occasioned the Government thereby.

SUBCONTRACTORS. The contractor shall cause appropriate provisions to be inserted in all subcontracts relating to this contract to insure the fulfillment of all its provisions affecting such subcontractors.

CONVICT LABOR. No materials manufactured or produced by convict labor shall be used or furnished in the performance of this contract.

REPORTS. The contractor shall report, and shall cause each subcontractor to report in like manner, within five days after the close of each calendar month, on forms to be furnished by the United States Department of Labor, the number of persons on their respective pay rolls directly connected with the project, and the number of man-hours work. Two copies of each such monthly reports are to be furnished to the contracting officer and one copy of each to the United States Department of Labor.



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

8731

M.

St Paul, May 11, 1935

P H McCauley

St. Paul

My D-147 attached refers to rail for Government railroad at Odair. This material shipped from Brainerd today in NP-65715 consigned to Bernard Blum, Odair, Wash.

Please expedite car movement.

J T Derrig



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul May 11, 1935

F A Banks
c/o Agent - Almira, Wash

HP 65715 with four new #7 and four new #9 ninety pound
rigid frogs out of Brainerd today. Will expedite car
movement. D-147

Confirm by mail
Mr. F.A. Banks

J T Derrig

cc J H Johnson

P H McCauley



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul May 11, 1935

H M Smith

St. Paul

Superintendent Flynn's wire B921. Unless you are able to furnish additional 90-lb. switch and guard rail from Brainerd suggest

endeavor be made to place order for additional switch on Idaho or Tacoma Division to expedite movement and avoid possible

delay by local shipment.

D-146

J T Derrig



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul May 11, 1935

H. M. Smith
St. Paul

Superintendent Flynn's wire B-21. Unless you are able to furnish additional 90-lb. switch and guard rail from Brainerd suggest

endeavor be made to place order for additional switch on Idaho or Tacoma Division to expedite movement and avoid possible delay

by local shipment. ~~Will thank you to arrange if possible for the four #7 and four #9 frogs requested in My D-143 of 10th~~

~~to move from Brainerd today is possible. D-146~~

J T Derrig

4.P. 65715



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

52/54 MS N

Minneapolis May 10 1935

J T Derrig
H M Smith
F R Bartles

StPaul

Mr Derrig 's letter May 9 7 switches and 7 sets guard rails
billed B Blum Odair Wash loaded on N P 60776 going forward
on No 603 today unable furnish the eighth set Cy JTD HMS FRB
B-21

T M F

411pm



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, May 10, 1935

F. A. Banks
c/o Agent, - Almira, Wash.

Eleven hundred lineal feet ninety pound rail shipped from Idaho division should arrive Odair today. NP car 60776 out of Northtown tonight with seven split switches complete and seven guard rails. Balance switch material except frogs will be out of South Tacoma tomorrow. Tie plates shipped from Missoula NP car 67694 9th. Four new #7 90-lb. frogs and four new 90-lb. #9 frogs will be loaded at Brainerd today and movement expedited. D-143

J T Derrig

Confirmation by mail
Mr. F.A. Banks

XC No other Telegraph
office where
this message originated

ONLY WESTERN UNION
can carry your answer back by
TELEGRAPH. .Quickly, accurately

4162

APPEAL SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

1201-S

WESTERN UNION (45)

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 shown in the date line on telegrams and day letters is Standard Time at point of origin. Time of receipt is Standard Time at point of destination.
Received at 332 Robert Street, St. Paul, Minn. TELEPHONE CEDAR 9655

CB344 28 GOVT DL XC=MASONCITY WASH 10 1050A 1935 MAY 10 PM 1 46

J T DERRIG, CHIEF ENGINEER=

NORTHERN PACIFIC RY STPAUL MINN=

RETEL NINTH CAN YOU FURNISH FOUR NUMBER SEVEN AND FOUR
NUMBER NINE FROGS COMPLETE WITH GUARD RAILS DELIVERED AT
ODAIR AT PRICE QUOTED IF SO SHIP IMMEDIATELY ADVISE=]
BANKS RECLAMATION.

| MINUTES IN TRANSIT | |
|--------------------|------------|
| FULL-RATE | DAY LETTER |
| | |

8731

Saint Paul, May 10, 1935.

Mr. H. M. Smith:

In regard to shipment of frogs on requisition WD-275, Mr. Banks has now requested shipment of four new #7 90-lb and four new #9 - 90lb. frogs at the price quoted by Mr. Kyle, namely \$99.15 and \$116.47 each f.o.b. Odair.

Please arrange to have these frogs loaded at Brainerd and shipped to Bernard Blum, Chief Engineer at Odair, Wash. with least possible delay and bill on the Reclamation Service for the cost of the frogs as above quoted.

Inasmuch as the government has authorized purchase of new frogs it is to our advantage to furnish new rather than secondhand as indicated on requisition. In the latter case we would not bill on the government for the value of the frogs. Therefore, in submitting bill to the government bill should be made up for the value of the frogs only.

Asst. to Chief Engineer.

JTD-w

cc - Mr. C.C. Kyle
Mr. Blum
Mr. J. H. Johnson
Mr. T. R. Wales

TELEGRAM

Construction Engineer

4-03/5640.9 National
Industrial Recovery, Interior-Reclamation
1933-1935 (P. P. 9)

DAY LETTER

Coules Dam, Washington, May 10, 1935.

J. T. Derrig - Chief Engineer

Northern Pacific

St. Paul, Minn.

Retel ninth can you furnish four number seven and four number nine frogs
complete with guard rails delivered at Odair at prices quoted if so
ship immediately advise.

Banks - Reclamation.

CONFIRMATION COPY

Coulee Dam, Washington,
May 10, 1935.

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

Dear Mr. Blum:

The capicolli was received and, although I can not eat it, Mrs. Crillo is thoroughly enjoying it. Thanks so much for the kind remembrance. I am going in to Spokane today to see the doctor and I am hoping to be able to sample the capicolli when I return.

I am still waiting for the picture.

Thanks and best wishes.

Sincerely,

Louis Crillo

Carlow, N.Y., 1911

10/10/11

My dear Sir,
I have received your letter of the 10th inst. and am glad to hear that you are well.

Yours faithfully,

The enclosed is a copy of the report of the Committee on the subject of the proposed new law, which I have just received. I have also enclosed a copy of the report of the Committee on the subject of the proposed new law, which I have just received.

I am, Sir, very truly, your obedient servant,

Thomas H. Lee, Esq.

Enclosed

10/10/11



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

22SF0G

SPOKANE MAY 9-35

J T DERRIG

STPAUL

D 142 RAIL WILL REACH ODAIR TOMORROW HAVE ADVISED MR BANKS B-598

JHJ

711P



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, May 9, 1935

J. H. Johnson,

Spokane, Wash.

Requisition ED 272 covering eleven hundred lineal feet
ninety pound relay rail for Odair placed on your Division under
ID-8719. Mr. Banks asking for immediate delivery. Please advise
date you will ship and give Mr. Banks car number direct. D-142.

J T Derrig

cc - Mr. Banks



N. P. 1012
6-24

8731

ID 8719

CLASS NO. _____ MATERIAL REQUISITION NO. ED 272 G. S. K. NO. _____
STOREKEEPER AT J.H. Johnson, 5/8/35
SHIP TO B. Blum, Chf. Engr.
AT Odair, Wash.

| USE OF SHIPPING STORE ONLY | | | QUANTITY REQUIRED | DESCRIPTION | PURPOSE | ON HAND AND DUE |
|----------------------------|---|---|-------------------|---|---|-----------------|
| SHIPMENTS | | | | | | |
| 4 | 3 | 2 | | | | |
| | | | 1100 | <p>NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK</p> <p>Lin. Ft. selected 3rd Class "B" 90# relay rail</p> <p>Similar to rail furnished on reqn. ED 318</p> <p>IMMEDIATE DELIVERY</p> <p>Confirming my wire 5/7/35 file ED 272</p> <p>BB-PJP-ERW-WHR-FCT</p> | Reclamation Service-Govt. RR to Coulee Dam Contract Pending | |

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 _____ | | CAR _____ | | CAR _____ | | CAR _____ | |
| INITIAL | NUMBER | INITIAL | NUMBER | INITIAL | NUMBER | INITIAL | NUMBER |
| INVOICE _____ | | INVOICE _____ | | INVOICE _____ | | INVOICE _____ | |
| NUMBER | DATE | NUMBER | DATE | NUMBER | DATE | NUMBER | DATE |

St.Paul,Minn.,May 10,1935

ED-275

Mr.J.T.Derrig,

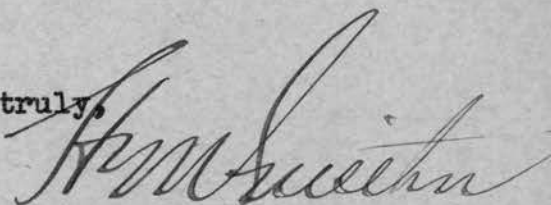
Asst. to Chief Engineer

Dear Sir:-

Replying to your letter May 9th regarding
track material on ED-275.

Items 4 to 8 inclusive will be shipped
from So.Tacoma May 13th or 14th. The tie plates
Item 9, were shipped from Missoula yesterday in
NP 67694.

Yours truly,



General Storekeeper

N-n

Saint Paul, May 9, 1935.

Mr. H. M. Smith:

I have copy of your letter May 7th covering the placing of order for switch points and guard rail on requisition ED-275 on St. Paul Division.

I would thank you to advise where you have placed balance of the order and arrange to have material moved to Odair with as little delay as possible.

You have copy of my wire this date to Mr. Banks quoting prices on frogs. I will advise you as to shipment of frogs as soon as I have confirmation on my wire.

Asst. to Chief Engineer.

JTD-w

enc

Saint Paul, May 9, 1935.

Mr. T. H. Flynn:

With reference to General Storekeeper's letter of May 7th requesting that you ship to Bernard Blum, Chief Engr. Odair, Wash., for Government Railroad leading to Coaleo Dam, switch material as follows:

- 8 16'6" RB split switches complete
Plan T-11-3 SH (not insulated)
- 8 Pr. SH 90# RB guard rails Plan T-15-1
If not available furnish Plan T-15-3.

} N.P. 60776

I have again this morning received wire from Mr. Banks, construction engineer for this project, urging the furnishing of this material with least possible delay.

I will thank you to have this material loaded promptly advising me car numbers when material is loaded so that I may follow movement of this car and advise Mr. Banks accordingly.

JTD-7

Asst. to Chief Engineer.

cc - Mr. W.C. Sloan
Mr. F.R. Bartles
Mr. H.M. Smith



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

8731

M.

St. Paul, May 9, 1935

F. A. Banks,
c/o Agent - Almira, Wash.

Price number seven new ninety pound rigid frog f.o.b. Odair
ninety nine dollars fifteen cents, number nine rigid frog one
hundred sixteen dollars forty seven cents. Have these frogs in
emergency stock at Brainerd and South Tacoma. Please advise
quick if you wish frogs shipped so replacements can be made for
emergency stock. Balance switch material including secondhand
guard rails under rush loading orders. D-140

J T Derrig

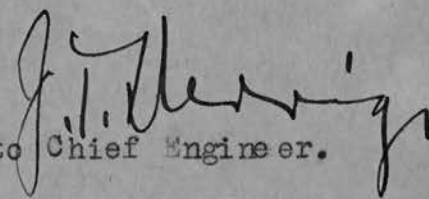
cc CCK HMS

Saint Paul, May 8, 1935.

Mr. C. C. Kyle:

I am attaching copy of requisition ED-275, covering switch material for the Government Reclamation Service at Odair, Wash.

We will make an endeavor to bill on the Government for this material apart from the pending contract covering delivery of rail. Will you please furnish me prices for the delivery of this material f.o.b. cars at Odair. While items 1 and 2 are listed as secondhand, we may not be able to furnish secondhand frogs to apply on the order and will have to substitute new frogs. Therefore, in quoting prices on frogs please give prices for new and second hand #7 and #9 Rigid frogs.


Asst. to Chief Engineer.

JTD-w

cc - Mr. H.M. Smith



ED 275
1

STPAUL MINN MAY 6 1936

BERNARD BLUM CHIEF ENGINEER

ODAIR WASH

#7 7751/54

#7 9915 new

RECLAMATION SERVICE
GOVT RR TO COULEE DAM
CONTRACT PENDING

#9 11647 new or 9113 S.H.

1. 8 #7 SH 90# RB Frogs Rigid. Plan T-13-1.
Note - If #7 90# frogs not available furnish #9 S H RB Frogs Rigid. Plan T-13-3.
2. 8 16' 90# RB split switches complete. Plan T-11-3 SH (not insulated).
3. 8 Pr. SH 90# RB Guard rails Plan T-15-1. If not available furnish Plan T-15-3.
4. 3 High Banner switch stands Plan T-17-1 SH
5. 3 Connecting rod per plan T-17-1 SH
6. 5 Economy switch stands Plan T-17-8 and 9 SH with connecting rod
Note - If max 2nd hand Economy stands not available, furnish Positive action switch stands Plan T-17-8A and 9A, with connecting rods.
7. 3 Switch lamps SH Plan T-13-1
8. 3 Switch locks SH
9. 4900 pcs. SH 90# RB 6" x 8-1/2" tie plates Plan T-4-7. If not available furnish 7" x 9" SH tie plates Plan T-4-8.

Flyover (Frankie)

So Far (Wales)

Mala (Kern)

Note - Immediate Delivery

cc- AFS HMT JTD JHJ CWC JAB ERW

NOR. PAC. RY.
MAY
1985
PURCHASING AGENT

8731
Saint Paul, May 8, 1935.

Mr. C. C. Kyle:

I am attaching copy of requisition SD-275, covering switch material for the Government Reclamation Service at Odair, Wash.

We will make an endeavor to bill on the Government for this material apart from the pending contract covering delivery of rail. Will you please furnish me prices for the delivery of this material f.o.b. cars at Odair. While items 1 and 2 are listed as secondhand, we may not be able to furnish secondhand frogs to apply on the order and will have to substitute new frogs. Therefore, in quoting prices on frogs please give prices for new and second hand #7 and #9 Rigid frogs.

Asst. to Chief Engineer.

JTD-w

cc - Mr. H.M. Smith



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

87 SF X

ALMIRA MAY 8 1935

J T DERRIG

STPAUL

D 139 BOTH MESSAGES DELD PROMPTLY I WILL ASK HIM TO REPLY

AGENT

256P

*Mr. Bleum
note file. you may
wish to inform Mr. Stevens.
status JDS 5/8*



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul, May 8, 1935

Agent - Almira, Wash.

Please advise if you have delivered my wires D-136 and 137 to Mr. Banks. Have not received reply and am assembling material anticipating his confirmation. D-139.

J T Derrig

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

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 shown in the date line on telegrams and day letters is Standard Time at point of origin. Time of receipt is Standard Time at point of destination.

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

1935 MAY 8 PM 11 04

CB592 29 NL=MASONCITY WASH 8

MINUTES IN TRANSIT

FULL-RATE

DAY LETTER

J T DERRIG=

CHIEF ENGINEERS OFFICE NORTHERN PACIFIC RY STPAUL MINN=

YOUR M ONE THREE SEVEN PLEASE SHIP SECOND HAND SWITCH

MATERIAL PROMPTLY ALSO WIRE PRICE ON NEW NUMBER SEVEN AND

NUMBER NINE FROGS COMPLETE WITH GUARD RAILS DELIVERED ODAIR=

BANKS RECLAMATION.

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

(Disregard Confirmation of May 7, 1935)

Construction Engineer

4-03/5640.9 National
Industrial Recovery-Interior Reclamation
(1933-1935) F. P. #9
Night Message

Coulee Dam, Washington
May8, 1935

J. T. Derrig
Chief Engineers Office
Northern Pacific Railway
St. Paul, Minnesota

YOUR M ONE THREE SEVEN PLEASE SHIP SECOND HAND SWITCH MATERIAL PROMPTLY ALSO
WIRE PRICE ON NEW NUMBER SEVEN AND NUMBER NINE PROCS COMPLETE WITH GUARD
RAILS DELIVERED ODAIR

Banks - Reclamation

Note

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

Construction Engineer

4-03/5640.9 National
Industrial Recovery-Interior Reclamation
(1933-1935) F. P. #9
Day Message

Coulee Dam, Washington
May 7, 1935

J. T. Derrig
Northern Pacific Railway
St. Paul, Minnesota

YOUR M ONE THREE SEVEN PLEASE SHIP SOON AS POSSIBLE SECOND HAND SWITCH MATERIAL
ALSO FOUR NUMBER SEVEN AND FOUR NUMBER NINE FROGS ALL NINETY POUND PLEASE
TELEGRAPH IF DELAYS ARISE TO PREVENT ARRIVAL COULEE CITY BY MAY TWENTIETH

Banks - Reclamation



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

8731

M.

St Paul, May 7, 1935

F.A. Banks

c/o Agent - Almira, Wash.

My D-136 We have four new number seven 90-lb frogs and would have to fill balance with number nine. Have secondhand switch material available at Staples and can load this at once. Advise if you wish me to ship new 90-lb. frogs and secondhand switch material as outlined my wire sixth. Probably will be May 30th before we can complete delivery this switch material. M-137

J T Dorrig

cc - Mr. H M Smith

COPY

St. Paul, Minn., May 7, 1935

ED-275

Mr. T. M. Flynn,
Superintendent,
Minneapolis, Minn.

Dear Sir:

Please ship the following second hand switches and second hand guard rails from curve relaying quick to Bernard Blum, Chief Engineer, Odair, Wash., for Government Railroad to Coulee Dam:-

- 8 16'6" 90# RB split switches complete
Plan T-11-3 SH (not insulated)
- 8 Pr. SH 90# RB guard rails Plan T-15-1
If not available furnish Plan T-15-3

Please advise promptly by phone when you will be able to get this material started. The Government requests a delivery date of May 10th.

Yours truly,

N/h
Cy JTD

COPY

General Storekeeper



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, May 6, 1935

F. A. Banks
c/o Agent, Almira, Wash.

Your letter third Am arranging to whip eleven hundred feet ninety point rail at once. Do not understand that switch material

requested by you is obligation of our contract. We do not have sufficient number seven secondhand frogs and if these are furnished

will be necessary to furnish new material which we are agreeable to furnishing at cost. Am checking up switches on hand at our various stores today and will wire you tomorrow exact amount

of switch material on hand. D-136

J T Derrig

Tacoma, Wash.
May 6, 1935

File WO-8600

Mr. J. T. Derrig:

Referring to your letter of the 3rd,
relative to 90-lb. rail for Government Railroad
to Grand Coulee Dam:

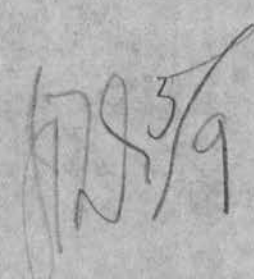
We have no record of being charged
with the three cars of rail shipped by St. Paul
Division, on Nov. 1, 1934, and are asking them for
invoice reference.

We are transferring the charge for the
16010 feet from Government account to leased rail
for the M.W.A.K. Company, and when charge is made for
the three cars from Staples, our charges will check
with your record.


District Accountant

cc-F.W.S.
J.H.J.
P.C.M.

Mja-W



St. Paul, May 4, 1935..

Mr. E. R. Wales:

Your form letter April 23rd: I have approved
and return herewith the following store invoices covering
track material consigned to me as noted:

| | | | |
|--------------|--------|----------------------------------|--------|
| South Tacoma | 2-2175 | Economy Connecting Rod, | Coulee |
| Parkwater | 2-9 | 900 6x8 $\frac{1}{2}$ Tieplates, | Odair. |

Chief Engineer.

r

enc

8731

UNITED STATES
DEPARTMENT OF THE INTERIOR

BUREAU OF RECLAMATION

Coulee Dam, Washington

May 3, 1935

AIRMAIL

Mr. J. T. Derrig
Assistant to Chief Engineer
Northern Pacific Railway
St. Paul, Minnesota

Dear Sir:

We acknowledge receipt of your letter of April 16, and are pleased to know that we are in substantial agreement on the quantity of rail that your company has delivered for the U. S. Construction Railroad. It is noted that you propose to requisition 1100 lin. ft. of additional rail. I find we have on hand sufficient 90# angle bars to take care of this additional footage.

David H. Ryan will complete his contract for the excavation for the relocated grade of the railroad around the slide area at the dam within a few days, and will then finish the laying of the track to the Government warehouse. He will need for use on that work the following material requested in our letter of January 15 to Mr. Blum:

| | |
|---|--------------------|
| No. 7 or 9 - 90# frogs | 8 |
| 90# split switch points | 8 sets |
| 90# guard rails, 8'3" long | 8 |
| High banner switch stands | 3 <i>7 mela</i> |
| Economy switch stands | 5 <i>7 No 2 ac</i> |
| Switch lamps | 3 |
| Switch locks | 3 |
| <i>6' x 8 1/2' uv 4900 7x9 90# Tie Plates 2 1/2 Hous.</i> | |

There will also be required 4900 additional tie plates. Inasmuch as there is only a relatively short track remaining to be laid, Ryan insists that all the material be delivered before he starts work. We therefore request that you endeavor to have the above material delivered at Odair on or before May 10.

Very truly yours

F. A. Banks

F. A. Banks
Construction Engineer

*Plates -
7x9-90 -
2825 - skw
80.049 - mela*

LED 272

St. Paul, Minnesota, May 8, 1935

Bernard Blum, Chief Engineer,

Chair, Wash.

1100 Min. St. 60-B. relay rail

Similar to rail furnished on
requisition W-313

Reclamation
Service-Govt.
RM to Coulee
Dam
contract pending

Immediate delivery.

cc - 303 JMS WNW

Id 8719

Chief Engineer

Asst. to Chief Engr.

STPAUL MINN MAY 6 1936

ND 275
1

BERNARD BLUM CHIEF ENGINEER

ODAIR WASH

1. 8 #7 SH 90# RB Frogs Rigid. Plan T-13-1.
Note - If #7 90# frogs not available furnish #9 S H RB Frogs Rigid. Plan T-13-3.
2. 8 16' @ 90# RB split switches complete. Plan T-11-3 SH (not insulated).
3. 8 Pr. SH 90# RB Guard rails Plan T-15-1. If not available furnish Plan T-15-3.
4. 3 High Banner switch stands Plan T-17-1 SH
5. 3 Connecting rod per plan T-17-1 SH
6. 5 Economy switch stands Plan T-17-8 and 9 SH with connecting rod
Note - If max 2nd Hand Economy stands not available, furnish Positive action switch stands Plan T-17-8A and 9A, with connecting rods.
7. 3 Switch lamps SH Plan T-13-1
8. 3 Switch locks SH
9. 4900 pcs. SH 90# RB @ x 8-1/2" tie plates Plan T-4-7. If not available furnish 7" x 9" SH tie plates Plan T-4-8.

RECLAMATION SERVICE
GOVT RR TO COULLEE DAM
CONTRACT PENDING

Note - Immediate Delivery

cc- AFB HMT JTD JHJ ~~SEE~~ JAB ERW

STPAUL MINN MAY 6 1936

BERNARD BLUM CHIEF ENGINEER

ODAIR WASH

1. 8 #7 SH 90# RB Frogs Rigid. Plan T-13-1.
Note - If #7 90# frogs not available furnish #9 S H RB Frogs Rigid. Plan T-13-3.
2. 8 16' @ 90# RB split switches complete. Plan T-11-3 SH (not insulated).
3. 8 Pr. SH 90# RB Guard rails Plan T-15-1. If not available furnish Plan T-15-3.
4. 3 High Banner switch stands Plan T-17-1 SH
5. 3 Connecting rod per plan T-17-1 SH
6. 5 Economy switch stands Plan T-17-8 and 9 SH with connecting rod
Note - If max 2nd Hand Economy stands not available, furnish Positive action switch stands Plan T-17-8A and 9A, with connecting rods.
7. 3 Switch lamps SH Plan T-13-1
8. 3 Switch locks SH
9. 4900 pcs. SH 90# RB @ x 8-1/2" tie plates Plan T-4-7. If not available furnish 7" x 9" SH tie plates Plan T-4-8.

RECLAMATION SERVICE
GOVT RR TO COULLEE DAM
CONTRACT PENDING

Note - Immediate Delivery

cc- AFB HMT JTD JHJ CWC JAB ERW-

8731
ED 272
St. Paul, Minnesota. May 6, 1935

Bernard Alun, Chief Engineer,

Odair, Wash.

1100 Lin. st. 90-B. relay rail

Similar to rail furnished on
requisition ED-318

Reclamation
Service-Govt.
RM to Coulee
Dam
contract pending

Immediate delivery.

cc - MB JMJ BW

Chief Engineer

Asst. to Chief Engr.

STPAUL MINN MAY 6 1936

HD 275
1

BERNARD BLUM CHIEF ENGINEER

ODAIR WASH

1. 8 #7 SH 90# RB Frogs Rigid. Plan T-13-1.
Note - If #7 90# frogs not available furnish #9 S H RB Frogs Rigid. Plan T-13-3.
2. 8 16' 0" 90# RB split switches complete. Plan T-13-3 SH (not insulated).
3. 8 Pr. SH 90# RB Guard rails Plan T-15-1. If not available furnish Plan T-15-3.
4. 3 High Banner switch stands Plan T-17-1 SH
5. 3 Connecting rod per plan T-17-1 SH
6. 5 Economy switch stands Plan T-17-8 and 9 SH with connecting rod
Note - If max 2nd Hand Economy stands not available, furnish Positive action switch stands Plan T-17-8A and 9A, with connecting rods.
7. 3 Switch lamps SH Plan T-13-1
8. 3 Switch locks SH
9. 4900 pcs. SH 90# RB 6" x 8-1/2" tie plates Plan T-4-7. If not available furnish 7" x 9" SH tie plates Plan T-4-8.

RECLAMATION SERVICE
GOVT RR TO COULLEE DAM
CONTRACT PENDING

Note - Immediate Delivery

cc- AFS HMT JTD JHJ CWC JAB ERW

8731

Saint Paul, May 3, 1935.

Mr. E. R. Wales:

Referring to your letter April 24th to Mr. Blum and my reply April 18 to Mr. Stetekluh in regard to total 90-lb. rail shipped to Odair for construction of Government's railroad Odair to Grand Coulee Dam site:

On sheet 5 of your statement the following cars and contents listed were shipped to MWAK Co. instead of the Gov't.R.R.

| | | | |
|----------|-------|-------|------------|
| HP 61126 | 2729 | L.Ft. | |
| 69701 | 3223 | " | |
| 69629 | 2700 | " | |
| 61661 | 2700 | " | |
| 69173 | 2640 | " | |
| 69693 | 2008 | " | |
| Total | 16010 | " | 3/90# rail |

This 16010 L.Ft. should be deducted from the total rail shipped to the government as shown on your statement, sheet 5, and charged to the MWAK Co.

On Nov. 1, 1934, the St. Paul Division shipped from Staples the following cars and contents to Bernard Blum, Chief Engr. Odair Wn., to be held at Parkwater until required. These cars were unloaded at Odair November 11th and 27, 1934:

| | | | |
|----------|------|-------|------------|
| NP 69023 | 2871 | L.Ft. | |
| 60105 | 2970 | " | |
| 60721 | 2970 | " | |
| Total | 8811 | " | 3/90# rail |

This 8811 L.Ft. should be added to the rail shipped the Gov't. as shown on your statement dated April 24, 1935.

If you will make the two corrections above noted as indicated by our records you will find that the total rail shipped as shown by our statement and government record checks substantially with the total shown in my letter of April 18th. Comparative summary is as follows:

| | | |
|---|---------|-------|
| E.R.W. Statement total shipped | 373,829 | L.Ft. |
| " Deduct MWAK rail | 16,010 | " |
| | 357,819 | " |
| Add rail from Staples | 8,811 | " |
| Total shipped | 366,630 | " |
| J.T.D. Statement to F.A.Banks 4/16/1935 | 366,614 | L.Ft. |
| Gov't. Statement Feb. 13, 1935 | 366,686 | " |

Mr. E. R. Wales - #2

I will thank you to further review your records and advise if you now check the statement I have submitted. If not, please advise in what respect you differ so that our records may be corrected accordingly.

The rail shipped to the HWAH Co. should be handled under contract dated March 16, 1935, copy of which contract was forwarded to you with Assistant Secretary's letter of April 12th.

Contract covering furnishing rail to the Government has not as yet been executed, but approval is anticipated within a short period.

JTD-W

J. P. Thuring
Asst. to Chief Engineer.

cc - Mr. F.W. Sweney
Mr. F.W. Stotekluh
Mr. J.H. Johnson
Mr. P.C. McKay

Mr. Blum

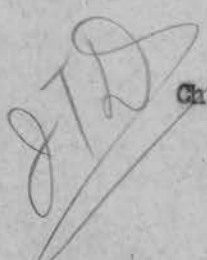
Mr. J.H. Rochon)
Mr. P.J. Pentin) Please note.

227
5/3

St. Paul, May 3, 1935..

Mr. E. R. Wales:

Your form letter January 28th enclosing Parkwater Store invoices 11-38 and 11-39. Invoice 11-38 November 8, covering shipment of Breakable Crank was certified to and returned to you with copy of my letter to Agent Coulee April 20th. The Agent cannot now locate invoice 11-39 covering shipment of Spring Rail Frog in NP Car No 19338 or 69338 but his station records indicate the car was placed for unloading by Mr. Ryan on November 25th and released November 27th indicating that delivery was made between these dates. If you will let me have copy of the invoice I will be glad to certify it or you may attach this letter to copy of invoice as authority to take it into account.

 Chief Engineer.

8731
Saint Paul, May 3, 1935.

Mr. F. E. Sales:

Referring to your letter April 24th to Mr. Blum and my reply April 18 to Mr. Stetehluh in regard to total 90-lb. rail shipped to Odair for construction of Government's railroad Odair to Grand Coulee Dam site:

On sheet 5 of your statement the following cars and contents listed were shipped to MWAK Co. instead of the Gov't. R.R.

| | | |
|----------|-------|--------------|
| HP 61126 | 2729 | L.Ft. |
| 69701 | 2225 | " |
| 69629 | 2700 | " |
| 61661 | 2700 | " |
| 69173 | 2640 | " |
| 69693 | 2008 | " |
| Total | 16010 | " 5/90# rail |

This 16010 L.Ft. should be deducted from the total rail shipped to the government as shown on your statement, sheet 5, and charged to the MWAK Co.

On Nov. 1, 1934, the St. Paul Division shipped from Staples the following cars and contents to Bernard Blum, Chief Engr. Odair En., to be held at Parkwater until required. These cars were unloaded at Odair November 11th and 27, 1934:

| | | |
|----------|------|--------------|
| HP 69023 | 2871 | L.Ft. |
| 60103 | 2970 | " |
| 60721 | 2970 | " |
| Total | 8811 | " 5/90# rail |

This 8811 L.Ft. should be added to the rail shipped the Gov't. as shown on your statement dated April 24, 1935.

If you will make the two corrections above noted as indicated by our records you will find that the total rail shipped as shown by our statement and government record checks substantially with the total shown in my letter of April 18th. Comparative summary is as follows:

| | | |
|---|---------|-------|
| E.R.W. Statement total shipped | 378,829 | L.Ft. |
| " Deduct MWAK rail | 16,010 | " |
| | 357,819 | " |
| Add rail from Staples | 8,811 | " |
| Total shipped | 366,630 | " |
| J.T.D. Statement to F.A.Banks 4/16/1935 | 366,614 | L.Ft. |
| Gov't. Statement Feb. 13, 1935 | 366,686 | " |

Mr. T. R. Wales - 42

I will thank you to further review your records and advise if you now check the statement I have submitted. If not, please advise in what respect you differ so that our records may be corrected accordingly.

The rail shipped to the MRAE Co. should be handled under contract dated March 16, 1935, copy of which contract was forwarded to you with Assistant Secretary's letter of April 18th.

Contract covering furnishing rail to the Government has not as yet been executed, but approval is anticipated within a short period.

JTD-W

Asst. to  Chief Engineer.

cc - Mr. F.W. Swony
Mr. F.W. Stoteklah
Mr. J.H. Johnson
Mr. P.C. McKay

Mr. Blum ✓

Mr. J.H. Rochon)
Mr. P.J. Pentin) Please note.

St. Paul, May 2, 1935.

MR. J. T. DERRIG:

In reference to your memo of April 27 on Mr. Wales' letter of April 24th with attached statement covering car numbers and lin.ft. of 90# rail shipped to Odair for the Grand Coulee Dam RR.

On sheet 5 of ^{your} statement the following cars and contents listed were shipped to the MWAK CO, instead of the Gov't. RR.

| | | | |
|-------|---------|---------|------------|
| NP | 61126 | Lin.Ft. | 2739 |
| | 69701 | | 3223 |
| | 69639 | | 2700 |
| | 61661 | | 2700 |
| | 69173 | | 2640 |
| | 69693 | | 2008 |
| Total | Lin.Ft. | 16010 | 3/90# rail |

This 16010 lin.ft. should be deducted from the total shipped on the statement. ^{to the Gov't} shipped as shown on your statement sheet # 5 and charged to him, Mr. B.

On November 1st, 1934, the St. Paul Div. shipped from Staples the following cars and contents to Bernard Blum, Chief Engineer, Odair, Wn., to be held at Parkwater until required. These cars were unloaded at Odair November 11th and 27th, 1934.

| | | | |
|-------|---------|---------|------------|
| NP | 69023 | Lin.Ft. | 2871 |
| | 60105 | | 2970 |
| | 60721 | | 2970 |
| Total | Lin.Ft. | 8811 | 3/90# Rail |

This 8811 lin.ft. should be added to the statement.

SUMMARY

| | | |
|---|--------|---------|
| E.R.W. Statement total shipped | 373829 | lin.ft. |
| " Deduct MWAK rail | 16010 | |
| | 357819 | lin.ft. |
| Add rail from Staples | 8811 | |
| Total shipped - | 366630 | lin.ft. |
| J.T.D. Statement to F.A. Banks 4/16, 1935 | 366614 | lin.ft. |
| Gov't. Statement Feb. 13, 1935 | 366686 | lin.ft. |

P.J. PENTON

PJP-vml
enc

St. Paul, May 2, 1935.

MR. J. T. DERRIG:

In reference to your memo of April 27 on Mr. Wales' letter of April 24th with attached statement covering car numbers and lin.ft. of 90# rail shipped to Odair for the Grand Coulee Dam RR.

On sheet 5 of the statement the following cars and contents listed were shipped to the MWAK CO. instead of the Gov't. RR.

| | | | | |
|----|-------|---------|-------|------------|
| NP | 61126 | Lin.Ft. | 2739 | |
| | 69701 | | 3223 | |
| | 69639 | | 2700 | |
| | 61661 | | 2700 | |
| | 69173 | | 2640 | |
| | 69693 | | 2008 | |
| | Total | Lin.Ft. | 16010 | 3/90# rail |

This 16010 lin.ft. should be deducted from the total shipped on the statement.

On November 1st, 1934, the St. Paul Div. shipped from Staples the following cars and contents to Bernard Blum, Chief Engineer, Odair, Wn., to be held at Parkwater until required. These cars were unloaded at Odair November 11th and 27th, 1934.

| | | | | |
|----|-------|---------|------|------------|
| NP | 69023 | Lin.Ft. | 2871 | |
| | 60105 | | 2970 | |
| | 60721 | | 2970 | |
| | Total | Lin.Ft. | 8811 | 3/90# Rail |

This 8811 lin.ft. should be added to the statement.

SUMMARY

| | | |
|---|--------------|---------|
| E.R.W. Statement total shipped | 373829 | lin.ft. |
| " Deduct MWAK rail | 16010 | |
| | <hr/> 357819 | lin.ft. |
| Add rail from Staples | 8811 | |
| Total shipped - | <hr/> 366630 | lin.ft. |
| J.T.D. Statement to F.A. Banks 4/16, 1935 | 366614 | lin.ft. |
| Gov't. Statement Feb. 13, 1935 | 366686 | lin.ft. |

P.J. PENTIN

PJP-vml
enc



Coulee, Wash. April 30, 1935.

Mr. Bernard Blum
St. Paul, Minn.

Yours attached NP 65688 tie plates delivered
to MWAK Feby. 7th.

R. A. Dierkes,
Agent.

OFFICE OF
CHIEF ENGINEER
MAY
3
1935
MOF. PAUL, ST. PAUL

Coulee, Wash. April 29, 1935.

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

Referring yours attached, I find NP 69338 placed
for unloading by Mr. Ryan November 25th and released
November 27th., which would indicate delivery made either
the 26th or 27th.

I am unable to locate the invoice you speak of.

R. A. Dierkes,
Agent.

St. Paul, April 26, 1935..

Mr. R. A. Dierkes, ~~Agent~~,
Coulee, Washington.

Herewith Parkwater Store Invoice 2-9 dated
February 1st covering shipment of tieplates tome at
Odair, covered by WB B-L 12 NP 6588. Will you please
show delivery of this material.

Benard Blum
Chief Engineer.

r

enc

St. Paul, April 26, 1935..

Mr. R. A. Dierkes, Agent,
Coulee, Washington.

Herewith Parkwater Store Invoice 2-9 dated
February 1st covering shipment of tieplates some at
Odair, covered by WB B-L 12 NP 6588. Will you please
show delivery of this material.

Chief Engineer.

r

enc

*See letter
to Benson*

NORTHERN PACIFIC RAILWAY COMPANY

ENGINEERING DEPARTMENT

BERNARD BLUM,
CHIEF ENGINEER

ST. PAUL, MINN. April 26, 1935..

Mr. F. T. Renken, District Accountant,
Railway Express Agency,
Seattle, Washington.

Dear Sir:-

I enclose herewith our South Tacoma Store
Invoice 2-2175 dated February 15, covering shipment con-
sisting of connecting rod to me at Coulee, Washington,
covered by Waybill 9322. Will you please let me have
your record of delivery of this material.

Yours truly,

Bernard Blum
Chief Engineer.

r

enc

RAILWAY EXPRESS AGENCY, INC.
DISTRICT ACCOUNTING BUREAU

APR 8 1935

F. T. RENKEN, Dist. Acct.
SEATTLE, WASH.

Tacoma, Washington,

4/23/35

Mr. B. Blum Chief Eng
of Agent Paula Wash.

CHIEF ENGINEER
APR 26 1935

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:

So Tacoma 2-2175

Parrington 2-9

E. R. WALES

District Accountant

8731

According to our records, we have charged to this work, 373,826 lin.feet of 90-lb. and 186 lineal feet of 85-lb. rail, which you will note is 7215 feet more 90-lb. rail than Mr. Derrig reports.

E. P. Wales
District Accountant

Mja-W

NORTHERN PACIFIC RAILWAY COMPANY

WESTERN DISTRICT

Statement Showing Rail Charged for use on Government Railroad,
Odair to Coulee City Dam, as of March 31, 1935.

CENTRAL DISTRICT INV. F-186, R-588

| Date | From | Car No. | 90#-Rail | 85#-Rail |
|--------|-----------|---------|-------------------------|----------|
| 8-2-34 | Dickinson | 62660 | 1551✓Ft. | |
| | | 69125 | 3163✓ | |
| | | 61021 | 2594✓ S/B 2574 | |
| | | 69544 | 3010✓ | |
| | | 62545 | 2353✓ | |
| | | 69363 | 2964✓ | |
| | | 64372-# | 2145-# Tfrd to NP 69886 | |
| | | 64346 | 2204✓ | |
| | | 64060 | 2712✓ | |
| | | 69565 | 3432✓ | |
| | | 66618 | 2300✓ | |
| 8-2 | Dickinson | 62031 | 2596✓ | |
| | | 62695 | 2641✓ | |
| | | 67216-# | 2640-# Tfrd. to 69576 | |
| | | 67214 | 2605✓ | |
| | | 64551 | 2640✓ | |
| | | 69288 | 3326✓ | |
| | | 63361 | 2495✓ | |
| | | 61149 | 1856✓ | |
| 8-3 | Dickinson | 68104 | 2506✓ | |
| | | 69180 | 2956✓ | |
| | | 69510 | 1987✓ | |
| | | 69533 | 866✓ | |
| 8-2 | Taylor | 67207 | 2441✓ | |
| | | 62387 | 1280✓ | |
| | | 69802 | 2139✓ | |
| | | 63987 | 2254✓ | |
| | | 62270 | 2496✓ | |
| | | 69972 | 2472✓ | |
| | | 69636 | 1639✓ | |
| 8-13 | Glendive | 65168 | 2208✓ | |
| | | 61783 | 2541✓ | |
| | | 65109 | 632✓ | |
| | | 61979 | 2454✓ | |
| | | 65428 | 2514✓ | |

TOTAL - 82612 Lin. Ft.

EASTERN DISTRICT, INV. F-2373- R-721

| Date | From | Car No. | 90#-Rail | |
|-------|--------------|---------|----------|----------|
| 10-19 | Eastern Dis. | 64653 | 2310 | |
| | | 66648 | 2310 | |
| | | 66204 | 2343 | 6963 Ft. |

EASTERN DISTRICT, INV. F-2385, R-736

| | | | | |
|-------|---------|-------|------|-----------|
| 10-20 | Carlton | 61223 | 2508 | |
| 22 | " | 65363 | 2541 | |
| 20 | " | 61796 | 2034 | |
| 22 | " | 66658 | 2640 | |
| 23 | " | 62579 | 2145 | |
| | | 67680 | 2376 | 14244 Ft. |

Oct. EASTERN DISTRICT, INV. F-2387, R-738

| | | |
|-------|------|-----------|
| 63799 | 2475 | |
| 62379 | 2475 | |
| 68345 | 2475 | |
| 65847 | 2475 | |
| 65307 | 2475 | |
| 63178 | 2475 | |
| 66700 | 2475 | |
| 63516 | 2475 | |
| 61142 | 2475 | |
| 66004 | 2475 | |
| 63920 | 2475 | |
| 61145 | 2475 | |
| 63962 | 1982 | 31682 Ft. |

Oct. EASTERN DISTRICT, INV. F-2424, R-778

| | | | |
|---------|-------|------|-----------|
| Staples | 63754 | 2475 | |
| | 68003 | 2475 | |
| | 62157 | 2475 | |
| | 61230 | 2475 | |
| | 67737 | 2475 | |
| | 68002 | 2475 | |
| | 68907 | 2475 | |
| | 69957 | 2640 | |
| | 69647 | 2640 | 22605 Ft. |

TOTAL -

75494 Ft.

CENTRAL DISTRICT, INV. F-265, R-821

| Date | From | Car No. | |
|------|----------|------------------|---------------------|
| 11-2 | Laurel | 69996 | 2165 ✓ |
| 3 | " | (Not shown) 6947 | 2155 ✓ |
| 6 | Glendive | 69719 | 3474 ✓ |
| | " | 69868 | 3455 ✓ |
| | " | 67343 | 2541 ✓ |
| | " | 64969 | 2541 ✓ |
| | " | 69276 | 3465 X 3464 |
| | " | 69650 | 2261 ✓ |
| 8 | Missoula | 69429 | 3300 ✓ |
| 7 | " | 69619 | 3300 ✓ |
| 9 | " | 69394 | 3300 ✓ |
| 9 | " | 69625 | 3300 ✓ |
| 9 | " | 61095 | 2094 ✓ |
| 5 | " | 64045 | 2475 ✓ |
| 6 | " | 66345 | 2475 ✓ |
| 6 | " | 65237 | 2475 (On hand on WC |
| 8 | " | 69834 | 3300 (Branch |
| 7 | " | 69985 | 3017 ✓ |
| 7 | " | 69666 | 3300 ✓ |
| 7 | " | 69211 | 3300 ✓ |
| 7 | " | 69260 | 3300 ✓ |
| 8 | " | 61172 | 2475 ✓ |
| 8 | " | 69888 | 3300 ✓ |
| 8 | " | 61107 | 2475 ✓ |
| 8 | " | 62904 | 2475 ✓ |
| 8 | " | 68036 | 2475 ✓ |

74193 Ft.

EASTERN DISTRICT, INV. F-2460, R-826

| | | | |
|------|----------|-------|--------|
| 11-8 | Dilworth | 69315 | 2640 ✓ |
| | " | 69896 | 2640 ✓ |
| | " | 69724 | 2085 ✓ |

7365 Ft.

EASTERN DISTRICT, INV. F-2461, R-827

| | | | |
|------|---------|-------|--------|
| 11-2 | Staples | 69412 | 2377 ✓ |
| | " | 65960 | 1881 ✓ |
| | " | 69538 | 2871 ✓ |
| | " | 62414 | 1056 ✓ |
| | " | 66623 | 2442 ✓ |

10627 Ft.

EASTERN DISTRICT INV. F-2462, R-830

| | | | |
|-------|-----------|-------|--------|
| 11-13 | Jamestown | 67469 | 545 ✓ |
| | " | 69686 | 2343 ✓ |
| | " | 61661 | 2574 ✓ |

5462
97647 Lin.Ft.

| Date | FROM | Car No. | 90#-Rail | 85#-Rail |
|-------|-----------------|---------|------------------------------------|-----------|
| Sept. | Auburn(A-59) | 69003 | 2640 ✓ | |
| | | 69684 | 2640 ✓ | |
| | | 69484 | 2640 ✓ | |
| | | 63135 | 2633 ✓ | |
| | | 66586 | 2634 ✓ | |
| | | 69779 | 1518 ✓ | |
| | | 63160 | 2640 ✓ | |
| " | " | 63250 | 2640 ✓ | 19985 Ft. |
| " | Parkwater(A-61) | 69908 | | 186 ✓ |
| Nov. | Ida.Div.(A-76) | 69363 | 2211 ✓ | |
| | | 69403 | 2211 ✓ | |
| | | 69944 | 2508 ✓ | |
| | | 69354 | 2508 ✓ | |
| | | 69223 | 2673 ✓ | |
| | | 69119 | 578 ✓ | 12689 |
| " | Ida.Div.(A-76) | 69648 | 3333 ✓ | |
| | | 67754 | 2376 ✓ | |
| | | 63379 | 2541 ✓ | |
| | | 66680 | 2541 ✓ | |
| | | 65034 | 2541 ✓ | |
| | | 64927 | 2541 ✓ | |
| | | 69462 | 2013 ✓ | |
| | | 69141 | 810 ✓ | |
| | | " | 318 ✓ | 19014 |
| " | Tac.Div.(A-74) | 69607 | | 3531 ✓ |
| Dec. | Ida. Div.(A-83) | 61326 | 2624 ¹ / ₂ ✓ | |
| | | 66214 | 2615 ✓ | |
| | | 61805 | 1287 ✓ | |
| | | 61354 | 2633 ✓ | |
| | | 68334 | 2623 ✓ | |
| | | 68910? | 2645 ✓ | |
| | | 67383 | 2442 ✓ | |
| | | 69864 | 3123 ✓ | |
| | | 69424 | 3018 ✓ | |
| | | 69004 | 2224 ¹ / ₂ ✓ | |
| | | 63489 | 2493 ¹ / ₂ ✓ | |
| | | 69799 | 3468 ¹ / ₂ ✓ | |
| | | 69509 | 3550 ✓ | |
| | | 63711 | 2587 ¹ / ₂ ✓ | |
| | | 66775 | 2576 ✓ | |
| | | 63526 | 2618 ¹ / ₂ ✓ | |
| | | | | 42529 |
| | | | | 97748 |
| | | | | 186 |

| Date | From | Car No. | | | |
|---------|------------------|---------|------|------|-------|
| Dec. | Ida.Div.(A-83) | 61126 | 2739 | NWAK | |
| | | 68422 | 1452 | | |
| | | 69701 | 3223 | NWAK | |
| | | 69639 | 2700 | NWAK | 10114 |
| Feb.-35 | Parkwater(A-101) | 61661 | 2700 | NWAK | |
| | | 69173 | 2640 | NWAK | |
| | | 69693 | 2008 | NWAK | 7348 |
| Feb.-35 | " (A-101) | 69814 | 2886 | | |
| | | | | | 2886 |
| | | | | | 20348 |

| | RECAP..... | 90#-Rail | 85#-Rail |
|------------------------|------------|---------------|----------|
| Sheet 1 | | 82612 Lin.Ft. | |
| 2 | | 75494 | |
| 3 | | 97647 | |
| 4 | | 97748 | 186 Ft. |
| 5 | | 20348 | |
| TOTAL - | | 373849 | |
| Less Adj.(See Sheet 1) | | (20) | |
| TOTAL | | 373829 | 186 Ft. |
| Chief Engr's Total - | | 366614 | 186 Ft. |
| DIFFERENCE | | 7215 | -(OK) |

Office of District Accountant,
Tacoma, Wash. April 24, 1935

Orig-& 1: B&B
cc : FWS
JHJ
PCM

NORTHERN PACIFIC RAILWAY COMPANY

WESTERN DISTRICT

Statement Showing Rail Charged for use on Government Railroad,
Odair to Coulee City Dam, as of March 31, 1935.

CENTRAL DISTRICT INV. F-186, R-588

| Date | From | Car No. | 90#-Rail | 85#-Rail |
|---------|-----------|---------|-------------------------|----------|
| 8-2-34 | Dickinson | 62660 | 1551 Ft. | |
| | | 69125 | 3163 | |
| | | 61021 | 2594- S/B 2574 | |
| | | 69544 | 3010 | |
| | | 62545 | 2353 | |
| | | 69363 | 2964 | |
| | | 64372-# | 2145-# Tfrd to NP 69886 | |
| | | 64346 | 2204 | |
| | | 64060 | 2712 | |
| | | 69565 | 3432 | |
| | | 66613 | 2300 | |
| 8-2 | Dickinson | 62031 | 2596 | |
| | | 62695 | 2641 | |
| | | 67216-# | 2640-# Tfrd. to 69576 | |
| | | 67214 | 2605 | |
| | | 64551 | 2640 | |
| | | 69288 | 3326 | |
| | | 63361 | 2495 | |
| | | 61149 | 1856 | |
| 8-3 | Dickinson | 63104 | 2506 | |
| | | 69180 | 2956 | |
| | | 69510 | 1987 | |
| | | 69533 | 866 | |
| 8-2 | Taylor | 67207 | 2441 | |
| | | 62387 | 1280 | |
| | | 69802 | 2139 | |
| | | 63987 | 2254 | |
| | | 62270 | 2496 | |
| | | 69972 | 2472 | |
| | | 69636 | 1639 | |
| 8-13 | Glendive | 65168 | 2208 | |
| | | 61783 | 2541 | |
| | | 65109 | 632 | |
| | | 61979 | 2454 | |
| | | 65428 | 2514 | |
| TOTAL - | | | 82612 Lin. Ft. | |

EASTERN DISTRICT, INV. F-2373- R-721

| Date | From | Car No. | 90/-Rail | |
|-------|--------------|---------|-------------|----------|
| 10-19 | Eastern Dis. | 64653 | 2310 | |
| | | 66648 | 2310 | |
| | | 66204 | <u>2343</u> | 6963 Ft. |

EASTERN DISTRICT, INV. F-2385, R-736

| | | | | |
|-------|---------|-------|-------------|-----------|
| 10-20 | Carlton | 61223 | 2508 | |
| 22 | " | 65363 | 2541 | |
| 20 | " | 61796 | 2034 | |
| 22 | " | 66658 | 2640 | |
| 23 | " | 62579 | 2145 | |
| | | 67680 | <u>2376</u> | 14244 Ft. |

Oct. EASTERN DISTRICT, INV. F-2387, R-738

| | |
|-------|-------------|
| 63799 | 2475 |
| 62379 | 2475 |
| 68345 | 2475 |
| 65847 | 2475 |
| 65307 | 2475 |
| 63178 | 2475 |
| 66700 | 2475 |
| 63516 | 2475 |
| 61142 | 2475 |
| 66004 | 2475 |
| 63920 | 2475 |
| 61145 | 2475 |
| 63962 | <u>1982</u> |

31682 Ft.

Oct. EASTERN DISTRICT, INV. F-2424, R-778

| | | |
|---------|-------|-------------|
| Staples | 63754 | 2475 |
| | 68003 | 2475 |
| | 62157 | 2475 |
| | 61230 | 2475 |
| | 67737 | 2475 |
| | 68002 | 2475 |
| | 68907 | 2475 |
| | 69957 | 2640 |
| | 69647 | <u>2640</u> |

22605 Ft.

TOTAL -

75494 Ft.

CENTRAL DISTRICT, INV. F-265, R-821

| Date | From | Car No. | |
|------|----------|-------------|---------------------|
| 11-2 | Laurel | 69996 | 2165 |
| 3 | " | (Not shown) | 2155 |
| 6 | Glendive | 69719 | 3474 |
| | " | 69868 | 3455 |
| | " | 67343 | 2541 |
| | " | 64969 | 2541 |
| | " | 69276 | 3465 |
| | " | 69650 | 2261 |
| 8 | Missoula | 69429 | 3300 |
| 7 | " | 69619 | 3300 |
| 9 | " | 69394 | 3300 |
| 9 | " | 69625 | 3300 |
| 9 | " | 61095 | 2094 |
| 9 | " | 64045 | 2475 |
| 5 | " | 66345 | 2475 |
| 6 | " | 65237 | 2475 (On hand on WC |
| 6 | " | 69834 | 3300 (Branch |
| 8 | " | 69985 | 3017 |
| 7 | " | 69666 | 3300 |
| 7 | " | 69211 | 3300 |
| 7 | " | 69260 | 3300 |
| 7 | " | 61172 | 2475 |
| 8 | " | 69888 | 3300 |
| 8 | " | 61107 | 2475 |
| 8 | " | 62904 | 2475 |
| 8 | " | 68036 | 2475 |
| | | | 74193 Ft. |

EASTERN DISTRICT, INV. F-2460, R-826

| | | | |
|------|----------|-------|----------|
| 11-8 | Dilworth | 69315 | 2640 |
| | " | 69896 | 2640 |
| | " | 69724 | 2085 |
| | | | 7365 Ft. |

EASTERN DISTRICT, INV. F-2461, R-827

| | | | |
|------|---------|-------|-----------|
| 11-2 | Staples | 69412 | 2377 |
| | " | 65960 | 1881 |
| | " | 69538 | 2871 |
| | " | 62414 | 1056 |
| | " | 66623 | 2442 |
| | | | 10627 Ft. |

EASTERN DISTRICT INV. F-2462, R-830

| | | | |
|-------|-----------|-------|---------------|
| 11-13 | Jamestown | 67469 | 545 |
| | " | 69686 | 2343 |
| | " | 61661 | 2574 |
| | | | 5462 |
| | | | 97647 Lin.Ft. |

| Date | FROM | Car No. | 80/-Rail | 85/-Rail |
|-------|-----------------|---------|--------------------|--------------|
| Sept. | Auburn(A-59) | 69003 | 2640 | |
| | | 69684 | 2640 | |
| | | 69484 | 2640 | |
| | | 63135 | 2633 | |
| | | 66586 | 2634 | |
| | | 69779 | 1518 | |
| | | 63160 | 2640 | |
| " | " | 63250 | <u>2640</u> | 19985 Ft. |
| " | Parkwater(A-61) | 69908 | | 186 |
| Nov. | Ida.Div.(A-76) | 69363 | 2211 | |
| | | 69403 | 2211 | |
| | | 69944 | 2508 | |
| | | 69354 | 2508 | |
| | | 69223 | 2673 | |
| | | 69119 | <u>578</u> | 12689 |
| " | Ida.Div.(A-76) | 69648 | 3333 | |
| | | 67754 | 2376 | |
| | | 63379 | 2541 | |
| | | 66680 | 2541 | |
| | | 65034 | 2541 | |
| | | 64927 | 2541 | |
| | | 69462 | 2013 | |
| | | 69141) | 810 | |
| | " |) | <u>318</u> | 19014 |
| " | Tac.Div.(A-74) | 69607 | | 3531 |
| Dec. | Ida. Div.(A-83) | 61326 | 2624 $\frac{1}{2}$ | |
| | | 66214 | 2615 | |
| | | 61805 | 1287 | |
| | | 61354 | 2633 | |
| | | 68334 | 2623 | |
| | | 68910? | 2645 | |
| | | 67383 | 2442 | |
| | | 69864 | 3123 | |
| | | 69424 | 3018 | |
| | | 69004 | 2224 $\frac{1}{2}$ | |
| | | 63489 | 2493 $\frac{1}{2}$ | |
| | | 69799 | 3468 $\frac{1}{2}$ | |
| | | 69509 | 3550 | |
| | | 63711 | 2587 $\frac{1}{2}$ | |
| | | 66775 | 2576 | |
| | | 63526 | 2618 $\frac{1}{2}$ | |
| | | | | <u>42529</u> |
| | | | | 97748 |
| | | | | 186 |

| Date | From | Car No. | | |
|---------|-------------------|---------|-------------|----------------------|
| Dec. | Ida.Div. (A-83) | 61126 | 2739 | |
| | | 68422 | 1452 | |
| | | 69701 | 3223 | |
| | | 69639 | <u>2700</u> | 10114 |
| Feb.-35 | Parkwater (A-101) | 61661 | 2700 | |
| | | 69173 | 2640 | |
| | | 69693 | <u>2008</u> | 7348 |
| Feb.-35 | " (A-101) | 69814 | <u>2886</u> | <u>2886</u>
20348 |

| | RECAP..... | 90#-Rail | 85#-Rail |
|-------------------------|------------|---------------|----------|
| Sheet 1 | | 82612 Lin.Ft. | |
| 2 | | 75494 | |
| 3 | | 97647 | |
| 4 | | 97748 | 186 Ft. |
| 5 | | <u>20348</u> | |
| TOTAL - | | 373849 | |
| Less Adj. (See Sheet 1) | | <u>(20)</u> | |
| TOTAL | | 373829 | 186 Ft. |
| Chief Engr's Total - | | 366614 | 186 Ft. |
| DIFFERENCE | | 7215 | -(OK) |

Office of District Accountant,
Tacoma, Wash. April 24, 1935

Orig-& 1: B&B
cc : FWS
JHJ
PCM

8731

At Spokane, Wash.,
April 22nd, 1935

Mr. H. E. Stevens:

Recently you asked me about status of the agreements which the Railway Company have executed covering the construction of the Government railroad to the Grand Coulee dam, and for the use, operation, and maintenance of that piece of railroad. I traced Mr. Walter under date of April 15th and have his reply of the 17th that the forms of contracts which I sent him March 11th were transmitted to the construction contractors for execution but have not yet been returned to his office.

I was at the dam site today and talked with Mr. Banks and with Mr. Myer, Vice President of the MWAK Company. Mr. Banks told me the contractors had the agreements for some time but it was apparent they were disinclined to execute the forms as they did not want to take over the operation of the railroad at this time. They have very little material coming in since they have trucked their steel piling for the west or left bank coffer dam. Another element that enters the picture is that other contractors of the Government have material to haul in and the MWAK Company do not want to incur the obligation of being required to haul one or two carloads at a time. In fact there is a particular case at issue now which is causing some concern; namely the contractor for the Government for paving the highway from the head of the Dry Coulee down to the dam site. He has a number of cars of material to make his plant setup at the head of the Coulee and will want one or two cars of oil a day delivered as the work gets underway.

David Ryan has completed construction of the railroad from Odair to a point possibly half way down to the dam site from the head of the Coulee. It will be about ten days before the grading at the slide will permit further laying of track although he may start very shortly and haul track material below the slide and finish up the tracklaying to the end in advance of the missing link at the slide.

Mr. Banks told me that he intended to write a letter this afternoon to the Denver office asking if he should not write a formal letter to the MWAK Company, notifying them that the railroad was now accepted by the Government and turned over to the contractors for operation. There, of course, is the technical point that the entire railroad is not completed on account of the delay from the slide.

Later I called on Mr. Myer of the MWAK Company. Mr. Myer

Mr. Stevens #2

urged that the Railway Company take over the operation. I told him that I understood you had quoted them the estimated actual cost to the Railway Company of operating the road. He stated that the figures that had been quoted were too high.

Mr. Myer told me that they had the forms of agreement but were unwilling to execute them in their present form. He read me a letter from their lawyers objecting to the indemnity clause we had written, claiming that as written the MWAK Company would be responsible for any accident that might occur even if the Government ran a train over the railroad, or if the Northern Pacific should run a train over the road.

Further he brought up the point that the construction contract between the Government and the Railway Company had been materially changed since the time they had made their bid in June for the dam construction. He quoted the date of the agreement, namely October, as evidence thereof and stated that he had been informed as to such fact by the chief clerk of the Reclamation Department.

It was evident to me that for some reason or other the MWAK Company desire to hold off from assuming any responsibility as to the railroad operation, and on the other hand the Government Engineers are not willing to take definite steps in the matter.

I rather gained the impression from talking with Mr. Myer and with a Mr. O. G. F. Marckus, who is engaged by the Reclamation Service in preparing publications covering the Grand Coulee dam, that they expect very shortly an announcement to be made that the high dam will be built. What effect such announcement would have on the present arrangement is not known.

Mr. Myer and Mr. Banks did tell me that they expect very shortly to have final decision on the setup of the gravel producing plant, which will involve heavy freight shipment, and the railroad will be necessary for that movement. Mr. Myer estimates September as the time to start concreting. They are moving about 1,500,000 yards of dirt per month and are averaging 1,000,000 yards of excavation for the belt conveyor out of the west coffer dam.

Mr. Stevens #3

I understand you were at Coulee within the past month and presume the combination railroad-highway bridge was completed at that time.

I did not ride the length of the Government railroad but looked over several miles of it and apparently it is in good shape and ready for service.

MS h

St. Paul, April 20, 1935..

Mr. R. A. Dierkes, Agent,
Coulee, Washington.

On February 2nd I sent you Parkwater Store
invoice 11-39 November 8th, covering shipment to Odair
of Spring Rail Frog in NP 19338 or 69338 on Bill of
Lading 133 and asked that you show delivery of this
material. If you did not get this invoice you can
give me the information from your records with the above
car number.

Bernard Blum
Chief Engineer. &

r

11/25
11/27

St. Paul, April 20, 1935..

Mr. R. A. Dierkes, Agent,
Coulee, Washington.

On February 2nd I sent you Parkwater Store invoice 11-39 November 8th, covering shipment to Odair of Spring Rail Frog in NP 19338 or 69338 on Bill of Lading 133 and asked that you show delivery of this material. If you did not get this invoice you can give me the information from your records with the above car number.

Chief Engineer.

F

Mr. E. R. Wales:

Your form letter January 28th. I return herewith
ParkwaterStore Invoice 11-38 covering RM-25
Breakable Crank. Will forward 11-39 soon as received
from Agent.

Bernard Blum.

8731

Saint Paul, April 18, 1935.

Mr. F. W. Steteklun:

For your information, I am attaching copy of my letter of April 16th to Mr. Banks, referring to rail shipped the Reclamation Dept. for use in connection with the government railroad, Odair to the Grand Coulee Dam. I am also attaching two prints of government statement showing receipt of 366,686 lineal feet of 90# rail.

Our shipping invoices form 7250, show shipment of 366,614 L.ft., a difference of 72 ft. In his statement Mr. Banks did not indicate the amount of 85# rail, but our invoices show shipment of 186 L.ft. Assuming that the 85# rail was included with the 90# rail, there would be a shortage of 114 ft. as against an overrun of 72 ft. if the 85# is not included with the 90# rail in their tabulation. This small discrepancy can be overlooked and I have advised Mr. Banks that we will accept quantities shown on his statement print attached, subject of course, to include any additional rail that might be shipped.

Mr. Banks has asked for 1100 ft. of rail additional, and I will make requisition for this when I have advice from him as to the amount of additional angle bars, if any, he will require.

Mr. F.W. Steteklue - 42

The government has not as yet executed the contract covering the use of this rail but such execution is expected shortly. I will advise you further when final shipment of rail has been made, giving you revised statement to include the total shipment.

Asst. to Chief Engineer.

JTD-w

cc - Mr. J.H. Johnson
Mr. H.M. Tremaine
Mr. E.R. Wales

April 16, 1935.

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

Dear Sir:

With further reference to your letter of Feb. 14, with statement showing the amount of rail received for the government railroad leading to the Grand Coulee Dam:

I have had delivery invoices, form 7250 checked over and find the actual shipments of rail as follows:

| | | |
|----------|---------|---------|
| 90# rail | 366,614 | lin.ft. |
| 85# " | 186 | " " |

Your statement dated Feb. 13, 1935, shows total shipment of 90# rail as 366,686 lin.ft.

Included in the Northern Pacific Ry. Co. figures of rail shipped are two cars, NP-69834 and 65237 containing 3300 lin.ft. and 2475 lin.ft. 90# rail stored on the Washington Central Branch as of March 29, 1935, per telegram B.417 from Superintendent Johnson. It is apparent therefore, from the above analysis that we have a substantial check of the 90# rail. The difference is only 72 ft. on the total shipment, and we are willing to accept your figures for the 90# rail as outlined in your statement of Feb. 13, 1935, accompanying your letter of Feb. 14th to Mr. Blum.

There was a small amount of 82# rail for the turn-out switches at Odair and there should be no difficulty in checking these figures. I note in your letter of the 14th you state 1100 lineal feet of additional rail will be required. I will arrange to make requisition for this rail immediately, but before doing so would like to have you advise if you have sufficient 90# angle bars on hand to take care of the 1100 ft. of rail, or is it your desire that I include sufficient 90# angle bars to take care of this amount of rail.

Yours truly,

J. T. Derrig
Asst. to Chief Engineer.

8731

Saint Paul, April 16, 1935.

Mr. Bernard Blum:

You will note the government figures on 90# rail checks 72 ft. short. I have advised Mr. Banks that we will accept his figures as requested in his letter of Feb. 14th

I will make requisition for the additional 1100 ft. of rail as soon as I hear about the angle bars.

Asst. to Chief Engineer.

JTD-W

8731
APR 18 1935
ST. PAUL, MINN.
Saint Paul, April 16, 1935.

Mr. Bernard Blum:

You will note the government figures on 90# rail checks 72 ft. short. I have advised Mr. Banks that we will accept his figures as requested in his letter of Feb. 14th

I will make requisition for the additional 1100 ft. of rail as soon as I hear about the angle bars.

J. H. H. H.
Asst. to Chief Engineer.

JTD-w

B

April 16, 1935.

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

Dear Sir:

With further reference to your letter of Feb. 14, with statement showing the amount of rail received for the government railroad leading to the Grand Coulee Dam:

I have had delivery invoices, form 7250 checked over and find the actual shipments of rail as follows:

| | | |
|----------|---------|---------|
| 90# rail | 366,614 | lin.ft. |
| 85# " | 186 | " " |

Your statement dated Feb. 13, 1935 shows total shipment of 90# rail as 366,686 lin.ft.

Included in the Northern Pacific Ry. Co. figures of rail shipped are two cars, HP-69834 and 65237 containing 3300 lin.ft. and 2475 lin.ft. 90# rail stored on the Washington Central Branch as of March 29, 1935, per telegram B-417 from Superintendent Johnson. It is apparent therefore, from the above analysis that we have a substantial check of the 90# rail. The difference is only 72 ft. on the total shipment, and we are willing to accept your figures for the 90# rail as outlined in your statement of Feb. 13, 1935, accompanying your letter of Feb. 14th to Mr. Blum.

There was a small amount of 85# rail for the turn-out switches at Odair and there should be no difficulty in checking these figures. I note in your letter of the 14th you state 1100 lineal feet of additional rail will be required. I will arrange to make requisition for this rail immediately, but before doing so would like to have you advise if you have sufficient 90# angle bars on hand to take care of the 1100 ft. of rail, or is it your desire that I include sufficient 90# angle bars to take care of this amount of rail.

Yours truly,

Asst. to Chief Engineer.

JTD-W

April 16, 1935.

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

Dear Sir:

With further reference to your letter of Feb. 14, with statement showing the amount of rail received for the government railroad leading to the Grand Coulee Dam:

I have had delivery invoices, form 7250 checked over and find the actual shipments of rail as follows:

| | | |
|----------|---------|---------|
| 90# rail | 366,614 | lin.ft. |
| 85# " | 186 | " " |

Your statement dated Feb. 13, 1935 shows total shipment of 90# rail as 366,686 lin.ft.

Included in the Northern Pacific Ry. Co. figures of rail shipped are two cars, NP-69834 and 65237 containing 3300 lin.ft. and 2475 lin.ft. 90# rail stored on the Washington Central Branch as of March 29, 1935, per telegram B-417 from Superintendent Johnson. It is apparent therefore, from the above analysis that we have a substantial check of the 90# rail. The difference is only 72 ft. on the total shipment, and we are willing to accept your figures for the 90# rail as outlined in your statement of Feb. 13, 1935, accompanying your letter of Feb. 14th to Mr. Blum.

There was a small amount of 85# rail for the turn-out switches at Odair and there should be no difficulty in checking these figures. I note in your letter of the 14th you state 1100 lineal feet of additional rail will be required. I will arrange to make requisition for this rail immediately, but before doing so would like to have you advise if you have sufficient 90# angle bars on hand to take care of the 1100 ft. of rail, or is it your desire that I include sufficient 90# angle bars to take care of this amount of rail.

Yours truly,

Asst. to Chief Engineer.

St. Paul, April 9, 1935.

MR. J. T. DERRIG:

Referring to your letter of April 6th in regard to total amount of rail shipped to the U.S. Government for the Grand Coulee Dam project.

Using the shipping divisions Form 7250 which enumerates the car numbers and lin.ft. loaded, find that the following quantity of rail was shipped:

| | |
|---------|-----------------|
| 90# --- | 366,614 lin.ft. |
| 85# --- | 186 lin.ft. |

The Government statement of February 13th, 1935, shows that a total of 90# rail received was

| | |
|-----|-----------------|
| 90# | 366,686 lin.ft. |
|-----|-----------------|

Included in the N. P. Ry. Co. figure of rail shipped are two cars, NP 69834 and 65237 containing 3300 lin.ft. and 2475 lin.ft. 90# rail stored on the Washington Central Branch as of March 29, 1935, per telegram B-417 from Supt. Johnson.

Attached is file from H. M. Smith showing other material shipped to the Grand Coulee Dam project.

L. Yagter

Ass't. Chief Engineer.

enc
PJP-vm1

8731

Saint Paul, April 6, 1935.

Mr. P. J. Pentin:

Please note the attached letter from Mr. Banks and my reply of this date.

Will you please let me have a statement of our car shipments so that this information can be furnished to the government material clerk.

It is possible that the government included only that portion of the track outside of the wye, and if so the discrepancy will be very materially reduced. If there is any difficulty in obtaining the record of car shipments please discuss the matter with me before writing the Superintendent for additional information.

Asst. to Chief Engineer.

JTD-w

enc

April 6, 1935.

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

Dear Sir:

Mr. Blum has just handed me your letter of February 14th with report on status of rail received by the Government at Odair.

I note there is a discrepancy of 1595 ft. in our shipping records as compared with the amount of rail you report in place and now on hand at Odair.

I am arranging to have a detailed statement prepared showing the rail inventory on each car shipped and will also arrange to have a field check made of any rail that might possibly have been diverted after shipment was made. When this information is assembled, I will arrange to have the figures checked over with your material clerk. I appreciate that it is difficult to check the rail under load, and it is possible that some of this discrepancy will be cleared up when you unload the rail and have the material in place where it can be accurately measured.

I expect to be in the vicinity of Spokane on or about April 20th, and will endeavor to have a check made of the rail situation with your material clerk at that time.

Yours truly,

Asst. to Chief Engineer.

JTD-W

April 6, 1935.

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

Dear Sir:

Mr. Blum has just handed me your letter of February 14th with report on status of rail received by the Government at Odair.

I note there is a discrepancy of 1595 ft. in our shipping records as compared with the amount of rail you report in place and now on hand at Odair.

I am arranging to have a detailed statement prepared showing the rail inventory on each car shipped and will also arrange to have a field check made of any rail that might possibly have been diverted after shipment was made. When this information is assembled, I will arrange to have the figures checked over with your material clerk. I appreciate that it is difficult to check the rail under load, and it is possible that some of this discrepancy will be cleared up when you unload the rail and have the material in place where it can be accurately measured.

I expect to be in the vicinity of Spokane on or about April 20th, and will endeavor to have a check made of the rail situation with your material clerk at that time.

Yours truly,

Asst. to Chief Engineer.

JTD-w



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, April 1, 1935

J H Johnson
Spokane Wash

8731

B-424. We have no authority to furnish rail to Standard Asphalt Co. Neither will we furnish rail free to the Reclamation Bureau for industries. Our contract with Bureau is for Government rail-road only per plan. If you want to furnish rail to Asphalt Co. you should get authority in usual manner from General Manager.

M-86

J T Derrig



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, April 1, 1935

J H Johnson
Spokane Wash

B-424. We have no authority to furnish rail to Standard Asphalt Co. Neither will we furnish rail free to the Reclamation Bureau for industries. Our contract with Bureau is for Government railroad only per plan. If you want to furnish rail to Asphalt Co. you should get authority in usual manner from General Manager.

M-86

J T Derrig



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

62 SF X

SPOKANE MAR 30 1935

J T DERRIG

STPAUL

D 301 STANDARD ASPHALT CO HAVE CONTRACT FOR PAVING AND CURBING GOVT TOWNSITE AT
DAM AND WANT USE LOOSE RAIL NOW AT ODAIR FOR THEIR MATERIAL SPUR. AS WE HAVE NO
RAIL STOCK AT ODAIR THIS LOOSE RAIL IS EVIDENTLY PART OF RAIL WE DELIVERED RECLAMATION
BUREAU. DO YOUR RECORDS INDICATE THAT ANY OF IT WAS REJECTED AND TURNED BACK TO THE
RAILWAY COMPANY . IF NOT IT MUST STILL BE IN GOVT POSSESSION AND ASPHALT CO CAN THEN
DEAL DIRECT WITH MR BANKS . NONE OF THIS RAIL BELONGS TO MWAK UNDER LEASE AGREEMENT

B 424

JHJ

1249P



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Minn., March 30, 1935

J H Johnson
Spokane, Wash

B-419 You have copy agreement with MWAK Company dated March 16th 1935 forwarded with Mr Blum's letter March 23rd stop

I know of no reason why Standard Asphalt Company should receive different consideration stop I think it would

embarrass us with the MWAK Company if we permit Asphalt Company to have rail on different basis stop If there are

operating or traffic reasons for giving consideration suggest matter be handled through Mr. Sloan D-301

J T DERRIG

Mr. Blum: ✓

Please note. This as per our conversation.

JTD



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul March ~~XX~~ 30 1935

8731

J H Johnson Spokane

B 417 Three carloads track material Odair stop Suggest
you ask Banks if he cannot accept and unload at head of railroad
as laid to release cars B 301

Bernard Blue



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

56 SF X

SPOKANE MAR 29 1935

B BLUM

STPAUL

CAN YOU ADVISE DISPN CARS NP 69834 65237 AND 63456 TRACK MATL CONSIGNED TO YOU
ACCOUNT GOVT RAILROAD ODAIR. THESE CARS STORED WO BRANCH SINCE JAN 14 B 417

JHJ

1158A

3300 3/90 B
Missouri 11/6

2475 3/40 B
Missouri 11/6

angle bars
11/2/34
from Livingston



12-24

TELEGRAM—BE BRIEF

M.

79 SF X

SPOKANE MAR 29 1935

JTDERRIG

STPAUL ✓

STANDARD ASPHALT CO HAVE CONTRACT WITH U S RECLAMATION AND ARE TO CONSTRUCT 800 FT
SPUR ON NEW LINE NEAR ELECTRIC CITY . WANT USE FOR THIS PURPOSE. SOME OF THE LOOSE
RAIL PILED UP AT ODAIR . IF THIS IS PART OF RAIL FORMALLY TURNED OVER TO THE RECLAMATION
PRESUME ALL THAT IS NECESSARY IS FOR ASHPHALT CO SECURE PERMISSION FROM MR BANKS
PLEASE ADVISE B 419

1257P

~~RAK~~^{JHJ}

Let me have Contract with
Walsh-Maron & Co on Rail 8/2 3/29

St. Paul, March 19, 1935..

Mr. E. R. Wales:

Referring to your form letter of February 26th. I have approved and return herewith the following Parkwater Store Invoices covering material shipped to me at Coulee, Washington:

| | |
|-----------------------|----------|
| 12-13 90# Angle bars, | NP 12848 |
| 12-20 90# Angle bars, | 68422 |
| 12-21 90# Rigid frogs | |
| 90# Angle bars | 66187 |
| 12-131 Tieplates 90# | 38464 |

Chief Engineer.

r

em

8731

Spokane, March 15, 1935 g

Mr. J. T. Derrig,
Asst. to Chief Engineer,
St. Paul.

Your letter March 11 and returning Mr. Dildine's inquiry concerning telegraph work at Coulee.

This work was incident to additional trackage provided to facilitate the unloading of the MWAK sheet steel piling for their coffer dam, all charges borne by the Railway Company excepting grading furnished by the MWAK.

As the tracks will be retained for an indefinite period and will shortly be covered by an RFA, the entire cost incurred by the Telegraph Department should be charged to Work Order No. 8687.

J. W. Johnson
Superintendent

CC E.E.Dildine

Mr. Blum
note JTD 3/18
[Scribbled signature]
verify with Dildine
[Scribbled signature]

HR
James
18
1935
Coulee, Wash. March 14, 1935.

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

Referring your letter March 1st, and three store bills
attached.

NP 12848 was transferred to NP 17306 at Spokane and received
and delivered here January 1st.

NP 68422 received December 11th delivered shortly after that
date.

NP 66187 received January 1st., delivered same date.

NP 38464 received December 28, delivered same date.

R. A. Dierkes,
R
Agent.

Mr Dierkes:

*Please approve these
four invoices*

R
3/18

8731
Saint Paul, March 11, 1935.

Mr. J. H. Johnson;

I am attaching hereto Mr. Dildine's letter of Feb. 20th referring to certain telegraph work done in connection with placing temporary track at Coulee to facilitate unloading material at that location.

This telegraph work is not directly connected with the construction of the new line, but rather incurred in connection with the placing of temporary tracks at Coulee Station.

I am referring the letter to you as I understand this work was authorized under Superintendent's negotiations with Mason & Walsh Co., contractor for the Grand Coulee Dam.

Asst. to Chief Engineer.

JTD-w

cc - Mr. W. C. Slean
Mr. E. E. Dildine

8131

Saint Paul, March 7, 1935

Mr. H. M. Tremaine:

Your letter of February twenty-eighth forwarding clipping about slide conditions on the government railroad leading down to the dam site:

I had a letter several weeks ago from Mr. Banks telling about an inspection trip made by Mr. Ryan, the MWAK Company, and the government engineer, but at that time Mr. Banks had no information as to what the MWAK Company might do.

I do not understand why final raising, lining and surfacing of the railroad should cost \$25,000. When we were over there it seemed to me they had practically enough additional ballast out to give the track a good general surfacing.

We have finally agreed with the government as to the construction and operating contracts covering this railroad. It is now in process of being signed by the Northern Pacific, after which it will be returned to Mr. Walter for execution by the government.

BB h

St. Paul, March 1st, 1935..

Mr. R. A. Dierkes:

Will you please show delivery of the material shipped from Parkwater to me at Coulee as covered by the following Parkwater Store Bills:

| | | | |
|--------|-----------------------|----------|---|
| 12-13 | 90# angle bars SH | NP 12848 | ✓ |
| 12-20 | 90# " | 68422 | ✓ |
| 12-21 | Rigid Frogs and ABars | 66187 | ✓ |
| 12-131 | Tie plates 90# | 38464 | ✓ |

Please return the above store invoices with your reply.

Chief Engineer.

r

em

Spokane, Feb. 28, 1935.

Mr. Bernard Blum:-

Coulee Dam Railroad.

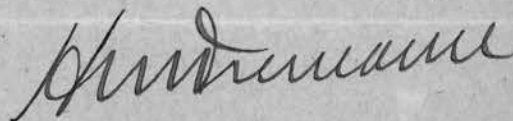
I hand you herewith clipping from the Spokesman Review of February 26th, telling of the continued movements of the slide in this railroad, contract for a line change around which, is now in progress by David H. Ryan.

I was at Coulee yesterday and met one of the Resident Engineers on the railroad construction and was given to understand that MWAK had made two inspection trips over Ryan's railroad in the last week; that the work Ryan had yet to do consisted of final raise, line and surface on the entire railroad, to do which would probably cost \$25000; that no decision had been reached as yet, whether MWAK would take over the railroad from Ryan or the USRS in its present condition, altho it was probable that Ryan would be relieved of his contract for track laying on the steep grade portion down to the dam site, because of the interference of the slide.

These two inspection trips of MWAK over Ryan's railroad indicate considerable interest, of course, and I am wondering if we have all our interchange agreements lined up with the government so there will be no delay, in the event MWAK did want to start operation of the railroad at any time now.

HMT-T

Encl.



District Engineer.

GRAND COULEE DAM

SLIDE CRAWLS ANOTHER YARD

Workmen Above Edge of Area
of Slippage "Jumpy" at
Sounds of Movement.

CAISSON GEAR ARRIVES

Compression Work for Span
Pier to Start Within Week
—Shovel Crosses River.

GRAND COULEE DAM, Feb. 26.—
The 100,000 cubic yards of overburden that slipped in a 60-foot plunge last week, dropped another three feet early today.

The slide area, on top of which is located the bed for the new dam site highway, was gradually sinking, but was not cutting in any deeper toward the highway.

Roadbed Is Menaced.

Any further slide above the present edge probably would result in the tumbling down of the granite rocks that support the roadbed.

A drill rig, just above the perpendicular edge, was still at work yesterday, although workmen and engineers were "jumpy" at the slightest sound of a small rock or a yard of earth tumbling.

Caisson Equipment Arrives.

The Western Construction company's pneumatic caisson equipment was arriving today, preparatory to the use of the air locks in the further construction of the west bank pier for the state highway cantilever bridge. The spectacular compression work is slated to start within a week.

A Guy F. Atkinson shovel was transported across the river tonight and it will go to work alongside its brother on the east shore excavation area.

Goodfellow Brothers are at work below the David H. Ryan railroad relocation work on the west bank.

Engineer Is Bridegroom.

Carl Scott, engineer at the dam, was married to Ethel Wynchhoff, daughter of George Wynchhoff, Almira constable. Scott is a Washington State college graduate. Mrs. Scott was one of Almira's basketball stars several years ago.

Banks to Go South.

Frank A. Banks, construction engineer, was at the dam today, making a final inspection before he leaves tomorrow for Boulder dam and Los Angeles.

He will confer with R. F. Walter, chief engineer of the reclamation bureau.

Tacoma, Washington,

2/26/35

Mr.

Bernard Blumchiesenger

% agent Fowler

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 Invoice 12-13

✓ ✓ ✓ 12-20

✓ ✓ ✓ 12-21

✓ ✓ ✓ 12-131

E. R. WALES

District Accountant

14-Coulee

St. Paul, Minn., February 20, 1935.

Mr. J. T. Derrig
Asst. to Chief Engineer:

Between January 8 and 14, the Telegraph Department did more work of changing the telegraph line at Coulee, account of a spur track being constructed for contractor to handle material.

This involves the following material, labor and other miscellaneous expenses:

2 Poles, 20-ft. W.C. "D" butt-tank-treated
1 Pole, 35-ft. " D " " "
1 Pole, 40-ft. " B " " "
3 Crossarms, 6-ft. 6-pin
and
Miscellaneous other material.

The expense will be approximately as follows:

| | | |
|---|---------------------|-----------------|
| Material - - - - | \$23.45 | |
| Plus 15% - - - - | 3.52 | |
| Freight Charges - - | 10.56 | |
| <u>Total Material - - -</u> | <u>\$37.53</u> | \$37.53 |
|
Labor - - - - - |
\$87.79 | |
| Suptce. 11½% - - - - | 10.10 | |
| <u>Expense of Lineman</u> | <u>26.09</u> | |
| | \$123.98 | 123.98 |
| | | <u>\$161.51</u> |
|
Less Salvage
(estimated) - - |
(3.38) | (3.38) |
|
<u>Net charges vs. Contractor - -</u> |
<u>\$158.13</u> | |

This work is covered by the West End Work Order #8687. No invoice has been made yet. Will you please advise whether we should render an invoice for the so-called out-of-pocket charges only?

CWH-s

E. E. Derrig
Superintendent of Telegraph.

X

87 31

Saint Paul, February 20, 1935

Mr. H. E. Stevens:

When I was at Spokane and Coulee about two weeks ago some discussion was had with Mr. Banks and David H. Ryan, and in connection therewith I have just received a letter from Mr. Banks stating, among other things, that on February fifteenth an inspection trip was made over the line by Mr. Ryan, Mr. Walsh, and Mr. Sheerer, one of Mr. Banks' engineers, to determine under what conditions the railroad may be taken over by the Mason-Walsh-Atkinson-Kier Company for operation. Mr. Banks' letter was written February sixteenth, and in conclusion he stated he had not learned of any conclusions that may have been reached.

Evidently from this Mr. Banks appears to be willing to let such operation be arranged between the two sets of contractors.

BERNARD BLUM

cc Mr. R. W. Clark
Mr. J. T. Derrig

8731

Saint Paul, February 20, 1935

Mr. H. E. Stevens:

When I was at Spokane and Coulee about two weeks ago some discussion was had with Mr. Banks and David H. Ryan, and in connection therewith I have just received a letter from Mr. Banks stating, among other things, that on February fifteenth an inspection trip was made over the line by Mr. Ryan, Mr. Walsh, and Mr. Sheerer, one of Mr. Banks' engineers, to determine under what conditions the railroad may be taken over by the Mason-Walsh-Atkinson-Kier Company for operation. Mr. Banks' letter was written February sixteenth, and in conclusion he stated he had not learned of any conclusions that may have been reached.

Evidently from this Mr. Banks appears to be willing to let such operation be arranged between the two sets of contractors.

BB:h

cc Mr. R. W. Clark
Mr. J. T. Derrig

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

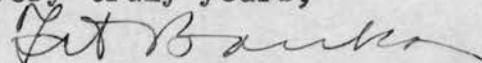
Almira, Washington
February 16, 1935

Mr. Bernard Blum
Northern Pacific Ry. Co.,
St. Paul, Minnesota

Dear Mr. Blum:

I wish to acknowledge with thanks receipt of your letter of February 8, 1935 with reference to the inspection made by yourself and Mr. Tremaine of the so-called 120# angle bars of which Mr. Ryan complained. An inspection trip was made over the line yesterday by Mr. Ryan, Mr. Walsh and Mr. Sheerer, one of our engineers, to determine under what conditions the railroad may be taken over by the Mason-Walsh-Atkinson-Kier Company for operation. I have not learned of any conclusions that may have been reached.

Very truly yours,



F. A. Banks
Construction Engineer



UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Albany, New York
February 10, 1912

Mr. Edward E. Ryan
Northern Pacific Ry. Co.,
St. Paul, Minnesota

Dear Mr. Ryan:

I wish to acknowledge with thanks
receipt of your letter of February 8, 1912
with reference to the inspection made by
yourself and Mr. Tremaine of the so-called
1907 and 1908 of which Mr. Ryan complains.
An inspection trip was made over the
line yesterday by Mr. Ryan, Mr. Walsh and
Mr. Wheeler, one of our engineers, to de-
termine what was the condition of the
line as taken over by the Hannibal & St. Louis
and River Company for operation. I have not
learned of any objections that may have
been raised.

Very truly yours,
F. A. Hanna
Construction Engineer

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Almira, Washington
February 14, 1935



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

Dear Sir:

We have been endeavoring for some time to reconcile our records of rail shipments received with the total shipped as reported in your letter of January 22.

Reports to me indicate we have received 366,686 lineal feet of rail, of which 341,701 has been laid in the track, and the balance is distributed as indicated on the accompanying tabulation. We trust that you will find a record of some diversion of a shipment that will explain the discrepancy of 1,595 between your total and ours. +

Some further slight changes have been made in the location of the railroad trackage to serve the Government warehouse and powerhouse. The revised location is shown on the sheet 3 map of the U. S. Construction Railroad. A total of 26,075 feet of rail will be required to complete the Government's trackage as indicated on this layout. There is available for this from the stock supplied by you:

| | |
|---|----------------|
| Usable rail | 18,114 feet |
| Rail requiring drilling or
other work before use | 6,861 " |
| Total | <hr/> 24,975 " |

This indicates that as matters nowstand, only 1,100 lineal feet of additional rail will be required to complete the railroad. The quantity of other items listed in our letter of January 15 will remain the same.

At the present time David H. Ryan has gotten well started on the excavation for a bench somewhat farther back in the hill that should provide a stable grade for the railroad in the vicinity of the slide area at the west end of the dam. It is hoped that by April 1 this work will be so far advanced that the track can be extended to the Government warehouse and put under operation.

A set of blue prints and of van dykes of the map of the U. S. Construction Railroad in three sheets is being ordered for you today. These will be sent from the blue printer's at Spokane direct to you, and we ask that you kindly acknowledge receipt thereof.

Very truly yours

F. A. Banks

F. A. Banks

Encl.

Recd 7/27

U. S. CONSTRUCTION RAILROAD

Grand Coulee Dam
2-13-35

Disposition of 90-pound rail received from Northern Pacific Railway:

| <u>Rail Laid:</u> | <u>Lin. Ft. of
90 Lb. Rail</u> | |
|--|------------------------------------|---------|
| Odair Wye track - - - - - | 2,720 | |
| (154 ft. of 85#, removed from main line
was laid in south end) | | |
| N. P. Main Line at turnouts to wye & line
to dam - | 414 | |
| (An equal length of 85# was removed here) | | |
| Siding No. 1 at Odair - - - - - | 5,884 | |
| Siding No. 2 at Odair - - - - - | 5,303 | |
| Siding No. 3 at Odair - - - - - | 4,743 | |
| Siding at Head of Grand Coulee - - - - - | 5,864 | |
| Siding under gantry crane - - - - - | 3,192 | |
| Main Line Odair to Station 1067 1/2 06 | 313,581 | 341,701 |
| <u>Rail on Hand - Usable:</u> | | |
| At Odair | 9,600 | |
| At Crick & Kuney Camp | 2,739 | |
| At Hartline | 5,775 | 18,114 |
| <u>Rail on Hand requiring drilling and/or
other work before use:</u> | | |
| At Odair | 6,373 | |
| At Crick & Kuney Camp | 165 | |
| Scattered | 323 | 6,861 |
| <u>Rail on Hand - Not Usable:</u>
(Under 15' in length) | | |
| At Odair | 172 | |
| Scattered | 38 | 210 |
| <hr/> | | |
| GRAND TOTAL - - - - - | | 366,686 |
| Reported by letter of 1-22-35 from Mr. Blum | | 368,281 |
| Difference - Shortage indicated by Bureau of Reclamation
Data | | 1,595 |

8731

February 8, 1935

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

Dear Sir:

Following visit of Mr. Tremaine and myself at your office last week, I went over the line from Coulee City to the Head of the Coulee with Mr. David Ryan and asked him to show me some of the alleged defective material. It was reported that the so-called 120# angle bars were at several of the crossings but although we stopped at each one, there were none discovered until we reached the end of track about a mile down from the junction of the Almira and Coulee City highways. There was a small pile of angle bars, possibly 30 or 40 pairs. They were all 90# second-hand bars that had come out of our track. There were no bars for rail other than 90# ARA type B section which we furnished you, except there was one piece of compromise joint.

Among the lot were possibly 10 or 15 pieces of 90# bars which have an outstanding lip along the top edge. This lip does not protrude above the underside of the head of the rail and Mr. Ryan claimed that wheel flanges struck this lip. Unless the head wear on the rail is so great as to permit a wheel flange to strike this lip, there is no reason why such bars could not be used indiscriminately on the gauge side or outside of the rail. It is possible with the track filled up with rock, a piece of stone might have laid on this lip and caused a rather severe blow when the work train passed over same.

I suggested to Mr. Ryan that he simply use such bars on the outside and place 90# bars with the beveled tops on the gauge side.

For your information the outstanding lip type bar was purchased in 1909 when we first used 90# rail. At that time there was some apprehension on the part of some of our people that as the rail wore down it would permit wheel flanges to strike this outstanding lip and thereupon we changed our design to eliminate said lip.

I saw no badly battered or unsuitable rail although, as I stated to you, it is quite possible that in loading a few unsuitable rails may have been included inadvertently.

Yours truly,

BB h

February 8, 1935

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

Dear Sir:

Following visit of Mr. Tremaine and myself at your office last week, I went over the line from Coulee City to the Head of the Coulee with Mr. David Ryan and asked him to show me some of the alleged defective material. It was reported that the so-called 120# angle bars were at several of the crossings but although we stopped at each one, there were none discovered until we reached the end of track about a mile down from the junction of the Almira and Coulee City highways. There was a small pile of angle bars, possibly 30 or 40 pairs. They were all 90# second-hand bars that had come out of our track. There were no bars for rail other than 90# ARA type B section which we furnished you, except there was one piece of compromise joint.

Among the lot were possibly 10 or 15 pieces of 90# bars which have an outstanding lip along the top edge. This lip does not protrude above the underside of the head of the rail and Mr. Ryan claimed that wheel flanges struck this lip. Unless the head wear on the rail is so great as to permit a wheel flange to strike this lip, there is no reason why such bars could not be used indiscriminately on the gauge side or outside of the rail. It is possible with the track filled up with rock, a piece of stone might have laid on this lip and caused a rather severe blow when the work train passed over same.

I suggested to Mr. Ryan that he simply use such bars on the outside and place 90# bars with the beveled tops on the gauge side.

For your information the outstanding lip type bar was purchased in 1909 when we first used 90# rail. At that time there was some apprehension on the part of some of our people that as the rail wore down it would permit wheel flanges to strike this outstanding lip and thereupon we changed our design to eliminate said lip.

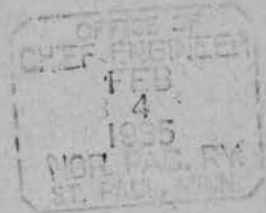
I saw no badly battered or unsuitable rail although, as I stated to you, it is quite possible that in loading a few unsuitable rails may have been included inadvertently.

Yours truly,

BB h

St. Paul, Minn., Feb. 4, 1935

ED-422



Mr. B. Blum,

Chief Engineer

Dear Sir:

Herewith statements of material shipped for
the Coulee Dam Line under requisitions ED-318 and
ED-422 as requested verbally a few days ago by
Mr. Pentin.

Yours truly,

H. M. Smith
General Storekeeper

N-n

Cy WHR

H. M. Pentin
per Peter with complete
when you have steel
cor sheet of 72 2/7

STATEMENT OF MATERIAL SHIPPED FOR THE COULEE DAM LINE
UNDER REQN. ED-318 -- B-18020 and B-19874:-

REQN. NO.

CAR NUMBER

WAY-BILL

MATERIAL

B-18020

NP-57569

Shipper's # 902
Agent's #1050
Date - 11-6-1934

2273 Pr. 90# RB Angle Bars
Plan T-20-106.
122742 Lbs.

B-19874

NP-69310

Shipper's # 774
Agent's # 308
Date - 9-28-1934

2 #11 SR 90# Frogs RH
Plan T-12-3 - S.H.

2 #11 SR 90# Frogs LH
Plan T-12-3 - S.H.

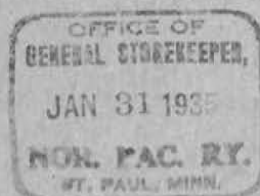
Total Wt. of above
Frogs - 8336 Lbs.

20 Ecs. Base Plates.

- 740 Lbs.

Brainerd Store,
Brainerd, Minn.,
Jan. 30, 1935.

W. H. Moore
District Storekeeper.



STATEMENT - MATERIAL SHIPPED

COULEE DAM LINE

Requisition G-15679

5400 Pr. 90# RB Angle Bars Plan T-20-106 SH.

Above shipped as follows:

| | | | | | |
|------|-----|----------|-----------------|---------|----------|
| 1500 | Pr. | NP 69743 | Oct. 16th, 1934 | Invoice | G10-2010 |
| 1500 | " | " 69599 | Oct. 17th, 1934 | " | G10-2011 |
| 1180 | " | " 69201 | Oct. 27th, 1934 | " | G10-2019 |
| 1220 | " | " 62374 | Oct. 27th, 1934 | " | G10-2018 |

Requisition G-17955

1 Ea. Rigid Clamp Frog 85# 16'6" Angle 1 in 9

Above shipped 8/27/34 NP 62683-Inv. G8-801

Requisition G-16230

3 Sets Complete 16'6" 90# Split Sw. Comp. S.H.
2 High Banner Sw. Stands S.H.

Above shipped 8/27/34 NP 62683-Inv. G8-801

Requisition G-22066

2 Compromise Joints 90# to 85# R.H.
2 " " 90# to 85# L. H.

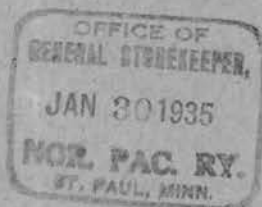
Above shipped 10/20/34 NP 62374-Inv. G10-2018

Requisition G-22333

1 Clamp for 90# Guard Rail SH.

Above loaded with rail on NP 69719, Nov. 2nd, 1934,
Inv. G10-2020

Office Div. Storekeeper,
Glendive, Montana 1-28-35
W/MR



**STATEMENT OF MATERIAL
FURNISHED UNDER REQUISITION
L-15677, FOR COULEE
DAM LINE**

| <u>Car Number</u> | <u>Waybill Number</u> | <u>Date</u> | <u>Material Furnished.</u> |
|-------------------|-----------------------|-------------|--|
| NP 63456 | 13 | 11-2-34 | 480 Pr. 90# RB angle bars,
Plan T-20-106 Groupe 2 and 3
bars - |

*From
P. Livingston*

8231

On Idaho Division,
February 3, 1935

Mr. J. T. Derrig:

Your letter January 31 about check of
rail delivered to the government at Odair:

The summary indicates we are not far apart but
in the meantime I think there should be prepared comparative
statement by cars as, after all, if there is a material
difference in the final check we will get no place without
supporting our contention. I cannot tell from the papers
if you obtained from Mr. Banks statement of the check by cars.
Mr. Banks' letter of January 19 was accompanied by a summary
of the rail which they state was delivered to them at Odair.

I agree that we have met our obligation with respect
to furnishing the government rail but I am inclined to believe
that as far as we should go in request for payment for
additional material should be on a lease basis similar to the
arrangement with the MWAK Company. I will sound Mr. Banks out
on that tomorrow or Tuesday.

B. B.

My Gentl

pls let me have statement
showing all car steel shipped

ITD 2/5

ITD attached
2/6-35

8731

On Idaho Division,
February 3, 1935

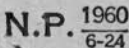
Mr. J. T. Derrig:

Your letter January 31 about check of
rail delivered to the government at Odair:

The summary indicates we are not far apart but
in the meantime I think there should be prepared comparative
statement by cars as, after all, if there is no material
difference in the final check we will get no place without
supporting our contention. I cannot tell from the papers
if you obtained from Mr. Banks statement of the check by cars.
Mr. Banks' letter of January 19 was accompanied by a summary
of the rail which they state was delivered to them at Odair.

I agree that we have met our obligation with respect
to furnishing the government rail but I am inclined to believe
that as far as we should go in request for payment for
additional material should be on a lease basis similar to the
arrangement with the MWAK Company. I will sound Mr. Banks out
on that tomorrow or Tuesday.

BB h



2 $\frac{1}{4}$ " R. H. 2 $\frac{3}{4}$ " C. TO C.

INSTRUCTIONS: 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-DUPLICATE (SECOND COPY) TO BE FORWARDED TO CONSIGNEE. 3-TRIPPLICATE (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 State of Indiana

TO Dean Mason

FOR 100 01

DATE OF WAY-BILL 1-15 1925

NUMBER OF WAY-BILLS _____

CAR INITIALS 10 CAR NO. 7092

STORE RECORD

INVOICE

1ST TRANSFER
MADE AT _____ DATE _____ 192 _____ INTO CAR INITIALS _____ CAR NUMBER _____

2ND TRANSFER
MADE AT _____ DATE _____ 192 _____ 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.

| | | | | |
|--|--|--------|---|---|
| DATE _____ 192_ | DATE _____ 192_ | DESTI- | AGENT AT | RECEIVED FOR THE USE OF THE N. P. RY. CO. THE |
| TRAIN NO. _____ | TRAIN NO. _____ | WILL |  | PROPERTY DESCRIBED ON THIS WAY-BILL. |
| TIME _____ M. | TIME _____ M. | HEREIN | STAMP | |
| TO BE FILLED IN BY FIRST CONDUCTOR TAKING THE FREIGHT. | TO BE FILLED IN BY CONDUCTOR LEAVING FREIGHT AT DESTINATION. | | THE | |
| | | | DATE RECEIVED | _____ 19__ |

RECEIVED
FEB 7 - 1935
OFFICE OF
Assistant Chief Engineer
SEATTLE, WASH.

N. P. RY. CO.
FEB 5 1935
OFFICE OF
DIVISION STORE KEEPER
PARKWATER, WASH.

Missoula, Montana.
February 2nd, 1935.

Mr. H.M. Smith,
General Storekeeper,
St. Paul, Minn.,

File A-2-8.

Dear Sir:

The following statement of material shipped B.
Blum for Coulee Dam as requested your Feb. 2nd message, ED-422.

REQUISITION M- 15676.

Shipped 8-27-34, N.P. 61509, WB F-8-159-M.

1000 pr 90# angle bars second hand Plan T-20-106.

658 Tie Plates $7\frac{1}{2}$ x $10\frac{3}{4}$ Lundie, Plan T-4-10.

1 15'0", 85# A.S.C.E. Split switch complete, sec. hand,
plan T-11-2.

1 Set Guard Rails 85# 8'3" Complete second. hand, plan T-15-3

1 Pr. 85# to 90# Compromise joints R.H. Sec. hand.

1 Pr. 90# to 85# Compromise joints L.H. Sec. Hand.

REQUISITION M- 16229.

Shipped 10-29-34, N.P. 69611, WB F-10-142-M.

1 Set Split switch Complete 90#, 16'6" Second hand.


2 Rails 90# Guard 8'3", plan T-15-1, Second hand.

2 Blocks, 90# Filler, guard rail plan T-15-1 Second hand.

4 Plates No. 1 90# Guard rail Sec. hand Plan T-15-1.

2 Plates No. 2, 90# Guard rail Sec. hand plan T-15-1.

2 Plates No. 3, 90# Guard rail Second hand, plan T-15-1.


Division Storekeeper.

Alameda, Montana.
February 2nd, 1935

Mr. H. H. Smith,
General Storekeeper,
St. Paul, Minn.

Dear Sir:

The following statement of material shipped to
Blum for Canada has been requested from you and material, etc.

REQUISITION NO. 1000

Shipped 10-27-34, N. 1. 01509, to 1-8-100-N.

1000 by you and 10 by second hand N. 1-2-100.

See the list of 10 x 100 Lumber, N. 1-1-10.

1 N. 1-2-100, 10 x 100 Lumber, N. 1-1-10.
N. 1-1-10.

1 set of 100 Lumber, N. 1-1-10. Complete second hand, N. 1-1-10.

1 set of 100 Lumber, N. 1-1-10. Complete second hand, N. 1-1-10.

1 set of 100 Lumber, N. 1-1-10. Complete second hand, N. 1-1-10.

REQUISITION NO. 1001

Shipped 10-27-34, N. 1. 02011, to 1-10-100-N.

1 set of 100 Lumber, N. 1-1-10. Complete second hand, N. 1-1-10.

2 N. 1-1-10, 10 x 100 Lumber, N. 1-1-10. Complete second hand, N. 1-1-10.

2 N. 1-1-10, 10 x 100 Lumber, N. 1-1-10. Complete second hand, N. 1-1-10.

2 N. 1-1-10, 10 x 100 Lumber, N. 1-1-10. Complete second hand, N. 1-1-10.

2 N. 1-1-10, 10 x 100 Lumber, N. 1-1-10. Complete second hand, N. 1-1-10.

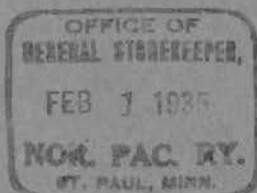
2 N. 1-1-10, 10 x 100 Lumber, N. 1-1-10. Complete second hand, N. 1-1-10.



Division of Forestry

MATERIAL SHIPPED FROM PARKWATER FOR COULD DAM LINE
UNDER REQUISITIONS ED-318 and ED-422

| CAR NO : | WB NO. | DATE : | M A T E R I A L | RE. | N |
|----------|--------|----------|--------------------------------|---------|---|
| NP-65081 | PK-150 | 8/27/34 | 10 pr 85# ASCE angle bars , SH | S-15674 | |
| | | | Plan T-20-110 | | |
| | | | 200 pr. 90# RB angle bars, SH | | " |
| | | | Plan T-20-106 | | |
| Express | | 8/28/34 | 3 Switch locks, T-20-106 | | " |
| NP-69704 | PK-114 | 9/15/34 | 600 Pr. 90# RB angle bars SH | | " |
| | | | Plan T-20-106 | | |
| Express | 3599 | 9/24/34 | 2 Switch locks | | |
| NP-67193 | PK-119 | 9/26/34 | 1 #11 S.R. 90# RB frogs, SH | | " |
| | | | RH, Plan T-12-3 | | |
| | | | 1 #11 S.R. 90# RB frog SH | | " |
| | | | LH, Plan T-12-3 | | |
| | | | 2 16'6" 90# split sw. SH | | " |
| | | | complete | | |
| | | | 2 Pr. 90# RB guard rails SH | | " |
| | | | Plan T-15-1 | | |
| NP-69635 | PK-127 | 10/29/34 | 5342 - 90# tie plates SH | | " |
| | | | Lundie | | |
| NP-69662 | PK-128 | " | 895 pr. 90# angle bars SH | | " |
| | | | Plan T-20-106 | | |
| | | | 1 Economy switch stand SH | | " |
| | | | 1 Switch lock | | |
| | | | 3 Economy switch stands SH | S-16231 | |
| | | | 1 Switch lock | | " |
| NP-69034 | PK-130 | 10/29/34 | 399 - 90# RB angle bars SH | S-15674 | |
| | | | Plan T-20-106 | | |
| NP-69338 | PK-133 | 11/8/34 | 1 #9 RH spring rail frog SH | S-22376 | |
| | | | 90# | | |
| NP-66187 | | 12/6/34 | 2 #9 Rigid frogs 90# SH | S-25366 | |



STATEMENT OF MATERIAL SHIPPED FOR COULEE DAM LINE.

THE FOLLOWING MATERIAL WAS SHIPPED FROM SOUTH TACOMA ON
N.P. 67278 TO CHIEF ENGINEER AT ODAIR WASHINGTON SEPT. 26 1934-
SOUTH TACOMA W/B 74.

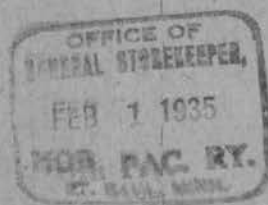
ST-16227 E.D.-422

| | |
|---------------------------------------|-------|
| 1 - #9 SPRING RAIL 90# FROG L.H. S.H. | 1420# |
| 1 - #9 SPRING RAIL 90# FROG R.H. S.H. | 1420# |

ST-15675 E.D.-318

| | |
|--|----------|
| 250 PRS.-90# RB ANGLE BARS PLAN T-20-106
COMMON S.H. | 13500# |
| 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# |
| 6 - BENT & BEV. ANGLE BARS R&L S.H. | 165# |
| 2 - 90# BENT & BEV. DO DO NEW H-6290 | 55# |
| 3 - 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# |
| 8 - #3 90# SLIDE PLATES S.H. | 204# |
| 8 - #4 90# SLIDE PLATES S.H. | 196# |
| 8 - #10 90# TIE PLATES S.H. | 188# |
| 8 - #11 90# TIE PLATES S.H. | 172# |
| 8 - #12 90# TIE PLATES S.H. | 152# |
| 8 - #13 90# TIE PLATES S.H. | 152# |
| 8 - #14 90# TIE PLATES S.H. | 164# |
| 8 - #15 90# TIE PLATES S.H. | 172# |
| 8 - #16 90# TIE PLATES S.H. | 180# |

CONTINUED-



ST-15675 ED-318 CONTINUED-

| | |
|--|---------|
| 8 - #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# |
| 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 NO 1 GRIP NUTS NEW | 3# |
| 16 - 1-1/8" NUT LOCKS HI-POWER S.H. | 3# |

ST-17954 E.D.-422

| | |
|---|------|
| 4 - RIGHT BENT & BEV. ANGLE BARS H-6442 - 90# | 110# |
| 4 - LEFT BENT & BEV. ANGLE BARS H-6442 - 90# | 110# |
| 8 - STRAPS 90# H-6441 | 108# |

ST-15680 E.D.-318

| | |
|--|--------|
| 6 - HIGH BANNER SWITCH STANDS PLAN T-17-1 RPD | 1680# |
| 4 - SWITCH LAMPS MAIN LINE RED & GREEN PLAN T-18-1 RPD | 48# |
| 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# |

OFFICE OF
GENERAL STOREKEEPER,
FEB 1 1935
NOR. PAC. RY.
ST. PAUL, MINN.

STATEMENT OF MATERIAL SHIPPED FOR COULEE DAM LINE.

THE FOLLOWING MATERIAL WAS SHIPPED FROM SOUTH TACOMA ON N.P. 69181
TO CHIEF ENGINEER AT ODAIR WASHINGTON OCT. 30 1934 - SOUTH TACOMA W/B-137

ST-22067 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 | 52# |
| 24 - 1-1/8" SQ NO 1 GRIP NUTS | 5# |

THE FOLLOWING MATERIAL SHIPPED ON THE ABOVE CAR COVERED BY W/B 137.

90# GUARD RAILS PLAN T-15-3 CONT.-

| | |
|--|---------|
| 13 - 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# |

OFFICE OF
GENERAL STENOGRAPHER,
FEB 7 1935
HON. PAC. RY.
ST. PAUL, MINN.

STATEMENT OF MATERIAL SHIPPED FOR COULEE DAM LINE.

THE FOLLOWING MATERIAL WAS SHIPPED FROM SOUTH TACOMA ON
N.P. 61785 TO CHIEF ENGINEER AT ODAIR WASHINGTON AUG. 27 1934-
SOUTH TACOMA W/B 0775.

ST-16227 E.D.-422

- 2-#9 SPRING RAIL 90# FROGS L.H. - S.H.
- 1 PR. COMPROMISE JOINT 85/90# R.H. S.H.
- 1 PR. COMPROMISE JOINT 85/90# L.H. S.H.
- 1 HIGH BANNER SWITCH 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.

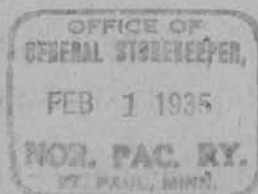
ST-15680 E.D.-318

- 2 SWITCH LAMPS MAIN LINE RED & GREEN PLAN T-18-1 RPD

ST-16228 E.D.-422

- 1 PR. COMPROMISE JOINT 85/90# R.H. S.H.
- 1 PR. COMPROMISE JOINT 85/90# L.H. S.H.
- 2 SETS COMP. 16FT 6" 90# SPLIT SW. COMPT. S.H. AS FOLLOWS-
PLAN T-11-3
- 2 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.

CONTINUED-



ST-16228 ED-422 CONTINUED-

36 90# RAIL BRACES S.H.

4 R-435 HEEL BLOCKS S.H.

304#

4 90# BENT & BEV. ANGLE BARS R&L S.H.

4 90# 3/4X24" STRAPS S.H.

8 1X11-1/2" RD HD HCHT BOLTS S.H.

8 1X12" DO DO S.H.

16 1-1/16" NUT LOCKS S.H.

16 1" SQ NO 1 GRIP NUTS S.H.

8 7/8X3-1/4" SQ HD BOLTS S.H.

8 7/8" SQ NUTS S.H.

2-2/3#

8 1/4X2" COTTER KEYS S.H.

4 1" H.T. PIPE THIMBLES S.H.

24 #2 90# SLIDE PLATES S.H.

4 #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.

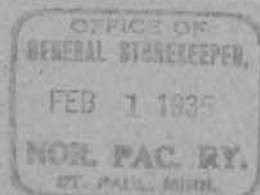
4 #14 90# TIE PLATES S.H.

4 #15 90# TIE PLATES S.H.

4 #16 90# TIE PLATES S.H.

4 #17 90# TIE PLATES NEW H-3636

CONTINUED



ST-16228 ED-422 CONTINUED-

2 SETS COMP. 90# RG GUARD RAILS 8FT 3" PLAN T-15-1 AS FOLLOWS-

4 90# 8FT 3" GD RAILS S.H.

8 R-422 END BLOCKS S.H.

224#

4 90# GD RL CLAMPS S.H.

8 #1 90# GD RL PLATES S.H.

8 #2 90# GD RL PLATES S.H.

4 #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

8 90# 3/4" BEV. WASHERS S.H.

8 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

OFFICE OF
GENERAL STOREKEEPER,
FEB 1 1935
NOR. PAC. RY.
ST. PAUL, MINN.

St. Paul, February 1935^{2nd}..

Mr. R. A. Dierkes, Agent,
Coulse, Washington.

I enclose herewith Parkwater Store
Shipping invoice 11-39 November 8th, covering shipment
to Odair of Spring Rail Frog in NP 19338 or 69338 on
Bill of Lading 133. Will you please advise delivery of
this material.

Chief Engineer.

r

enc

*See also letter
to Railway 4-8-35*

8731

NORTHERN PACIFIC RAILWAY COMPANY

ENGINEERING DEPARTMENT

BERNARD BLUM,
CHIEF ENGINEER

ST. PAUL, MINN. February 2, 1935..

Mr. F. T. Renkin,
District Accountant,
Railway Express Agency,
~~St. Paul, Minnesota.~~

RAILWAY EXPRESS AGENCY, INC.
DISTRICT ACCOUNTING BUREAU

FEB - 7 1935

F. T. RENKEN, Dist. Acct.
SEATTLE, WASH.

Dear Sir:-

Seattle

I enclose herewith our Parkwater Store shipping
invoice 11-38 November 8, covering shipment of Breakable
Crank on Express Waybill 3822. Will you please advise delivery
of this material at Odair, Washington.

Yours truly,

Bernard Blum
Chief Engineer. *B*

r

enc

February 2, 1935..

Mr. F. T. Benkin,
District Accountant,
Railway Express Agency,
St. Paul, Minnesota.

Dear Sir:-

I enclose herewith our Parkwater Store shipping
invoice 11-38 November 8, covering shipment of Breakable
Crank on Express Waybill 3822. Will you please advise delivery
of this material at Odair, Washington.

Yours truly,

Chief Engineer.

F

enc

*see also
letter to
agent
Carlee*

Tacoma, Washington,

1/28/35

Mr. B. Blum Chief Engr
of Agent Osair Wash.

RECEIVED
FEB
2
1935

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 Invoice 11-38

11-39

J. Rankin

E. R. WALES

District Accountant

St. Paul, Jan. 31, 1935.

MR. P. J. PENTIN:

I suggest that you obtain from the Superintendent copy of Form 7250 covering cars of rail delivered for which you do not have detailed invoice.

Also obtain from Supt. Johnson car numbers of rail and angle bars stored at Hartline.

With this information we should be able to advise the Government definitely the exact amount of rail delivered at Odair for their use.

Copy of my letter this date to Mr. Blum attached.

J.T.DERRIG

enc

JTD-vml

JP
Saint Paul, Jan. 31, 1935.

MR. BERNARD BLUM:

With reference to Mr. Banks' letter of Jan. 19th, and attached file, in regard to check on rail delivered to the Government Railroad at Odair.

Mr. Pontin has made a tabulation from our records showing the total delivery of rail as compared to the requisition and statement furnished by Mr. Banks. Two copies of this statement are attached for your information.

You will note that the total rail shown on Form 7250 substantially checks with the invoice record as shown on freight bills. There is a discrepancy of about 2000 lin.ft. between the Government's check and the amount of rail shown on our shipping forms, No. 7250.

When I was at Odair about 10 days ago, I found that there were two cars of rail, one car of miscellaneous fastenings, etc. at Hartline not turned over to the Government. There were also a few rails unloaded at the delivery yard at Odair but this is covered with snow and impossible to accurately check at this time. The same situation is true of the rail on the cars at Hartline.

Mr. Banks advised me that he is bringing his map up to date and when his completion report data is assembled, and the relocation of his line from the Head of the Coulee to the Dam completed, he will arrange to send me a revised map, at which time we can more accurately check the rail furnished to the Government.

It is also found that we have a discrepancy in three car numbers and the invoice record will be checked up through the Superintendent's office.

Inasmuch as Mr. Banks has acknowledged receipt of substantially the amount of rail furnished on our invoice record, I do not think that we should further press him for a check until early spring when the surplus rail and rail now on cars at Hartline can be accounted for.

In regard to his letter of January 15th, and the attached file, requesting delivery of additional rail:

This additional rail, I understand, is for spurs and material yard at the Head of Coulee and in the vicinity of the Dam. Some of the track in the vicinity of the Dam may be left permanently in place for the use of locomotive

Mr. B. B. #2 1-31-35

cranes, etc. It seems to me that we have fully complied with the intent of the contract in furnishing the rail covered by the requisitions, Nos. ED 318 and 422, and I therefor do not think that it would be out of reason for the Government to purchase the rail and angle bars requested in Mr. Banks' letter of January 15th.

You will note that in addition to his request for 15,000 lin.ft. of rail, he is asking for 400 pr. of angle bars and eight switch sets. I suggest that we offer to sell this material to the Government at a reasonable figure and get their reaction.

Ass't. to Chief Engineer.

JTD-vml
enc

N. P. RY. CO.

RAIL REQUIRED AND SHIPPED TO GRAND COULEE DAM PROJECT

| | | <u>25#</u>
<u>Lineal Feet</u> | <u>90#</u>
<u>Lineal Feet</u> |
|----------|----------|----------------------------------|----------------------------------|
| ED reqn. | 318-1934 | 180 | 350,000 |
| ED reqn. | 432-1934 | | 7,500 |
| | | <u>180</u> | <u>357,500</u> |

Rail Shipped.

| | | |
|-----------------------------|-----|--------|
| Division Form 7350 | 180 | 362176 |
| Rec'd. at Odair-Frgt. Bills | 180 | 362650 |

U.S. Statement dated 1/19-1935

| | | |
|--------------------|-----|--------|
| Delivered at Odair | 180 | 360465 |
|--------------------|-----|--------|

Office of Chief Engineer,
St. Paul, Minnesota,
January 30, 1935.

*Abstract
see revised Statement*

N. P. RY. CO.

RAIL REQUIRED AND SHIPPED TO GRAND COULEE DAM PROJECT

| | | <u>85#</u> | <u>90#</u> |
|----------|----------|--------------------|----------------|
| | | <u>Lineal Feet</u> | |
| ED reqn. | 318-1934 | 180 | 350,000 |
| ED reqn. | 422-1934 | | 7,500 |
| | | <u>180</u> | <u>357,500</u> |

Rail Shipped.

| | | |
|-----------------------------|-----|--------|
| Division Forms 7250 | 180 | 362176 |
| Rec'd. at Odair-Frgt. Bills | 180 | 362650 |

U.S. Statement dated 1/19-1935

| | | |
|--------------------|-----|--------|
| Delivered at Odair | 180 | 360465 |
|--------------------|-----|--------|

Office of Chief Engineer,
St. Paul, Minnesota,
January 30, 1935.

N. P. Ry. Co

Rail required and shipped to Grand Coulee
Dam Project

85# 90#

Lineal Feet

ED. Regn 318-1934 180 350000

ED. Regn. 422-1934 7500

180 357500

Rail Shipped

- Division Forms 7250 180 362176

Rec'd at Odair-Frgt Bills 180 362650

U.S. Statement dated 11-19-1935

Delivered at Odair 180 360465

Office

Ch Engr

1/30-1935

F. 7250

Frgt Bills.

Car No. Lin Ft

Car No. Lin Ft.

67216 2640

61979 2454

65428 2514

—

68422 1452

—

69814 2886

—

69576 2640

7608

6978

630

1
Saint Paul, Jan. 31, 1935.

OFFICE
CHIEF ENGINEER
JAN
31
1935
NOV
30
1935

MR. BERNARD BLUM:

With reference to Mr. Banks' letter of Jan. 19th, and attached file, in regard to check on rail delivered to the Government Railroad at Odair.

Mr. Pentin has made a tabulation from our records showing the total delivery of rail as compared to the requisition and statement furnished by Mr. Banks. Two copies of this statement are attached for your information.

You will note that the total rail shown on Form 7250 substantially checks with the invoice record as shown on freight bills. There is a discrepancy of about 2000 lin.ft. between the Government's check and the amount of rail shown on our shipping forms, No. 7250.

When I was at Odair about 10 days ago, I found that there were two cars of rail, one car of miscellaneous fastenings, etc. at Hartline not turned over to the Government. There were also a few rails unloaded at the delivery yard at Odair but this is covered with snow and impossible to accurately check at this time. The same situation is true of the rail on the cars at Hartline.

Mr. Banks advised me that he is bringing his map up to date and when his completion report data is assembled, and the relocation of his line from the Head of the Coulee to the Dam completed, he will arrange to send me a revised map, at which time we can more accurately check the rail furnished to the Government.

It is also found that we have a discrepancy in three car numbers and the invoice record will be checked up through the Superintendent's office.

Inasmuch as Mr. Banks has acknowledged receipt of substantially the amount of rail furnished on our invoice record, I do not think that we should further press him for a check until early spring when the surplus rail and rail now on cars at Hartline can be accounted for.

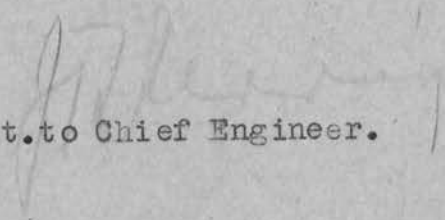
In regard to his letter of January 15th, and the attached file, requesting delivery of additional rail:

This additional rail, I understand, is for spurs and material yard at the Head of Coulee and in the vicinity of the Dam. Some of the track in the vicinity of the Dam may be left permanently in place for the use of locomotive

Mr. B. B. #2 1-31-35

cranes, etc. It seems to me that we have fully complied with the intent of the contract in furnishing the rail covered by the requisitions, Nos. ED 318 and 422, and I therefor do not think that it would be out of reason for the Government to purchase the rail and angle bars requested in Mr. Banks' letter of January 15th.

You will note that in addition to his request for 15,000 lin.ft. of rail, he is asking for 400 pr. of angle bars and eight switch sets. I suggest that we offer to sell this material to the Government at a reasonable figure and get their reaction.


Ass't. to Chief Engineer.

JTD-vml
enc

N. P. HY. CO.

RAIL REQUIRED AND SHIPPED TO GRAND COULEE DAM PROJECT

| | | <u>85#</u> | <u>90#</u> |
|----------|----------|---------------|----------------|
| | | <u>Lineal</u> | <u>Feet</u> |
| ED reqn. | 318-1934 | 180 | 350,000 |
| ED reqn. | 422-1934 | | 7,500 |
| | | <u>180</u> | <u>357,500</u> |

Rail Shipped.

| | | |
|-----------------------------|-----|--------|
| Division Forms 7250 | 180 | 362176 |
| Rec'd. at Odair-Frgt. Bills | 180 | 362650 |

U.S. Statement dated 1/19-1935

| | | |
|--------------------|-----|--------|
| Delivered at Odair | 180 | 360465 |
|--------------------|-----|--------|

Office of Chief Engineer,
St. Paul, Minnesota,
January 30, 1935.

N. P. RY. CO.

RAIL REQUIRED AND SHIPPED TO GRAND COULEE DAM PROJECT

| | | 85#
<u>Lineal Feet</u> | 90#
<u>Lineal Feet</u> |
|----------|----------|---------------------------|---------------------------|
| ED reqn. | 518-1934 | 180 | 350,000 |
| ED reqn. | 422-1934 | | 7,500 |
| | | <u>180</u> | <u>357,500</u> |

Rail Shipped.

| | | |
|-----------------------------|-----|--------|
| Division Forms 7250 | 180 | 362176 |
| Rec'd. at Odair-Frgt. Bills | 180 | 362650 |

U.S. Statement dated 1/19-1935

| | | |
|--------------------|-----|--------|
| Delivered at Odair | 180 | 360465 |
|--------------------|-----|--------|

Office of Chief Engineer,
St. Paul, Minnesota,
January 30, 1935.

4
B: 5731
Saint Paul, January 28, 1935.

Mr. H. E. Stevens:

For your information I am attaching hereto copy of my letter January 21st to Mr. Blum covering status of work on the Government railroad at Grand Coulee Dam site.

I met Mr. Whittson at Seattle on the 24th and he advised that the temporary wagon bridge was out of commission but that they were doing repair work and hoped to have it in use within several days. With the heavy ice on the upper Columbia, I am of the opinion that this temporary bridge will move out with the ice flee.

Asst. to Chief Engineer.

JTD-3

cc - Mr. Blum

8731

January 22, 1935

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

Dear Sir:

Acknowledging your letter of the fifteenth about
metal for the government railroad serving the Grand Coulee
Dam:

Our requisitions ED-318 and 422 called for a total
of 357,500 linear feet of rail. Our records indicate that we
shipped a total of 368,281 feet of rail, or nearly 11,000 feet
more than called for on the requisitions. If that is correct,
it would appear that we had already shipped ^{nearly} you all the
additional rail which you state your revised plans appear to
require.

I asked Mr. Derrig to check this up with you on his
present trip and I have a wire from him today stating that he
has gone over the rail figures with your material clerk and
that you will advise definitely just what has been received as
soon as the figures have been checked. In the meantime I am
checking up to be sure that all of the cars which we ordered shipped
to you actually were received at Odair and not diverted for use
by the Railway Company. It is my understanding that you will
not need additional rail before April first.

Yours truly,

BB h



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

163SFOG

SPOKANE JAN 21-35

B BLUM

STPAUL

B 211 HAVE GONE OVER FIGURES WITH GOVT MATERIAL CLERK ALL RAIL SHIPPER
EXCEPT TWO CARS HAS BEEN USED. MR BANKS WILL GIVE US CORRECTED FIGURES
SOON HIS COMPLETION REPORT AND MAPS ARE CORRECTED PRESENT INDICATIONS ARE THAT
GOVT WILL NOT NEED ADDITIONAL RAIL UNTIL ABOUT APRIL FIRST

J T DERRIG

1130P



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

8731

M.

St Paul January 21 1935

J T Derrig Spokane

Have you checked up to ascertain how much rail
delivered to government B 211

Bernard Blum

| | | |
|-------------------------------------|---------------|-----------|
| Main trunk Odair to end By. Contour | ✓ 163790 | trunk ft. |
| X Odair Wye trunk | ✓ 1495 | " " |
| " yard trunk #1 | ✓ 3000 | " " |
| " " " #2 | ✓ 2814 | " " |
| " " " #3 | ✓ 2628 | " " |
| Siding at head of Grand Coulee | ✓ 3000 | " " |
| | 176727 | " " |
| | <u>176727</u> | |
| | 353454 | lin. ft. |
| Siding at dam site (assumed) | 6000 | " " |
| | <u>359454</u> | " " |

368281

359454

8727'

B

Saint Paul, January 21, 1935.

MR. BERNARD BLUM:

I spent Friday afternoon at Elmira with Mr. Banks, then drove to Coulee and called on Resident Engineer Smith, Contractor Ryan, also Mr. Ulbert in charge of MWAK work at Coulee, which work primarily consists of unloading railroad cars and transferring the material to trucks.

Saturday I drove from Coulee to the Dam and called on Mr. Cole, Construction Engineer, and spent the afternoon with Messrs. Whittson and Walsh of the MWAK Company. The following is status of Grand Coulee Dam work.

Railroad Work:

Track is laid to a point about 1 mile below the Northern Pacific location (Govt. Sta. 1070). This point is at the bottom of the slack grade going down to the Dam. Ballast has been spilled and a running lift made over the entire line. Final lift and dressing has not been completed. There is about one foot of snow on the ground and it is impossible to make any kind of inspection at this time in order to determine the condition of the track and ballast work.

In addition to the snow conditions it is extremely cold making it necessary to shut down ballast work which Ryan claims

Mr. Blum - #2

is 95% complete in so far as delivery is concerned. Banks told me that Walsh and Ryan were trying to arrive at some kind of an agreement about taking over the line the MWAK Company completing the track work and starting the operation of the line immediately.

When I arrived at the Dam Saturday, Walsh and Whittson stated they had asked Donaldson to give them a report on the amount of work required to complete the Ballasting and this is what prompted Donaldson to ask Murphy to have Tremaine inspect the line jointly with him. I told both Walsh and Whittson that the Northern Pacific making this inspection would undoubtedly complicate matters, particularly when we did not have a request from Banks and that it was my opinion that we had better keep out of the controversy. After discussing their views Whittson and Walsh both agreed that it was better that they make their own inspection. The MWAK Company have ample talent to do this work. Ulbert, their trainmaster is a former District Engineer and Superintendent of the Milwaukee and I understand he made a report to his Company several days ago as to the amount of work necessary to complete the line.

From my discussion with Banks I think he would welcome the MWAK Company taking over the line at this time as this procedure would, no doubt release him from a lot of ^{grief} grind, as the

Mr. Blum - #3

MWAK Company would not have any complaint as to the way contractor left the line. The MWAK Company are having some difficulty in getting their trucks through in this cold weather, and this feature with the additional haul cost is prompting the Dam contractor to take over the line at this time.

Mr. Ulbert stated that they were paying the truck company \$2.50 per ton for moving material to the Dam. This is the equivalent of 8¢ per ton mile. The trucking company are not making any money, and now with the cold weather the truck company are having trouble in keeping their drivers. It is costing the contractor \$175 per car to move the steel sheet piling from Coulee to the Dam by truck, and on top of this he has a switch engine, loco. crane and unloading expense. The trainmaster has reported to his company that with the switch engine expense he is now incurring at Coulee he could move the cars to the head of the line and save the truck haul. As the matter now stands the two contractors are sparring for a final figure and will probably come to some agreement within a weeks time.

The principal tonnage unloaded during the past week is the sheet piling varying in length 65 to 85 ft. This piling is loaded in Penn. Steel gondolas 65 ft. length,, 70 ton capacity, idlers being used for the longer piling. This long piling is difficult to handle on trucks and due to the unbalanced loads

Mr. Blum - #4

the Highway Dept. are holding the trucks down to 10 tons net 75% of the load being on the rear trucks.

Dam Work:

The contractors are confining their work to the west wing of the Dam. Have 5 electric shovels working and moving approximately 30,000 c.y. per day. The material is loaded in 20 yd. Athey truss wagons equipped with hydraulic dump. The material is deposited on a grill and then reaches a 60 ^{inch} Ft. belt conveyor where it is carried to Rattle Snake Canyon and wasted with a stacker which is capable of moving about 120 degrees by caterpillar traction. The arrangement is working very satisfactorily and I was told by the Superintendent they were moving the material from the grill for about 3¢ per c.y.

The contractor is driving sheet piling on the west bank and expects to complete the driving before the June raise. There seems to be some uncertainty about the starting of work on the east side. This progress will be governed to a great extent by the Bridge work.

MWAK Company expect to have their permanent bridge across the river by May 1st. This will be in advance of the Highway bridge which has been under construction for 18 months.

There was a heavy flow of ice in the channel Saturday and the contractor was having difficulty in holding his temporary pile bridge. The River froze over Saturday night and it is

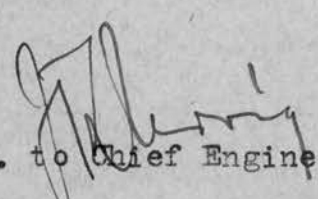
Mr. Blum - #5

certain the pile bridge will move out as soon as the ice moves. The contractor put two cable trams across Sunday, one to be used for supplies and one for pedestrians when the bridge goes out. The contractor is going to be under a considerable handicap until his permanent bridge is completed. This situation is more complicated by the fact that his camp is on the opposite side of the river from his work at this time.

The MWAK company have 2700 men working at this date and were expecting to put on about 500 more the first of the month, but I am inclined to think they will be forced to cut down until May 1st if the bridge goes out.

The contractor arranged Saturday for the construction of 60 additional cottages in Masson City, erection to start at once. The MWAK company have moved about 10,000 ft. of the 90# rail to the Dam by truck and have a standard gauge railroad around the cofferdam area. It now looks like the railroad around the slide section will not be completed before May 1st even under favorable conditions.

Dictated


Asst. to Chief Engineer.

8731

OFFICE OF
CHIEF ENGINEER
FEB 9
1935
NOR. PAC. R.R.
ST. PAUL, MINN.

Saint Paul, January 21, 1935

Mr. L. A. Griffith, Agent,
Coulee, Washington

We are trying to check our delivery of rail to the government for the Grand Coulee Dam Railroad. If Mr. Derrig on his recent trip did not obtain the information, I would be glad if you would give me a statement of the cars of rail that you turned over to the contractors or the government. I have a statement showing the rail loaded on each car and from your check I can determine what we have delivered to date.

Bernard Blum

Coulee 7/5-35
attached
RBT

1-8
WB Date Car Number September 34

9-25 67193 M X
9-26 67278 M X

October

| W/B. Date | Car Number |
|-----------|------------|
| 9-25 | 67193 M X |
| 9-26 | 67278 M X |
| 10-29 | 69310 M |
| 9-28 | 60505 |
| 9-24 | 63135 |
| 9-24 | 63160 |
| 10-29 | 66586 |
| 10-24 | 69779 |
| 8-3 | 69544 |
| 8-14 | 61783 |
| 8-3 | 69565 |
| 8-3 | 61149 |
| 9-17 | 69704 M |
| 9-15 | 69704 M |
| 7-19 | 63987 |
| 7-19 | 69972 |
| 7-19 | 69636 |
| 7-19 | 62270 |
| 8-3 | 69802 |
| 10-10 | 61085 |
| 10-9 | 68910 |
| 10-9 | 61326 |
| 10-9 | 61354 |
| 10-10 | 63711 |
| 10-10- | 63526 |
| 10-12 | 60674 |
| 10-12 | 67383 |
| 10-14 | 65166 |
| 8-3 | 61021 |
| 10-17 | 69599 M |
| 8-3 | 64346 |
| 8-8 | 62545 |
| 9-24 | 69003 |
| 9-24 | 69484 |
| 9-24 | 69684 |
| 8-3 | 63361 |
| 10-17 | 69743 M |
| 8-3 | 69288 |
| 8-3 | 69886 |
| 10-13 | 60424 |
| 10-13 | 69014 |

3-5

November 1934

| WB Date | Car Number | WB Date | Car Number |
|---------|------------|---------|------------|
| 11-10 | 66345 | 11-10 | 61095 |
| " | 65237 | 11-14 | 69363 |
| " | 69834 | 11-14 | 69403 |
| 11-3 | 62414 | 11-14 | 69944 |
| 10-27 | 63178 | 11-14 | 69223 |
| 11-14 | 69686 | 11-14 | 69354 |
| " | 67469 | 11-14 | 69119 |
| 11-9 | 69338 | 11-7 | 69719M |
| 11-14 | 61661 | 11-7 | 69650 |
| 11-10 | 69666 | 11-7 | 69276 |
| 11-3 | 66623 | 11-7 | 69868 |
| 11-7 | 64989 | 11-8 | 69896 |
| 10-31 | 69023 | 1-31 | 60105 |
| 11-7 | 67343 | 11-8 | 69724 |
| 11-1 | 67737 | 11-8 | 69315 |
| " | 68002 | 11-1 | 62157 |
| " | 68907 | 11-1 | 69957 |
| " | 61230 | 11-3 | 69412 |
| 11-15 | 65034 | 11-2 | 69538 |
| " | 69648 | 11-15 | 64929 |
| " | 67754 | 11-10 | 69985 |
| # | 66680 | 11-10 | 61095 |
| 11-10 | 61172 | 11-14 | 69363 |
| " | 69429 | 11-14 | 69403 |
| 11-15 | 69462 | 11-14 | 69944 |
| " | 69141 | 11-14 | 69223 |
| 11-10 | 61107 | 11-14 | 69354 |
| 11-22 | 69649 | 11-14 | 69119 |
| 11-15 | 67379 | 11-7 | 69719 |
| 11-10 | 69888 | 11-7 | 69650 |
| " | 68036 | 11-7 | 69276 |
| " | 69394 | 11-7 | 69868 |
| " | 69625 | 10-27 | 61142 |
| " | 64045 | 10-27 | 66004 |
| " | 62904 | 11-22 | 63516 |
| 11-8 | 69896 | 10-27 | 63799 |
| 10-31 | 60105 | 8-6 | 69533 |
| 11-8 | 69724 | 8-6 | 69510 |
| " | 69315 | 10-31 | 60721 |
| 11-1 | 62157 | 11-6 | 57569M |
| " | 69957 | 10-23 | 67680 |
| 11-3 | 69412 | 11-12 | 69607 |
| 11-3 | 69538 | 8-14 | 65109 |
| 11-15 | 64929 | 11-3 | 69417 |
| 11-10 | 69985 | 11-3 | 69996 |

45

WB Date Car Number November

11-2 63456 M
10-16 69509 ✓
10-9 66214 ✓
10-10 66775 ✓
8-6 69180 ✓
10-23 62579 ✓
10-22 66700 ✓
10-27 62379 ✓
11-5 69814 ✓
10-22 65363 ✓
10-22 66658 ✓
10-22 63962 ✓
10-22 61145 ✓
10-22 65307 ✓
10-22 68345 ✓
10-27 65847 ✓
10-27 63920 ✓
7-19 67207 ✓
8-3 62387 ✓
8-3 64060 ✓
8-8 69363 ✓
8-3 66618 ✓
8-3 69125 ✓
8-3 62660 ✓
8-3 68104 ✓
8-3 62695 ✓
10-29 69201 M
10-29 62374 M
10-19 66648 ✓
10-19 64653 ✓
10-19 66204 ✓
9-24 63250 ✓
8-3 62031 ✓
10-29 69662 M
10-30 69181 M

2X 11-14

XXXXXXXXXXXXXXXXXXXX69618X

5-5

| W/B Date | Car Number | December |
|----------|------------|----------|
| 11-10 | 69619 ✓ | |
| 11-10 | 69211 ✓ | |
| 10-30 | 69034 M | |
| 10-29- | 69635 M | |
| 10-29 | 69611 M | |
| 10-29 | 61796 ✓ | |
| 10-22 | 61225 ✓ | 61223 ✓ |
| 10-10 | 68334 ✓ | |
| 10-16 | 69999 ✓ | |
| 10-13 | 63449 ✓ | |
| 9-3 | 69576 ✓ | |
| 9-3 | 64551 ✓ | |
| 9-3 | 67214 ✓ | |
| 11-10 | 69260 ✓ | |
| 11-1 | 63754 ✓ | |
| 11-1 | 68003 ✓ | |
| 11-3 | 65960 ✓ | |
| 12-5 | 11764 ✓ | 69764 ✓ |
| 12-7 | 68422 | |
| No Date | 69594 | 11/10 |
| " | 69625 | 11/10 |
| " | 62904 | 11/10 |
| " | 69619 | |
| " | 69211 | |

8731

Saint Paul, January 21, 1935

Mr. L. A. Griffith, Agent,
Coulee, Washington

We are trying to check our delivery of rail to the government for the Grand Coulee Dam Railroad. If Mr. Derrig on his recent trip did not obtain the information, I would be glad if you would give me a statement of the ^{Cars} carloads of rail that you turned over to the contractors or the government. I have a statement showing the rail loaded on each car and from your check I can determine what we have delivered to date.

BB h

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

OFFICE OF
CHIEF ENGINEER
JAN 24
1935
NOR. PAC. RY.
ST. PAUL, MINN.

Almira, Washington
January 19, 1935

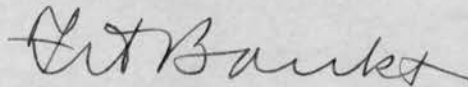
Mr. Bernard M. Blum
Chief Engineer
Northern Pacific Railway
St. Paul, Minnesota.

Dear Sir:

We learned from Mr. Tremaine that you have requested a check on the rail and track material the railroad company has furnished for use in the construction of the U. S. Construction Railroad to the Grand Coulee Dam. We enclose herewith a list of the material as compiled from the R. R. expense bills received and from actual check. Expense bills have not been received covering all the cars which have been received at destination. Some of the rail is on the cars unchecked and in this case the information was compiled from the R. R. expense bills. It is asked that your office furnish us with a statement showing the material which is supposed to have been shipped to us for the railroad.

From Mr. Tremaine's letter we understand that you requested this information some weeks ago. We do not find in our files any letter requesting this information. We regret very much if any annoyance or inconvenience has been caused you by an error or misunderstanding in this office.

Very truly yours,



F. A. Banks
Construction Engineer

Encl.
Copy - Mr. Tremaine

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Almira, Washington
January 19, 1935

Summary of Track Material Delivered at Odair, Washington
by Northern Pacific Railway for U. S. Construction Railroad.

| | | |
|---------------------------|--------|------------|
| 90# 3rd Rail | 360465 | * lin. ft. |
| 85# " | 180 | " |
| 90# angle bars S.H. | 12304 | pair |
| 85# angle bars S.H. | 10 | " |
| 85#/90# compromise joints | 5 | " |
| Tie plates | 6200 | |
| No. 9 frogs 90# S.H. | 6 | |
| No. 9 frogs 85# S.H. | 1 | |
| No. 11 frogs 90# S.H. | 6 | |
| 90# switch points 16.5' | 12 | sets |
| 85# switch points 15.0' | 1 | " |
| 90# guard rail | 12 | |
| 85# guard rail | 1 | |
| High banner switch stands | 9 | |
| Economy switch stands | 4 | |
| Switch lamps | 7 | |
| Switch locks | 7 | |

* In part in cars on Adrian branch siding at Odair.

2001

Spokane, Jan. 18, 1935.

Mr. Bernard Blum:-

Coulee Dam Railroad.

As requested by you, in your telegram B-32 of December 3rd, I have been trying to get from Mr. Banks, a check on the rail and track material we furnished him for this government railroad.

Am attaching hereto copy of my last letter of January 12th, to which I have received no reply.

I now note Mr. Banks' letter to you of January 15th asking for additional rail.

It seems impossible for me to get a check on this rail, as Mr. Banks' office has repeatedly assured me that both had been sent me, and if not, it would be sent me, but obviously they are not keeping faith with me.

I showed these data to Mr. Derrig last night, and he is leaving for Coulee and Almira this morning, as per his telegram to you of last night.

District Engineer.

HMT-T

Encl.

COPY

Spokane, Jan. 12, 1935.

Mr. F. A. Banks,
Engineer USRS
Almira, Washington.

My dear Mr. Banks:-

For the past six weeks, I have been in communication with your Mr. Funk, at the request of our Chief Engineer, Mr. Blum, to secure a check on the rail and track material we have furnished you for use in the Coulee Dam Railroad.

Mr. Funk has assured me that this check has been made and that it has been sent to me. I am very sorry to advise that this check has never been received by me, and if it is not asking too much, should appreciate its prompt receipt so that Mr. Blum's enquiry may be answered. Possibly Mr. Funk has sent this check to some party other than me, or to the wrong address.

Very truly yours,

HMT-T

Signed, H. M. TREMAINE
District Engineer.



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul 1-18-35

J T Derrig Coulee Wash

Banks letter fifteenth stop Will wait until you check
up and give me some more information My understanding we have
furnished all rail in original agreement B 181

Bernard Blum



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

7 SFK

SPOKANE JAN 17 35 B BLUM

ST PAUL

SEE MR BANKS LETTER 15TH ABOUT FURNISHING ADDITIONAL RAIL SUGGEST
YOU WAIT REPLY UNTIL WE HAVE ACKNOWLEDGEMENT OF RAIL RECD AND MY REPORT AFTER
TALKING TO BANKS TOMORROW ADVISE ME COULEE IF YOU HAVE GIVEN HIM DEFINITE ADVICE
RAIL WILL BE FURNISHED

J T DERRIG 1 AM 18



8731

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Almira, Washington
January 15, 1935

Mr. J. T. Derrig
Assistant to Chief Engineer
Northern Pacific Railway
St. Paul, Minnesota

Dear Mr. Derrig:

I regret that reply to your letter of December 6 has been delayed, pending determination of the actual slopes to which material will be excavated in the tailrace. This matter was reported on by consultants last week, and we are now modifying the railroad location to correspond.

As soon as the location drawings can be revised we will send you van dykes and prints as requested.

Very truly yours

F. A. Banks

F. A. Banks
Construction Engineer

Copy - Mr. Tremaine, Spokane

RAK
Return mod 1st
if map not sent
7/7
Received

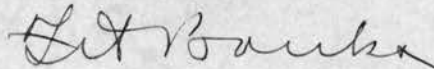
OFFICE OF
CHIEF ENGINEER
JAN
7 18
1965
NOR. PAC. RY.
ST. PAUL, MINN.

| | |
|----------------------------|-----------------|
| 90# rail, | 13,000 lin. ft. |
| 90# angle bars, | 400 pairs |
| No. 7 or 9 - 90# frogs | 8 |
| 90# split switch points | 8 sets |
| 90# guard rails, 8'3" long | 8 |
| High banner switch stands | 3 |
| Economy switch stands | 5 |
| Switch lamps | 3 |
| Switch locks | 3 |

It is our understanding that the railroad company originally contemplated furnishing the full quantity required by the Government of each of the items above listed, and we would very much like to have such understanding carried out.

Will you please advise if we may count upon the Northern Pacific to furnish the material above listed.

Very truly yours

A handwritten signature in cursive script, appearing to read "F. A. Banks".

F. A. Banks
Construction Engineer

N.P. Ry. Co
 Rail ordered & Shipped for the Grand Coulee Line
 Year 1934

1/19-1934

3rd Cl. 90 #

Linear Feet.

E.D. Regn 318-1934

3500 00

180 2/85

Rail ordered Shipped

Divn G.S.K No

L. Subr L.S. 20842 ✓

211 78

212 07

STP SP22071 ✓

405 64

420 45

STP SP.21242 ✓

316 80

316 80

Fargo F.D. 22070 ✓

128 12

116 85

Yell. Y.D. 14136 ✓

795 00

825 92

Yell. Y.D. 22069 ✓

220 41

220 20

Pittm. P.M. 22068 ✓

521 32

521 36

Idaho ID. 14137 ✓

420 00 180 2/85

420 00 180

Idaho ID. 22377 ✓

316 80

319 99

Tacoma T.D. 14135 ✓

200 00

199 85

Tacoma T.D. 22378 ✓

34 74

34 32

3570 61

3607 81

ED Regn. 422-34

7500

Idaho ID. 16225

7500

7500

Idaho ID. 16225

132 7850

132

Requisitions 318-422

3575 00

Ordered Shipped

3645 61

Shipped

3682 81

Shipped MWAHCO

ED. Regn 682-34

27 00

Idaho ID. 26346

27 00

27 00

3682 81
 3575 00
 107 81

St. Paul, Jan. 31, 1935.

873'

MR. P. J. PENTIN:

I suggest that you obtain from the Superintendent copy of Form 7250 covering cars of rail delivered for which you do not have detailed invoice.

Also obtain from Supt. Johnson car numbers of rail and angle bars stored at Hartline.

With this information we should be able to advise the Government definitely the exact amount of rail delivered at Odair for their use.

Copy of my letter this date to Mr. Blum attached.

J.T.DERRIG

enc

JTD-vml

Saint Paul, Jan. 31, 1935.

MR. BERNARD BLUM:

With reference to Mr. Banks' letter of Jan. 19th, and attached file, in regard to check on rail delivered to the Government Railroad at Odair.

Mr. P. ntin has made a tabulation from our records showing the total delivery of rail as compared to the requisition and statement furnished by Mr. Banks. Two copies of this statement are attached for your information.

You will note that the total rail shown on Form 7250 substantially checks with the invoice record as shown on freight bills. There is a discrepancy of about 2000 lin.ft. between the Government's check and the amount of rail shown on our shipping forms, No. 7250.

When I was at Odair about 10 days ago, I found that there were two cars of rail, one car of miscellaneous fastenings, etc. at Hartline not turned over to the Government. There were also a few rails unloaded at the delivery yard at Odair but this is covered with snow and impossible to accurately check at this time. The same situation is true of the rail on the cars at Hartline.

Mr. Banks advised me that he is bringing his map up to date and when his completion report data is assembled, and the relocation of his line from the Head of the Coulee to the Dam completed, he will arrange to send me a revised map, at which time we can more accurately check the rail furnished to the Government.

It is also found that we have a discrepancy in three car numbers and the invoice record will be checked up through the Superintendent's office.

Inasmuch as Mr. Banks has acknowledged receipt of substantially the amount of rail furnished on our invoice record, I do not think that we should further press him for a check until early spring when the surplus rail and rail now on cars at Hartline can be accounted for.

In regard to his letter of January 15th, and the attached file, requesting delivery of additional rail:

This additional rail, I understand, is for spurs and material yard at the Head of Coulee and in the vicinity of the Dam. Some of the track in the vicinity of the Dam may be left permanently in place for the use of locomotive

Mr. B. B. #2 1-31-35

cranes, etc. It seems to me that we have fully complied with the intent of the contract in furnishing the rail covered by the requisitions, Nos. ED 318 and 422, and I therefor do not think that it would be out of reason for the Government to purchase the rail and angle bars requested in Mr. Banks' letter of January 15th.

You will note that in addition to his request for 15,000 lin.ft. of rail, he is asking for 400 pr. of angle bars and eight switch sets. I suggest that we offer to sell this material to the Government at a reasonable figure and get their reaction.

Ass't. to Chief Engineer.

JTD-vml
enc

Saint Paul, Jan. 31, 1935.

MR. BERNARD BLUM:

With reference to Mr. Banks' letter of Jan. 19th, and attached file, in regard to check on rail delivered to the Government Railroad at Odair.

Mr. Pontin has made a tabulation from our records showing the total delivery of rail as compared to the requisition and statement furnished by Mr. Banks. Two copies of this statement are attached for your information.

You will note that the total rail shown on Form 7250 substantially checks with the invoice record as shown on freight bills. There is a discrepancy of about 2000 lin.ft. between the Government's check and the amount of rail shown on our shipping forms, No. 7250.

When I was at Odair about 10 days ago, I found that there were two cars of rail, one car of miscellaneous fastenings, etc. at Hartline not turned over to the Government. There were also a few rails unloaded at the delivery yard at Odair but this is covered with snow and impossible to accurately check at this time. The same situation is true of the rail on the cars at Hartline.

Mr. Banks advised me that he is bringing his map up to date and when his completion report data is assembled, and the relocation of his line from the Head of the Coulee to the Dam completed, he will arrange to send me a revised map, at which time we can more accurately check the rail furnished to the Government.

It is also found that we have a discrepancy in three car numbers and the invoice record will be checked up through the Superintendent's office.

Inasmuch as Mr. Banks has acknowledged receipt of substantial ^{1/4} the amount of rail furnished on our invoice record, I do not think that we should further press him for a check until early spring when the surplus rail and rail now on cars at Hartline can be accounted for.

In regard to his letter of January 15th, and the attached file, requesting delivery of additional rail:

This additional rail, I understand, is for spurs and material yard at the Head of Coulee and in the vicinity of the Dam. Some of the track in the vicinity of the Dam may be left permanently in place for the use of locomotive

Mr. B. B. #2 1-31-35

cranes, etc. It seems to me that we have fully complied with the intent of the contract in furnishing the rail covered by the requisitions, Nos. ED 312 and 422, and I therefor do not think that it would be out of reason for the Government to purchase the rail and angle bars requested in Mr. Banks' letter of January 15th.

You will note that in addition to his request for 15,000 lin.ft. of rail, he is asking for 400 pr. of angle bars and eight switch sets. I suggest that we offer to sell this material to the Government at a reasonable figure and get their reaction.

Ass't. to Chief Engineer.

JTD-vml
enc

N. P. RY. CO.

RAIL REQUIRED AND SHIPPED TO GRAND COULEE DAM PROJECT

| | | 85#
Lineal Feet | 90#
Lineal Feet |
|----------|----------|--------------------|--------------------|
| ED reqn. | 318-1934 | 180 | 350,000 |
| ED reqn. | 422-1934 | | 7,500 |
| | | <u>180</u> | <u>357,500</u> |

Rail Shipped.

| | | |
|-----------------------------|-----|--------|
| Division Forms 7250 | 180 | 362176 |
| Rec'd. at Odair-Frgt. Bills | 180 | 362650 |

U.S. Statement dated 1/19-1935

| | | |
|--------------------|-----|--------|
| Delivered at Odair | 180 | 360465 |
|--------------------|-----|--------|

Office of Chief Engineer,
St. Paul, Minnesota,
January 30, 1935.

8731
Saint Paul, January 28, 1935.

Mr. H. E. Stevens:

For your information I am attaching hereto copy of my letter January 21st to Mr. Blum covering status of work on the Government railroad at Grand Coulee Dam site.

I met Mr. Whittson at Seattle on the 24th and he advised that the temporary wagon bridge was out of commission but that they were doing repair work and hoped to have it in use within several days. With the heavy ice on the upper Columbia, I am of the opinion that this temporary bridge will move out with the ice flee.

Asst. to Chief Engineer.

JTD-w

cc - Mr. Blum

St. Paul, January 24, 1935..

Mr. E. R. Wales:

Referring further to my letter December 27th with which I returned Parkwater Store invoices covering shipments made to me at Odair. I now enclose invoice 9-118 covering Frogs and Switches shipped in NP 67193 September 26th which has been certified to.

Chief Engineer.

r

enc

8731

Saint Paul, January 22, 1935

Mr. H. E. Stevens:

Mr. Derrig has been around Spokane checking rail delivery, etc. and wired me that the MWAK people desired to have a joint inspection made of the government railroad from Coulee. Apparently operations have not started and they are very anxious to move material as close as possible to the dam. I wired Mr. Derrig and Mr. Tremaine to keep out of it unless Mr. Banks should ask them for their opinion of the condition of the railroad to carry trains. Mr. Derrig now wires me that Messrs. Donaldson and Ryan made an inspection of the road Monday and will make a report to Messrs. Mason and Walsh. This for your information.

Mr. Derrig goes on to say that the Columbia River is frozen at the dam and there is a possibility of the contractors' wagon bridge going out when the ice starts to run.

BB h



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

164SFOG

SPOKANE JAN 21-35

B BLUM

STPAUL

DONALDSON AND RYAN MADE INSPECTION OF GOVT ROAD COULEE TO DAM TODAY AND
REPORT WILL BE SUBMITTED TO WALSH AND MASON I DO NOT LOOK FOR IMMEDIATE
DECISION UNLESS BANKS GIVES SOME INDICATION OF GOVT REQUIREMENTS . ICE FROZEN
ACROSS RIVER AT THE DAM YESTERDAY AND CONTRACTORS WAGON BRIDGE WILL PROBABLY
GO OUT ON FIRST ICE RUN THIS WILL PROBABLY CAUSE SOME DELAY TO THE CONTRACTORS
PROGRAM AND MAY HAVE SOME BEARING AND HIS DESIRE TO TAKE OVER THE RAILROAD

J T DERRIG

1135P



Saint Paul, January 21, 1935.

MR. BERNARD BLUM:

I spent Friday afternoon at Elmira with Mr. Hanks, then drove to Coulee and called on Resident Engineer Smith, Contractor Ryan, also Mr. Ulbert in charge of MWAK work at Coulee, which work primarily consists of unloading railroad cars and transferring the material to trucks.

Saturday I drove from Coulee to the Dam and called on Mr. Cole, Construction Engineer, and spent the afternoon with Messrs. Whittson and Walsh of the MWAK Company. The following is status of Grand Coulee Dam work.

Railroad Work:

Track is laid to a point about 1 mile below the Northern Pacific location (Govt. Sta. 1070). This point is at the bottom of the slack grade going down to the Dam. Ballast has been spilled and a running lift made over the entire line. Final lift and dressing has not been completed. There is about one foot of snow on the ground and it is impossible to make any kind of inspection at this time in order to determine the condition of the track and ballast work.

In addition to the snow conditions it is extremely cold making it necessary to shut down ballast work which Ryan claims

Mr. Blum - #2

is 95% complete in so far as delivery is concerned. Banks told me that Walsh and Ryan were trying to arrive at some kind of an agreement about taking over the line the NWAK Company completing the track work and starting the operation of the line immediately.

When I arrived at the Dam Saturday, Walsh and Whittson stated they had asked Donaldson to give them a report on the amount of work required to complete the Ballasting and this is what prompted Donaldson to ask Murphy to have Tremaine inspect the line jointly with him. I told both Walsh and Whittson that the Northern Pacific making this inspection would undoubtedly complicate matters, particularly when we did not have a request from Banks and that it was my opinion that we had better keep out of the controversy. After discussing their views Whittson and Walsh both agreed that it was better that they make their own inspection. The NWAK Company have ample talent to do this work. Ulbert, their trainmaster is a former District Engineer and Superintendent of the Milwaukee and I understand he made a report to his Company several days ago as to the amount of work necessary to complete the line.

From my discussion with Banks I think he would welcome the NWAK Company taking over the line at this time as this procedure would, no doubt release him from a lot of grind, as the

Mr. Blum - #3

NWAK Company would not have any complaint as to the way contractor left the line. The NWAK Company are having some difficulty in getting their trucks through in this cold weather, and this feature with the additional haul cost is prompting the Dam contractor to take over the line at this time.

Mr. Ulbert stated that they were paying the truck company \$2.50 per ton for moving material to the Dam. This is the equivalent of 8¢ per ton mile. The trucking company are not making any money, and now with the cold weather the truck company are having trouble in keeping their drivers. It is costing the contractor \$175 per car to move the steel sheet piling from Coulee to the Dam by truck, and on top of this he has a switch engine, loco. crane and unloading expense. The trainmaster has reported to his company that with the switch engine expense he is now incurring at Coulee he could move the cars to the head of the line and save the truck haul. As the matter now stands the two contractors are sparring for a final figure and will probably come to some agreement within a weeks time.

The principal tonnage unloaded during the past week is the sheet piling varying in length 65 to 85 ft. This piling is loaded in Penn. Steel gondolas 65 ft. length,, 70 ton capacity, idlers being used for the longer piling. This long piling is difficult to handle on trucks and due to the unbalanced loads

Mr. Blum - #4

the Highway Dept. are holding the trucks down to 10 tons net 75% of the load being on the rear trucks.

Dam Work:

The contractors are confining their work to the west wing of the Dam. Have 5 electric shovels working and moving approximately 30,000 c.y. per day. The material is loaded in 20 yd. Athey truss wagons equipped with hydraulic dump. The material is deposited on a grill and then reaches a 60 ft. belt conveyor where it is carried to Rattle Snake Canyon and wasted with a stacker which is capable of moving about 120 degrees by caterpillar traction. The arrangement is working very satisfactorily and I was told by the Superintendent they were moving the material from the grill for about 3¢ per c.y.

The contractor is driving sheet piling on the west bank and expects to complete the driving before the June raise. There seems to be some uncertainty about the starting of work on the east side. This progress will be governed to a great extent by the Bridge work.

MWAK Company expect to have their permanent bridge across the river by May 1st. This will be in advance of the Highway bridge which has been under construction for 18 months.

There was a heavy flow of ice in the channel Saturday and the contractor was having difficulty in holding his temporary pile bridge. The River froze over Saturday night and it is

Mr. Blum - #5

certain the pile bridge will move out as soon as the ice moves. The contractor put two cable trams across Sunday, one to be used for supplies and one for pedestrians when the bridge goes out. The contractor is going to be under a considerable handicap until his permanent bridge is completed. This situation is more complicated by the fact that his camp is on the opposite side of the river from his work at this time.

The NWAK company have 2700 men working at this date and were expecting to put on about 500 more the first of the month, but I am inclined to think they will be forced to cut down until May 1st if the bridge goes out.

The contractor arranged Saturday for the construction of 60 additional cottages in Haddon City, erection to start at once. The NWAK company have moved about 10,000 ft. of the 90# rail to the Dam by truck and have a standard gauge railroad around the cofferdam area. It now looks like the railroad around the slide section will not be completed before May 1st even under favorable conditions.

Dictated

Asst. to Chief Engineer.



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

688FW

SPOKANE JAN 20 35

BERNARD BLUM

STPAUL

MY A 23 DERRIG TALKED OVER SITUATION WITH WALSH AND DECISION REACHED TO NOT MAKE
JOINT INSPECTION . A - 24

HMTREMAINE 513P

8731

B





N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

8731 M.

St. Paul

Jan 20-1934

H. M. Tremaine

J. T. Derrig

Spokane, Wash

A. 23. Should not interfere with Government's control unless directly requested by Mr Banks and then advise him only. Do not even make any offer to do so

Operator-

Pls phone to house

B. Olm

15



N. P. 1386
12-24
23 SF HN

TELEGRAM—BE BRIEF

TIME FILED

M.

SPOKANE JAN 18 1935

B BLUM

STPAUL

MET DONALDSON AT THE DAM THIS AM AND HE ADVISED ME HE PHONED MURPHY TO HAVE TREMAINE
LOOK OVER TRACK WITH HIM MONDAY I MET WALSH AT THE DAM IN THE PM AND CAME TO SPOKANE
WITH HIM TONIGHT I SUGGESTED TO WALSH THAT IT WOULD BE INADVISABLE FOR THE NOR PAC TO
MAKE INSPECTION UNLESS WE HAD DIRECT REQUEST FROM MR BANKS I SAW BANKS FRIDAY EVENING
AND HE SAID RYAN AND WALSH WERE TRYING TO COME TO SOME AGREEMENT ~~OK~~ ABOUT COMPLETING
THE TRACK WORK AND OPEN THE ROAD. I THINK IT BEST THAT WE KEEP SILENT ABOUT THE
STANDARD REQUIRED FOR COMPLETION OF CONTRACT WASH AGREES WITH ME HAVE BEEN UNABLE TO
GET IN TOUCH WITH TREMAINE BUT SUGGEST HE BE ADVISED TO AWAIT REQUEST FROM BANKS
AND KEEP OUT OF THE PICTURE . IF POSSIBLE TREMAINE WILL BE HOME SUNDAY AND I WILL
DISCUSS MATTER WITH HIM. WILL BE AT SPOKANE SUNDAY.

606AM 20

J T DERRIG



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

97 SF X

SPOKANE JAN 19 1935

BERNARD BLUM

STPAUL

SUPT JOHNSON HAS BEEN APPROACHED THROUGH GENL AGENT MURPHY BY SILAS MASON COMPANY ASKING IF WE WILL HAVE SOME ONE FROM RAILROAD COMPANY PARTICIPATE IN A PERSONAL

ADVISORY MANNER IN AN INSPECTION OF THE GOVERNMENT RAILROAD FROM ODAIR TO DAM TO REACH CONCLUSIONS AS TO THE FEASIBILITY OF STARTING SOME KIND OF OPERATION IN SOME

UNDETERMINED FORM STOP INSPECTION TO BEGIN MONDAY STOP WHAT IS YOUR REACTION STOP RAILROAD NOW APPARENTLY FROZEN UP AND COVERED BY SNOW SO ANY CONCLUSION REACHED

FROM INSPECTION WOULD PROBABLY BE RATHER CAGEY. A 23

H M TREMAINE

242P

St. Paul, January 15, 1935..

Mr. F. W. Steteklun:

Per conversation with your office today
am enclosing herewith the complete set of details of
charges in connection with surveys for breach into the
Coulee Dam Site, for the purpose of transferring from
Suspense Account in December accounts. Total charges
to date is \$12395.94.

11802.63 ✓

Chief Engineer.

P

enc

8731
Saint Paul, January 10, 1935

Mr. H. E. Stevens:

I advised you about relocation of the Government Railroad between the Head of the Dry Coulee and the Dam site at Grand Coulee.

David H. Ryan was the low bidder on the grading work, the total of his bid being \$110,505.

Bernard Blum

cc Mr. J. T. Derrig ✓

8731

Saint Paul, January 10, 1935

Mr. H. H. Stevens:

I advised you about relocation of
the Government Railroad between the Head of the Dry
Coulee and the Dam site at Grand Coulee.

David H. Ryan was the low bidder on the grading
work, the total of his bid being \$110,505.

Bernard Blum

cc Mr. J. T. Derrig

St. Paul, January 8, 1935..

Mr. R. A. Dierkes, Agent
Coulee, Washington.

Referring to your memorandum of the 11th
of December about shipments of track material made
to me at Odair. I find that the spring Frogs
etc did not move via Express and I attach hereto
letter to Storekeeper at Parkwater with his notation
thereon indicating shipment moved by freight on
Bill Lading 119 NP 67193. Will you please advise
as to your record of this material.

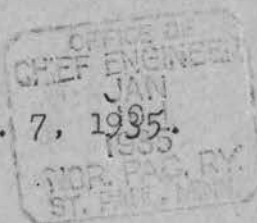
Bernard Blum
Chief Engineer. p

r

enc

BB
This was read &
unloaded by Mr. Ryan
LPT 1/19-35

Spokane, Jan. 7, 1935.



Mr. Bernard Blum:-

Coulee Dam Railroad.

My letter of December 27th about re-location of joint highway and railroad grade by the slide on the steep grade line portion going to the dam:

I hand you herewith clipping from the Spokesman Review of Sunday, January 6th, carrying the announcement that David H. Ryan was the low bidder on the excavation.

District Engineer.

HMT-T

Encl.

Signed Here for _____

DAVID H. RYAN IS LOW BIDDER

Offers to Do Excavation Work
for Railway Relocation
for \$110,505.

ALMIRA, Wash., Jan. 5. (AP)—David H. Ryan, San Diego, was low bidder today on excavation to relocate a part of the United States construction railroad to the Grand Coulee dam site. He bid \$110,505.

Eleven contractors bid on the work, which entails removal of 451,000 yards of rock and dirt. The railroad, endangered by a slide, will be moved 85 feet uphill from the present grade.

James Crick, Spokane, second low bidder, offered to do the job for \$117,730, and Guy Atkinson, San Francisco, a member of the firm holding the main contract on the Grand Coulee dam, bid \$120,630.

Ryan bid 24 cents a yard to excavate 347,000 yards of dirt, and \$1.25 a yard for 114,000 yards of rock. On item No. 3 of the specifications, 8,650,000 yards of overhaul, Ryan bid 1½ mills a yard.

Work must be started within five days of the awarding of the contract and must be completed in 90 days.

Ryan, who held the original excavation contract for abutments for the dam, has just completed building the construction railroad from Odair crossing to 1.8 miles of the dam site.

8731
Saint Paul, January 7, 1935.

Mr. J. H. Johnson:

Will you please be referred to my letter of Oct. 30 to Mr. F.A. Banks, in regard to certain track fastenings loaned to the Reclamation Dept, before they received their material, to permit installation of turnout at Odair.

For your information at this time I am attaching copy of Mr. Funk's letter Dec. 29, advising that all material listed in my letter of Oct. 30 entering into the track construction has been returned, except one double head-block. I have prepared bill, amount \$9.87 to cover this head-block copy of which bill is attached hereto.

You will note there is included in my letter of Oct. 30 certain items of tools which were apparently loaned to contractor Ryan. These tools should, of course be returned by the contractor as indicated in Mr. Funk's letter of Dec. 29.

Asst. to Chief Engineer.

JTD-w

Please note and arrange to have this material returned to Store Department.

January 7, 1935.

Mr. C. B. Funk,
Department of Interior,
Bureau of Reclamation,
Almira, Wash.

Dear Sir:

This will acknowledge receipt of your letter December 29, referring to certain material loaned to D.H. Ryan in connection with the construction of railroad at the Grand Coulee Dam site and advising that material loaned and entering the track construction was returned in car WF-23398. For your information I am attaching hereto copy of my letter this date to our Division Superintendent Johnson at Spokane who will arrange for the return of this material to our Store Department.

I have prepared bill against your Department for the head-block as indicated in your letter of Dec. 29. This bill will reach you in due time through our Auditor Disbursements.

Yours truly,

Asst. to Chief Engineer.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Almira, Washington
December 29, 1934

Northern Pacific Railway Co.,

St. Paul, Minn.

Gentlemen:

Attention: Mr. J. T. Derris.

Reference is made to your letter of October 30, regarding tools and supplies loaned to David H. Ryan in connection with construction of railroad to Grand Coulee dam site.

We have this date loaded in car No. NF 33393 at Odair, the following:

46 kegs track spikes (9/16" x 6)
1 keg (1500 pcs) nut locks
1 keg 85# Track Bolts
9 kegs 90# " "

Your agent at Coulee City has accepted delivery of above on this date.

The item of one track gauge is considered a tool and should be handled as stated in paragraph two of your letter.

You may bill us for the 2 pcs. 6" x 14" x 16", rendering certified invoice in quadruplicate to us at Almira, Washington.

Yours very truly,

C. B. Funk
C. B. Funk
Chief Clerk

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Almira, Washington
December 29, 1934

Northern Pacific Railway Co.,

St. Paul, Minn.

Gentlemen:

Attention: Mr. J. T. Derrig.

Reference is made to your letter of October 30, regarding tools and supplies loaned to David H. Ryan in connection with construction of railroad to Grand Coulee dam site.

We have this date loaded in car No. NP 23398 at Odair, the following:

46 kegs track spikes (9/16" x 6)
1 keg (1500 pcs) nut locks
1 keg 85# Track Bolts
9 kegs 90# " "

Your agent at Coulee City has accepted delivery of above on this date.

The item of one track gauge is considered a tool and should be handled as stated in paragraph two of your letter.

You may bill us for the 2 pcs. 8" x 14" x 16", rendering certified invoice in quadruplicate to us at Almira, Washington.

Yours very truly,

C. B. Funk
C. B. Funk
Chief Clerk



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

61 WRD

Tacoma Jan 4 1935

J T Derrig

St Paul

D-2 At \$25.00 MFEM value each \$3.73 G-27

E R Wales

413 pm

~~Printed 4~~
~~18 1/2~~ aut.
after 9/4 24 1/2 ✓ 4



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

93SFW

SPOKANE JAN 3 35

JTDERRIG

STPAUL

D - 2 TREATED . B 43

JHJ 219P



N. P. 1386
12-24

8731
TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul,

J H Johnson

January 3, 1935..

Spokane.

See copy my letter to ^{Rando} ~~Beck~~ ^{30th} October 2~~nd~~th listing
track material ~~xxxxxx~~ loaned Ryan at Coulee and
advise whether 2 single head blocks treated or
untreated D - 2

J T Derrig.

R

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Almira, Washington
December 29, 1934

Northern Pacific Railway Co.,

St. Paul, Minn.

Gentlemen:

Attention: Mr. J. T. Derrig.

Reference is made to your letter of October 30, regarding tools and supplies loaned to David H. Ryan in connection with construction of railroad to Grand Coulee dam site.

We have this date loaded in car No. NP 23398 at Odair, the following:

46 kegs track spikes (9/16" x 6)
1 keg (1500 pcs) nut locks
1 keg 85# Track Bolts
9 kegs 90# " "

Your agent at Coulee City has accepted delivery of above on this date.

The item of one track gauge is considered a tool and should be handled as stated in paragraph two of your letter.

You may bill us for the 2 pcs. 6" x 14" x 16", rendering certified invoice in quadruplicate to us at Almira, Washington.

Yours very truly,

C. B. Funk
C. B. Funk
Chief Clerk

8731

Saint Paul, January 3rd, 1935

MR. SILAS ZWIGHT:

Your letter of December 27th, file 5115, about Hart Convertible cars leased to the Ryan Contracting Company:

The agreement with the contractor provides that the cars are to be returned in the same condition as when delivered, ordinary wear and tear excepted, on the basis of joint inspection. The cost of repairs necessary because of rough or unfair usage while in their service should be billed against the contractor.

I am sending a copy of this letter to Mr. McCauley who will give you the numbers of the cars leased to them.

The application of 24" side boards should not be permitted as the cars can be loaded beyond their rated capacity without side boards.

cc-Mr. W. C. Sloan

Mr. Bernard Blum

J.T.D. $\frac{1}{4}$ -35
note
 $\frac{1}{4}$ C.B.

1902-1903

8731

Saint Paul, January 3, 1935.

MR. F. W. STETTERLIN:

With reference to your letter December 17, file 6310-F in regard to bill B-3019, AD-118577, total \$117.20 covering expenses in connection with raising telegraph line on account of construction of Coulee Branch by the Government.

It appears that under the Government specification the contractor is saddled with this expense. Under the circumstances I do not think that we should bill on the contractor above the out-of-pocket expense for doing this work.

I have prepared revised bill which I am forwarding herewith predicated on taking care of the out of pocket labor expense and including all of the material items listed in the original bill. I have included the section labor expense and supervising expense of telegraph lineman. I have not included the wages of the lineman as he is a monthly man and no additional labor expense was incurred by having him supervise the work. His personal expenses you will note are included in the bill.

I have discussed this matter with Mr. Harding of the Telegraph Dept. and he is in accord with my views.

I will therefore, thank you to cancel the bill against the Government as requested by Mr. Banks and substitute the attached bill, amount \$52.56 against David H. Ryan, Coulee, Wash.

JTD-W

Asst. to Chief Engineer.

cc - Mr. Blum ✓

Bill revised as per my discussion with you.
If you approve, will you please certify?

*Bill signed
by Mr. Blum
To answer
1/4*

JTD

For Eng Dept file

BILL NO. QUOTE WHEN REMITTING

MONTH'S ACCOUNT December 1934Engineering DEPT. NO.DATE MADE January 3, 1935.. 19 ..Coulee, Washington.

TO NORTHERN PACIFIC RAILWAY COMPANY, DR.,

REMIT TO P. B. LACY, TREAS., ST. PAUL, MINN.

Expense incurred to provide telegraph line
clearance in connection with construction of
railroad branch line from Odair, Wash, to Coulee
Dam.

September 1934..

| | | | |
|------------------------|------|------------|--------|
| Section labor 15 hours | .444 | \$6.66 | |
| Superintendence 11 1/2 | | <u>.76</u> | \$7.42 |

| | | | |
|-------------------------------|--|--|-------|
| Expenses of telegraph lineman | | | 18.50 |
|-------------------------------|--|--|-------|

Telegraph material:

| | | | |
|------------------------|--|------------|-------|
| 1 Pole 25' | | 3.80 | |
| 2 " 30' | | 6.36 | |
| 2 " 35' | | 11.06 | |
| 2 Crossarm bolts 12" | | .28 | |
| 6 " " 14" | | .91 | |
| 8 Braces | | 1.32 | |
| 6 Crossarms 6' 6" pins | | 3.07 | |
| 8 Screws 2-1/4" | | .13 | |
| 5 " 4-1/2" | | .18 | |
| 35 Ft. strand wire | | .76 | |
| 6 insulators | | .87 | |
| 18 Pins 1/2" | | 2.27 | |
| 1/2 # wire copper tie | | .09 | |
| 1 # Wire iron tie | | <u>.09</u> | 31.19 |

Material salvaged:

| | | | |
|-------------------------|--|------------|----------------|
| 4 20' poles second hand | | 4.35 | |
| 10 pole brackets " " | | <u>.20</u> | (4.55) |
| | | | <u>\$52.56</u> |

DISTRIBUTION:

Western District Accounts:

CHECKED AS TO:

CALCULATIONS

CONTRACT

PRICES

ENTERED BY

DATE TO A. D.

CERTIFIED

APPROVED

APPROVED

AUDITED

Mr. Derrig:

Specifications 572 paragraph 27 referred to are part of

contract between the Reclamation Service and Ryan. It occurs to me that the Reclamation Service is responsible to the Ry Co for any damages growing out of the construction of the Branch Line under proposed agreement. under the provisions of which the Ry Co does not assume responsibility for actions of sub-contractors.

J H Rochon

1335

*not requested
done at Ry Co
by Ryan*

8731
Saint Paul, January 3, 1935.

MR. F. W. STETEKLUH:

With reference to your letter December 17, file 6310-F in regard to bill B-3019, AD-118577, total \$117.20 covering expenses in connection with raising telegraph line on account of construction of Coulee Branch by the Government.

It appears that under the Government specification the contractor is saddled with this expense. Under the circumstances I do not think that we should bill on the contractor above the out-of-pocket expense for doing this work.

I have prepared revised bill which I am forwarding herewith predicated on taking care of the out of pocket labor expense and including all of the material items listed in the original bill. I have included the section labor expense and supervising expense of telegraph lineman. I have not included the wages of the lineman as he is a monthly man and no additional labor expense was incurred by having him supervise the work. His personal expenses you will note are included in the bill.

I have discussed this matter with Mr. Harding of the Telegraph Dept. and he is in accord with my views.

I will therefore, thank you to cancel the bill against the Government as requested by Mr. Banks and substitute the attached bill, amount \$52.56 against David H. Ryan, Coulee, Wash.

JTD-W

Asst. to Chief Engineer.

cc - Mr. Blum

Bill revised as per my discussion with you.
If you approve, will you please certify.

8731

Saint Paul, December 31, 1934

Mr. H. E. Stevens:

Under date of December 26th the Spokesman Review had article stating that bids for excavation for relocation of the railroad and highway in the slide area at Grand Coulee Dam site would be called about January fifth. This evidently is between the Head of the Dry Coulee and the Dam site. The article states that 347,000 yards of common and 11,400 yards of rock excavation are involved.

It appears the sliding has occurred on a plane due to the presence of water. Mr. Tremaine advises that he understood from Mr. Banks it would not be necessary to relocate because it was considered that the slide could be stopped through de-watering but apparently they have now decided to relocate.

This news indicates there will be considerable delay in completing the railroad down to the dam site.

Under date of December 21st there was an article in the Spokane Chronicle stating that Contractor Ryan has had trouble with subsidence on one of the alkali flats. It appears that one of Mr. Ryan's cranes tipped over due to sinking.

The Reclamation Service lowered the grade line we placed across these flats. While the increased height of fill would place a heavier dead load on the ground, it would spread the live weight over a greater area, and with proper ratio, the problem might be solved.

BB h

Saint Paul, December 31, 1934

Mr. H. E. Stevens:

Under date of December 26th the Spokesman Review had article stating that bids for excavation for relocation of the railroad and highway in the slide area at Grand Coulee Dam site would be called about January fifth. This evidently is between the Head of the Dry Coulee and the Dam site. The article states that 347,000 yards of common and 11,400 yards of rock excavation are involved.

It appears the sliding has occurred on a plane due to the presence of water. Mr. Tremaine advises that he understood from Mr. Banks it would not be necessary to relocate because it was considered that the slide could be stopped through de-watering but apparently they have now decided to relocate.

This news indicates there will be considerable delay in completing the railroad down to the dam site.

Under date of December 21st there was an article in the Spokane Chronicle stating that Contractor Ryan has had trouble with subsidence on one of the alkali flats. It appears that one of Mr. Ryan's cranes tipped over due to sinking.

The Reclamation Service lowered the grade line we placed across these flats. While the increased height of fill would place a heavier dead load on the ground, it would spread the live weight over a greater area, and with proper ratio, the problem might be solved.

BB h

8731

St. Paul, December 27, 1934..

Mr. W. H. Robinson:

I enclose herewith copy of Parkwater Store Invoice No. 9-118 September 26th covering shipment of switch material to me at Odair. Shipment is covered by Express waybill B L 119 but upon taking up with Express Company they advise they cannot show delivery as apparently the shipment went forward by freight. Will you please advise how shipment went forward and if by freight let me have car number.

Bernard Bloomer
Chief Engineer.

r

ehc

*Shipped by Jan
from B L 119
MP-67193
9-118
WHR/31*

PARKWAY, WASH.
DIVISION STOREKEEPER
OFFICE OF

DEC 31 1931

N. P. RY. CO.
CO.

Saint Paul, December 27, 1934..

Mr. E. B. Wales:

Your form letter November 27th. I have certified to receipt of material on the following Parkwater Store Invoices, consigned to me at Odair, Wash.

| | |
|--------------|----------|
| Angle Bars | No. 9-66 |
| " | 8-150 |
| Switch Locks | 9-106 |

I have not yet obtained delivery data on 9-118 covering switch material. Am today writing Storekeeper at Parkwater for car number so can trace.

Chief Engineer.

F

enc

8731

Saint Paul, December 29, 1934

Mr. H. E. Stevens:

Your letter of the eighteenth transmitting copy of Mr. Sweney's letter of the seventeenth to you about impossibility of capitalizing our investment in the government railroad between Odair and the Coulee Dam:

While Mr. Sweney does not give the reasons why we cannot capitalize our investment, it is my understanding it is based on the fact that we will not operate over the new railroad. If that is correct, it is possible that we might be able to capitalize our investment if we do take over the operation. Has there been any conclusion as to such operation?

BB h

8731

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Almira, Washington
December 29, 1934

Northern Pacific Railway Co.,

St. Paul, Minn.

Gentlemen:

Attention: Mr. J. T. Derrig.

Reference is made to your letter of October 30, regarding tools and supplies loaned to David H. Ryan in connection with construction of railroad to Grand Coulee dam site.

We have this date loaded in car No. NP 23398 at Odair, the following:

- 46 kegs track spikes (9/16" x 6)
- 1 keg (1500 pcs) nut locks
- 1 keg 85# Track Bolts
- 9 kegs 90# " "

Your agent at Coulee City has accepted delivery of above on this date.

The item of one track gauge is considered a tool and should be handled as stated in paragraph two of your letter.

X
You may bill us for the 2 pcs. 8" x 14" x 16", rendering certified invoice in quadruplicate to us at Almira, Washington.

Yours very truly,

C. B. Funk
C. B. Funk
Chief Clerk

Billed for

299 m & Bm @ 33.00

987

to answer 1/7/35.

R

8731

me doing

✓ Single head Blocks (treated)

8 x 14-16

299 m dBm @ 7500

7.48

Int Count to Odair Wash

987# @ 24 1/2 cut

7.42

9.90

This figures

299 m dB @ 33 1/2 Int Odair Wash

299

33

897

897

9867

Bill made for

299 m

8231
Spokane, Dec. 27, 1934.



Mr. Bernard Blum:-

Coulee Dam Railroad.

Herewith clipping from the Spokesman Review of December 26th, telling of the call for bids to relocate the combined railroad and highway grade in the slide area, near the Coulee dam site.

I am rather surprised to see this newspaper announcement, because while at Almira last week, I rather gathered from Mr. Banks that the relocation would not be needed, because it was thought that the slide could be stopped thru the contemplated process of de-watering. Apparently the success of de-watering process is now regarded as problematic.

I do not know for certain as yet, but apparently this new contract will further delay the construction of the railroad in that stretch.

Handwritten signature

District Engineer.

HMT-T

Encl.

J.T.D. 12/27

note

12/31

B.B.

CALL EXCAVATION BIDS

January 5 Set for Opening Offers for
Rail Work.

ALMIRA, Wash., Dec. 26.—Bids for excavation for the relocation of the railway and highway in the slide area at Grand Coulee dam site will be called about January 5, according to Frank A. Banks, construction engineer, today.

The work will involve about 347,000 cubic yards of common excavation, 11,400 cubic yards of rock excavation and 8,650,000 station yards. A provision will be made to handle extra yardage if necessary.

Before this slide in November grading for the railway and highway across this area was virtually completed by Crick and Kuney, Spokane contractors. With the constant seepage of water to bedrock, causing a slippery sheet on which the mass of earth moved, it was found necessary to sink two wells and install pumps to remove the water.

The new survey carries the railway and highway back further in the hills.

8731

OFFICE OF THE
CHIEF ENGINEER
DEC. 30
1934
NOR. PAC. RY.
ST. PAUL, MINN.

Spokane, Dec. 27, 1934.

Mr. Bernard Blum:-

Coulee Dam Railroad.

Am attaching hereto clipping from the Spokane Chronicle, of December 21st, relative to trouble being experienced apparently thru the roadbed subsidence, on one of the "alkali flats".

One of the USRS employees who has had something to do with the railroad construction, told me Christmas day that there are about 4000 feet of track affected and he was doubtful as to the success which would attend the efforts to maintain the track there across. He was of the private opinion that eventually there would have to be a relocation of the railroad line around this flat. The chap with whom I talked was talking in a purely personal capacity, and his judgment has not proved to be uniformly correct in the past, so I am merely passing it on as interesting information.

I shall have to go to Almira I expect personally again very soon, to see why Mr. Banks has not given us a check on the rail received as requested in your telegram of December 3rd, and may have some additional information at that time.

Christmann

HMT-T

District Engineer.

Encl.

J.T.D. 12/31
note
12/31 *B B*

Coulee Dry Lake Making Troubles for Track Layers

COULEE DAM, Dec. 21—(Special.)

—As expected, David H. Ryan, contractor for the construction of the United States construction railway from Odair to within 1.8 miles of the dam site, is finding plenty of difficulty in spanning a so-called dry lake in the Grand coulee.

Old-timers about three months ago pointed out that the "alkali flats" seemed to have no bottom and that Ryan would encounter considerable difficulty in laying his railroad bed and steel over this area.

During the past week one of Ryan's cranes tipped over due to the partial sinking of the rails of the dry-lake region. The entire roadbed is said to be sinking and before the job is finished a difficult problem may be encountered.

8731

Seattle, Wash.,

December 24, 1934.

MR. H. E. STEVENS:

My letter November 28 about leasing Engine 1383
to Contractor Ryan.

He agreed to pay wages of the crew and pilot handling
the engine from Parkwater to Odair and the deadhead return movement
of the employes in addition to the regular rate of \$1.50 per mile
for movement of the locomotive.

I understand there was some correspondence back in 1923
to the effect that the rate of \$1.50 per mile would cover all charges
and the practice of charging lessees for wages, etc., when engine
is moved under its own steam should be discontinued. Please wire me
if we should make any collection from Mr. Ryan other than the \$1.50
per mile for movement of the engine.

Copy - Mr. Blum ✓

B

WCS



(10-17)

8731

PERSONAL.

Spokane, Dec. 20, 1934.

Mr. Bernard Blum:-

Re - Rail, Coulee Dam RR

Yesterday at Coulee, the Agent advised that very few of the cars of rail had been shipped marked as "condemned". He did not keep any check of the proportion, but stated that by far the most of the rail had been shipped properly identified in its classification as "3rd A", "3rd B", etc.

H. J. Hume

HMT-T

District Engineer.

B

Saint Paul, Minn.,

December 18, 1934.



MR. BERNARD BLUM:

See file 7335

Your letter of the eighth about accounting for Northern Pacific expense in connection with the construction of the railroad between Odair and the head of the coulee, was referred to Mr. Sweney, and I am attaching copy of his reply giving a ruling on the questions you have raised.

B

COPY

St. Paul, Minn.,

Dec. 17, 1934

MR. H. E. STEVENS:

Referring to your letter of December 11, enclosing copy of letter of December 8 from Mr. Blum relative to the possibility of capitalizing our investment in the Government railroad between Odair and the head of the canyon.

The accounting rules will not permit this expenditure being capitalized. The cost of the surveys, which we turned over to the Government, should be charged to profit and loss, and the cost of rail and fastenings should be charged to account 705, "Miscellaneous physical property."

I am a member of the Contact Committee of the Railway Accounting Officers Association, which approved Case A-13-D before it was issued by the Interstate Commerce Commission Bureau of Accounts under date of October 16, 1934, and I can say that this case was not intended to cover such a transaction as that to which Mr. Blum refers.

(Signed) F. W. Sweeney

*discuss with
Reclamation Service
JTB 12/31*

Saint Paul, Minnesota,
December 17th, 1934.
File 6310-F

Mr. J. T. Derrig,
Assistant Chief Engineer,
Saint Paul, Minnesota.

Please refer to your letter of November 20th, to Mr. E. R. Wales, carbon copy to my office stating that bill should be rendered against the United States Government, Reclamation Service for the cost of providing proper clearance for railroad running through to Coulee Dam.

In line with your suggestion, the District Accountant submitted his bill B-3013, Audit No. 118577 for a total of \$117.20. The bill has now been returned by the U.S. Reclamation Service with advice that under the contract, Specifications #572, the bill should be paid by David H. Ryan, under paragraph #27.

I attach the original bill as well as letter received from the Chief Clerk of the Reclamation Service at Almira, Wash. With return of the file, will you please give me the benefit of your opinion.

J. B. Stebbins

Auditor Disbursements.

WH:LO



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

8731

M.

52 SF X

SPOKANE DEC 17 1934

BERNARD BLUM

STPAUL

SEE YOUR B 32 AND MY A-2 OF DEC 3RD ABOUT CHECK ON TRACK MATERIAL WE ARE
TO FURNISH RECLAMATION SERVICE STOP I HAVE BEEN AFTER BANKS OFFICE CONTINUALLY
FOR THIS AND IT HAS BEEN PROMISED SEVERAL TIMES . TO DATE NOT YET RECEIVED
I WILL ENDEAVOR TO WORK OUT WITH BANKS THIS WEEK A 13

H M TREMAINE

1235P

Memo

8731

Grand Coulee Dam File

S. E. Mitchell asked me if O.K. to
load for Coulee Dam via Washington
Central 80' sheet piling (steel) on 3 cars
gross load on each active car 196000*
(including weight of car) cars to be
65' gons.

| | | | |
|----------|----------|----------|----------|
| 136000* | | 136000* | |
| Δ | Δ | Δ | Δ |
| 00 | 00 | 00 | 00 |
| 60000* | | 60000* | |
| 196000* | | 196000* | |

Checked with Brockway and Hausacker
who said O.K. advised S. E. M. accord-
ingly -

R.S.
12/11



N. P. 834
5-24

TRAINGRAM—IMPORTANT

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 Re-

ceiving Operator will give the Traingram immediate delivery to the addressee, or service it in the same manner a telegram is serviced.

Coulee, Wash. Dec. 11/34.

Mr. Bernard Blumm
St. Paul, Minn.

NP 65081 deld Sept 1st NP 69704 deld Sept 18th. Unable to locate record of the express shipment as we send express bills to Mr. F. T. Renkin, district account Railway Express Agency Seattle. If you can furnish waybill reference on them I will take up for delivery record.

R. A. Dierkes
R. A. Dierkes,
Agent.



At Baker, Montana,
December 10, 1934

- Personal -

Mr. H. M. Tremaine:

Your letter of the fifth advising that Mr. Darland of the Reclamation Service stated that one of the Contractor's ballast trains had been derailed by broken rail, resulting from a transverse fissure:

I agree that it is best not to make a point of going into this matter but I would be glad, if it could be arranged quietly, to obtain the usual information with respect to size of fissure, heat number, brand etc.

It is unfortunate that the Superintendent billed the rail out as damaged or transverse fissure rail.

BB h

cc Mr. L. Yager:

The Reclamation Bureau made some protest about the rail received for the Coulee job. Some of the rail was billed as damaged and other as transverse fissure.

Bernard Blum

8731

Spokane, Dec. 8, 1934.

Mr. Bernard Blum:-

Coulee Dam Railroad.

For your information, the Machinery Company in Seattle, I believe the Armstrong Company, who rented the crane used by David H. Ryan in laying the track at Coulee Dam Railroad, have just taken this crane away from Ryan because he has not paid any rental thereon. The Armstrong people have asked Superintendent Johnson to store the crane for them at some station away from Coulee where Ryan will not have access to it.

The ceremony of driving the golden spike initiated by Mr. Ryan is under way today. This means the track is at the head of the coulee, altho I do not know if all of the track laying is completed.

Since the receipt of your telegram B-32 of December 3rd, I have been after Mr. Banks' office in Almira, to determine if they have received all of the track material from us which we agreed to give. Mr. Banks' office seems to have trouble in making this check, because at one time they reported to me on the phone that they were about 12000 lineal feet of rail short. I told them this could hardly be true, because there was not that much track to be laid. They agreed that was the case and said their material man was then engaged in re-checking these figures. If I do not hear on this from Mr. Banks' office by Tuesday, I will go to Almira and see what the situation is.

Huntman

HMT-T

District Engineer.

B



PERSONAL

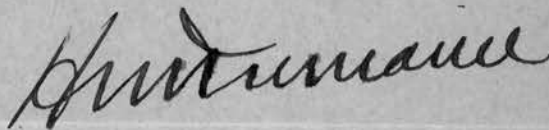
Spokane, Dec. 5, 1934.

Mr. Bernard Blum:-

Please be referred to your circular letter of November 30th to the District Accountants and to the Division Superintendents, about the language employed in billing the rail for use in the Coulee Dam Railroad, and to the circumstances bringing about that circular:

Today, Mr. Murphy advised me that while talking to Mr. Darland yesterday at Almirs, Mr. Darland advised that one of contractor Ryan's ballast trains had been derailed by a broken rail caused by a transverse fissure. Mr. Darland asked Mr. Murphy if the rail should be sent in for an examination.

I talked the matter over with Superintendent Johnson by telephone today and we do not think the incident should be dignified by an examination of the rail at this time; therefore, we are not having the rail sent in, nor are we having any one go out there to examine the rail on the ground. If this action is not in accordance with your wishes, will you please advise?



HMT-T

District Engineer.



N. P. 1012
6-24

8731

S 25366

CLASS N MATERIAL REQUISITION NO. **ED 422** G. S. K. NO.

STOREKEEPER AT **Parkwater** **12/7/34**
DATE

SHIP TO **B. Blum, Chf. Engr.**

AT **Odair, Wash.**

| USE OF SHIPPING
STORE ONLY | | | QUANTITY
REQUIRED | DESCRIPTION | PURPOSE | ON
HAND
AND
DUE |
|-------------------------------|---|---|----------------------|--|------------------------|--------------------------|
| SHIPMENTS | | | | | | |
| 4 | 3 | 2 | | | | |
| | | | | NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK | | |
| | | | 2 | No. 9 rigid frogs 90# second hand | Grand
Coulee
Dam | |
| | | | | Confirming my wire 12/5/34
file EE 422 | | |
| | | | | BB-FCT-322 GNS-BGB-CAN | | |
| | | | | Canceled on YD 21185 | | |

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 | | CAR | | CAR | | CAR | |
| INITIAL | NUMBER | INITIAL | NUMBER | INITIAL | NUMBER | INITIAL | NUMBER |
| INVOICE | | INVOICE | | INVOICE | | INVOICE | |
| NUMBER | DATE | NUMBER | DATE | NUMBER | DATE | NUMBER | DATE |

8731

Saint Paul, December 7, 1934

Mr. H. E. Stevens:

In case it has not been brought to your attention, article in the Spokesman-Review of December second announced the appointment of Day Reynolds as traffic representative of the Northern Pacific Railway at Grand Coulee. Mr. Reynolds has been Agent and Telegrapher on the Idaho Division. Article states that Mr. Reynolds will have an office at Mason City.

BB h

Mr Blum.

For your information

HMT

12-4-34

N. P. AGENT AT COULEE DAM

Railroad Names Day Reynolds Its Traffic Representative.

The appointment of Day Reynolds as traffic representative of the Northern Pacific railway at Grand coulee was announced yesterday by J. L. Burnham of Seattle, western traffic manager of the road. Mr. Reynolds' office will be under the jurisdiction of the Spokane office.

Thomas A. Murphy, general agent here of the Northern Pacific, and Mr. Reynolds will go to Mason City Monday and select an office.

"We appreciate the importance of expediting service for the MWAK company, the government and other contractors in connection with the movement of traffic associated with the Grand Coulee dam project," Mr. Murphy said, "and the establishment of an office at the scene of their operations will afford them ready contact with the Northern Pacific."

Mr. Reynolds has been with the Northern Pacific since 1918 on this division as agent and telegrapher, with his last assignment at Otis Orchards.

J.T.B.

note AB,
12/1





N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

8751 M.

St. Paul Dec. 6, 1934

Agent - Almira, Wash.

J.H. Johnson - Spokane

Two number nine rigid frogs shipped from Parkwater today
car HT-66187 to apply on requisition SD 422 supplanting
#7 frogs not available. D-185

J F Derrig

cc - Mr. H.M. Tremaine

Mr. F.A. Banks - Confirmation

St. Paul, Minn.,
Dec. 6th, 1934.

ED-422

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

Dear Sir:

Referring to your Mailgram of December
5th:

Two #9 - 90# rigid frogs second hand
were shipped from Parkwater today in NP car 66187
applying upon requisition ED-422.

Yours truly,



General Storekeeper.

N-hn

8731
December 6, 1934.

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

Dear Mr. Banks:

You will recall there was some revision made in the location of the Grand Coulee Line subsequent to the delivery of our location tracing.

I think it would be advisable to have the original tracing corrected showing the alignment of the revised line. This will permit us to check up the rail requirements more conveniently, and I believe that in showing the corrected alignment on the location map it will avoid some confusion with our records.

If consistent for you to make these changes on the tracing I would thank you to have same done sending me a Vandyke print and one blueprint of the corrected tracing. We do not have a map of your proposed railroad in the vicinity of the dam and would thank you to furnish me with the Vandyke and one print of the railroad in this vicinity. This information is desired as we will be furnishing rail to the NWAK Company, and for record purposes we desire sketch showing location of the so-called Government project in the vicinity of the contractor's plant.

Yours truly,

Asst. to Chief Engineer.

JTD-W



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul, Dec. 6, 1934.

T. A. Murphy,

Spokane, Wash.

Due to opening of some court cases Monday will be unable to attend opening of Grand Coulee Railroad 8th. Please express my sincere regrets. D-182

J T Derrig



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul Dec. 5, 1934

H. M. Smith
St. Paul, Minn.

My letter November 7 advising Mr. Banks we did not have available two #7-90# secondhand rigid frogs to complete delivery on reqn. ED-422.

Mr. Banks is insisting that we furnish frogs in accordance with intent of our contract and asking that we arrange to furnish two #9 90# secondhand frogs which I understand are available. Will you please arrange to make immediate delivery and ^{apply} bill on above reqn. advising from which plant you will ship and give car numbers when loaded.

If spring frogs are furnished one right and one left should be supplied.

J T Derrig



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul Dec. 5, 1934

T A Murphy

Spokane, Wash.

Advise Mr. Banks I will arrange to ship immediately
two number nine ninety pound frogs. D-180

J T Derrig

cc Mr. H H Transline



N. P. 1012
6-24

8731

ID 25128

CLASS NO. _____ MATERIAL REQUISITION NO. **ED 637** G. S. K. NO. _____
STOREKEEPER AT **J.H. Johnson** **12/5/34** DATE
SHIP TO **B. Blum, Chf. Engr.**
AT **Coulee, Wash.**

| USE OF SHIPPING
STORE ONLY | | | QUANTITY
REQUIRED | DESCRIPTION | PURPOSE | ON
HAND
AND
DUE |
|-------------------------------|---|---|----------------------|---|---|--------------------------|
| SHIPMENTS | | | | | | |
| 4 | 3 | 2 | | | | |
| | | | | NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK | | |
| | | | 5,500 | Lin. Ft. 3rd B 90# Rail - 33 ft. lgths | Acct. rail
leased to the
MWAJ Co. | |
| | | | | BB-PJP-ERW-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 _____ | |
| W. B. _____ | | W. B. _____ | | W. B. _____ | | W. B. _____ | |
| CAR _____ | | CAR _____ | | CAR _____ | | CAR _____ | |
| INITIAL | NUMBER | INITIAL | NUMBER | INITIAL | NUMBER | INITIAL | NUMBER |
| INVOICE _____ | | INVOICE _____ | | INVOICE _____ | | INVOICE _____ | |
| NUMBER | DATE | NUMBER | DATE | NUMBER | DATE | NUMBER | DATE |



N. P. 1012
6-24

8731

CLASS NO. MATERIAL REQUISITION NO. **ED 637**

M 25129

G. S. K. NO.

STOREKEEPER AT **Missoula**

12/5/34

DATE

SHIP TO **B. Blum, Chf. Engr.**

AT **Coulee, Wash.**

| USE OF SHIPPING
STORE ONLY | | | QUANTITY
REQUIRED | DESCRIPTION | PURPOSE | ON
HAND
AND
DUE |
|-------------------------------|---|---|----------------------|--|---|--------------------------|
| SHIPMENTS | | | | | | |
| 4 | 3 | 2 | | | | |
| | | | | NOTE—THIS FORM MUST BE MADE OUT IN COPYING INK | | |
| | | | 190 | Pr. soft 90# second hand angle bars | Acct. rail
leased to
the MWAK Co. | |
| | | | | Conf. wire 12/3/34 file ED 637 | | |
| | | | | BB-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 | |
| W. B. | | W. B. | | W. B. | | W. B. | |
| CAR | | CAR | | CAR | | CAR | |
| INITIAL | NUMBER | INITIAL | NUMBER | INITIAL | NUMBER | INITIAL | NUMBER |
| INVOICE | | INVOICE | | INVOICE | | INVOICE | |
| NUMBER | DATE | NUMBER | DATE | NUMBER | DATE | NUMBER | DATE |



N. P. 1386
12-24

115 SF S

TELEGRAM—BE BRIEF

TIME FILED

M.

Spokane 12/5/34

Bernard Blum

St Paul

My A 2 In reply to your B 32 Banks office advised by telephone today that apparently there is some shortage in rail. They are making check and will let me know tomorrow or Friday as soon as check can be finished. A-5

H M Tremaine

609 pm

Handwritten: 12/6 J.T.D.
146 note B.B.

Stamp: OFFICE OF THE ATTORNEY GENERAL
RECEIVED
DEC 10 1934

8731

Saint Paul, December 5, 1934

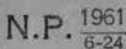
Mr. H. E. Stevens:

Construction of the Grand Coulee Dam railroad is apparently progressing in good shape. You have received copy of Mr. Murphy's letter inviting us to attend the driving of the Golden Spike December 8.

As of the night of November 30 tracklaying had progressed to MP 26 which is about two miles from the head of the Grand Coulee. The grading is well advanced on the line down to the river level and it is believed there will be no substantial delay to Mr. Ryan completing his track except for the slide which occurred in the roadbed. I am advised, however, that Mr. Banks thinks that the track can cross this slide. I do not know just what the slide consisted of.

BB:h

cc Mr. R. W. Clark



2 1/2" R. H. 2 1/2" C. TO C.

8731

INSTRUCTIONS: 1-MAKE ORIGINAL AND FOUR (4) COPIES. 2-DUPLICATE (SECOND COPY) TO BE FORWARDED TO CONSIGNEE. 3-TRIPPLICATE (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 *Don Messersmith*
FOR *Bernard Blum*
Chief Engineer

TO County of San Diego
DATE OF WAY-BILL Dec. 4 1934

DATE OF WAY-BILL Dec. 7 1914

NUMBER OF WAY-POINTS 11

CAR INITIALS 15 CAR NO. 1404

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 _____

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 |
|--------------------|---|--------|-------|--------|----------|-------|--------|
| 38000
loose | pr 90# Second
hand soft angle
bars
plan T-20-106 | ED-637 | | 9880 | 190 | | |

DATE _____ 19__ DATE _____ 19__

TRAIN NO. _____ TRAIN NO. _____

TIME _____ M. TIME _____ M.

| | |
|--|--|
| TO BE FILLED IN BY FIRST
CONDUCTOR TAKING THE
FREIGHT. | TO BE FILLED IN BY CON-
DUCTOR LEAVING FREIGHT
AT DESTINATION. |
|--|--|

AGENT AT

DESTI-

WILL

HEREIN

DATE RECEIVED

NATION

STAMP

THE

RECEIVED FOR THE USE OF THE N. P. RY. CO. THE
PROPERTY DESCRIBED ON THIS WAY-BILL.

18

St. Paul, December 4, 1934..

Mr. R. A. Dierkes, Agent,
Coulee, Washington.

Herewith copies of Parkwater Store Invoices
covering shipments made to me in connection with the con-
struction of branch line into Coulee Dam in cars as noted:

8-150 Angle Bars

Car NP 65081-

9-66 "

69704-

9-106 Switch locks

Express

9-118 Frogs and Switches

"

Will you please indicate on these your record
as to unloading or delivery to the U S Reclamation Service,
and return them to me.

Bernard Blum
Chief Engineer.

r

enc

9/1 Held Oct 3rd
Rec'd 9/18 Held 9/22

8731

Saint Paul, December 4, 1934

Mr. H. E. Stevens:

I am attaching blueprint copy of Mr. Tremaine's letter of November 28th to Mr. Ryan, Contractor on the Coulee Dam Railroad about leasing him S-4 locomotive 1383. It is understood that this locomotive is desired for the hauling of ballast and other construction purposes.

In this connection Mr. Ryan expressed a desire to protect himself by insurance on the locomotive. I advised him to obtain a policy up to the amount of \$5000., the policy to be written in favor of both the David H. Ryan Construction Company and the Northern Pacific, and that we would assume losses in excess of \$5000.

BB:h

cc Mr. W. C. Sloan
Mr. Silas Wright

8731
December 4, 1934

Mr. David H. Ryan,
Contractor,
Coulee City, Washington

Dear Mr. Ryan:

Mr. Murphy has advised me of your kind invitation to be present at the driving of the Golden Spike in the government railroad at the head of the Grand Coulee Saturday December eighth. Needless to say I am very glad that you are nearing the completion of your job.

Unfortunately I will be unable to attend for the reason that I am leaving Friday night for a suit in Southeastern Montana which starts Monday morning and our attorneys require my presence on the ground Sunday to go over various matters. I am sorry to miss the celebration as I am sure it will be one well worth attending.

With kindest regards,

Yours very truly,

EB:h

cc Mr. T. A. Murphy



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

78 ST S

Almira 12/4/34

J T Derrig

St Paul

Miner Reclamation bureau here talked to us today about our providing frogs as per your letter Nov 27 to Banks feels our position not in accordance article eleven contract with dept interior and says if not in position furnish no seven frogs could use No nine type and feels department will insist we live up to terms agreement to furnish all material necessary as requested requisitions Nos 318 and 422 as he is under impression they cannot consistently ask department purchase frogs in view agreement with our company. These frogs urgently required banks writing you but felt it advisable give you this information by wire. T A Murphy

430 PM



N. P. 1386

12-24

134 SF S

TELEGRAM—BE BRIEF

TIME FILED

M.

Spokane 12/3/34

Bernard Blum

St Paul

B 32 Apparently all track material we were to furnish has been received but banks office is now making a check and will advise me definitely tomorrow. This of course does not include the two number seven, Ninety pound frogs for siding at dam site as per your letter Novr 27 to Mr Banks stop. Friday night track had been laid to M P 26 stop grading is well advanced on line down to river level and there should be no delay to Ryan in laying this track on that account except a slide which has developed in roadbed but banks thinks track can cross all right. A-2

H M Tremaine

547 pm





N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul 12-5-34

8731

H M Tremaine Spokane

What is status work on Coulee Dam Railroad stop Assume all
material we were to furnish has been received stop What is situation
with respect to line down to river level B 32

Bernard Blum

8731
Saint Paul, December 3, 1934w

MR. H. M. SMITH:

Attached ED reqn. 657 covers 5500 lineal feet
of 3d class 90# B rail to be leased to the MWAK Company. Please
place order with Idaho Division to furnish from Parkwater rail
yard.

L. Gager

PJP

Assistant Chief Engineer

cy J. T. Derrig ✓

J. H. Johnson

December 1st, 1934

File A

Mr. Charles Donnelly, Pres., St. Paul
Mr. B. W. Scandrett, Vice Pres., St. Paul
Mr. H. E. Stevens, Vice Pres., St. Paul
Mr. R. W. Clark, GTM, St. Paul
Mr. B. Blum, Chief Engineer, St. Paul
Mr. J. Derrig, Asst. Chief Eng., St. Paul
Mr. W. E. Coman, Vice Pres., Seattle
Mr. J. L. Burnham, WTM, Seattle
Mr. W. C. Sloan, Gen. Mgr., Seattle
Mr. T. F. Lowry, Asst. Gen Mgr., Seattle
Mr. R. T. Taylor, Supt., Tacoma
Mr. J. H. Johnson, Supt., Spokane

Contractor David H. Ryan has asked me to extend an invitation to each of you to be present at the driving of the Golden Spike on the Government railroad at the head of the Grand Coulee Dam next Saturday, December 8th.

The Spike Driving Ceremonies will take place at 8:45 p.m. which will be preceded and followed by a round of activities at the damsite, commencing at 11:00 a.m. and terminating with the Grand Ball at 9:00 p.m.

The affair is being sponsored by the American Legion Post, Grand Coulee Damsite, and is being financed largely by a popularity contest for a queen to preside over the ceremonies.

Although the Government line will not be fully ballasted by that time, Contractor Ryan feels he can safely transport any business cars from Odair to the head of the Coulee.

en

T. A. Murphy

December 1st, 1934

File A

Mr. Charles Donnelly, Pres., St. Paul
Mr. J. W. Scandrett, Vice Pres., St. Paul
Mr. H. E. Stevens, Vice Pres., St. Paul
Mr. R. W. Clark, G.M., St. Paul
Mr. B. H. H. Chief Engineer, St. Paul
Mr. J. Darrig, Asst. Chief Eng., St. Paul
Mr. W. E. Conan, Vice Pres., Seattle
Mr. J. L. Barnham, W.M., Seattle
Mr. W. C. Sloan, Gen. Mgr., Seattle
Mr. T. F. Lowry, Asst. Gen Mgr., Seattle
Mr. R. T. Taylor, Supt., Tacoma
Mr. J. H. Johnson, Supt., Spokane

Contractor David H. Ryan has asked me to extend an invitation to each of you to be present at the driving of the Golden Spike on the Government railroad at the head of the Grand Coulee Dam next Saturday, December 8th.

The Spike Driving Ceremonies will take place at 3:45 p.m. which will be preceded and followed by a round of activities at the damsite, commencing at 11:00 a.m. and terminating with the Grand Ball at 9:00 p.m.

The affair is being sponsored by the American Legion Post, Grand Coulee Dam site, and is being financed largely by a popularity contest for a queen to preside over the ceremonies.

Although the Government line will not be fully ballasted by that time, Contractor Ryan feels he can safely transport any business cars from Odair to the head of the Coulee.

tan on

T. A. Murphy

CONFIDENTIAL
JAN 10 1950
U.S. DEPT. OF STATE

Mr. [Name] [Address] [City] [State] [Zip]
Dear Mr. [Name]:
I am writing to you in response to the letter of the
[Organization] dated [Date] regarding the [Topic].
I am sorry that I cannot give you a more definitive
answer at this time, but the [Organization] is still
in the process of [Action] and I am sure that you
will understand the need for [Action].
I am sure that you will find the information
I am sending you to be of interest and value.
Very truly yours,
[Signature]
[Title]

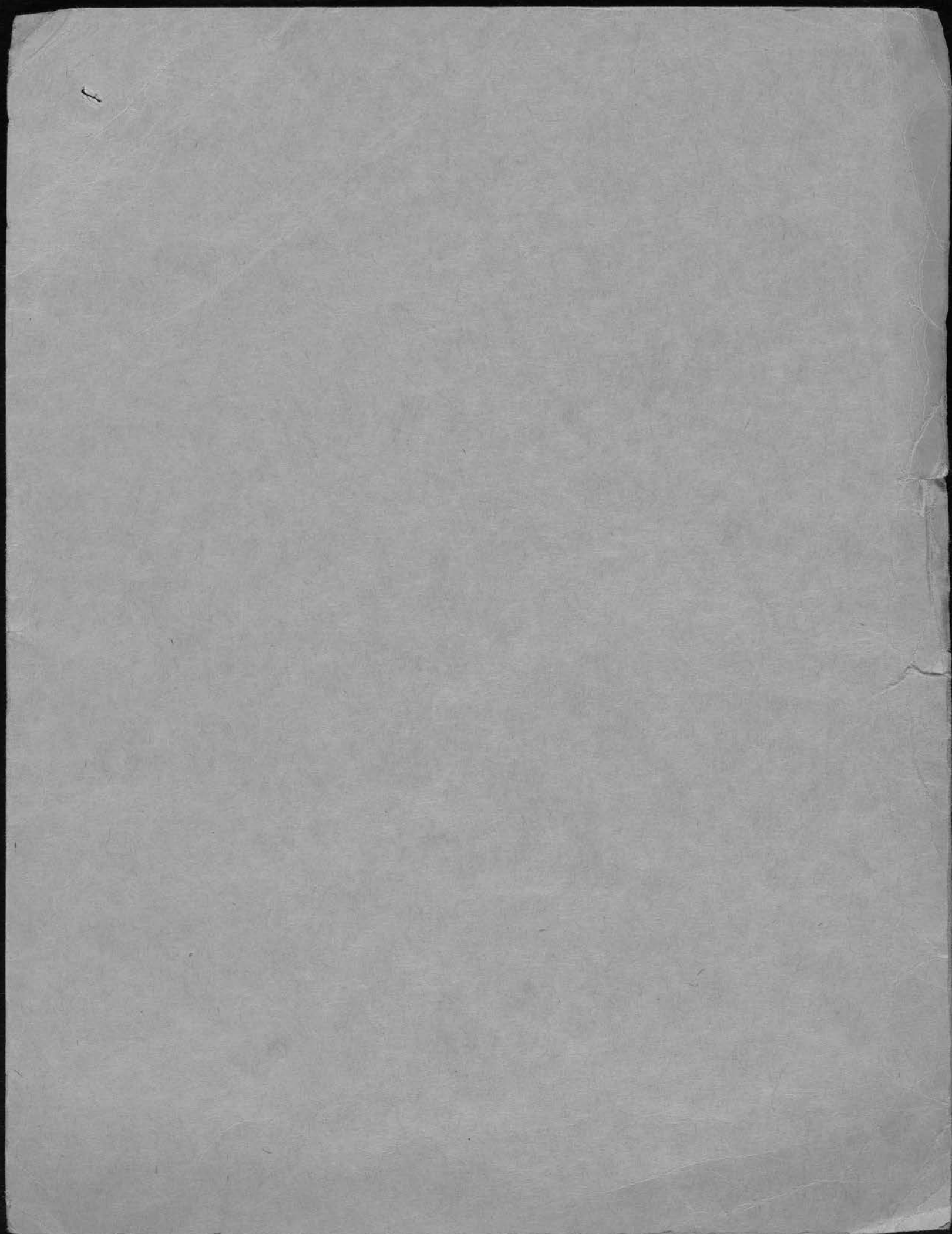
Enclosed for Mr. [Name] is a copy of the letter of the
[Organization] dated [Date] regarding the [Topic].
I am sure that you will find the information
I am sending you to be of interest and value.

The [Organization] is still in the process of [Action]
and I am sure that you will understand the need for [Action].
I am sure that you will find the information
I am sending you to be of interest and value.

The [Organization] is still in the process of [Action]
and I am sure that you will understand the need for [Action].
I am sure that you will find the information
I am sending you to be of interest and value.

Although the [Organization] is still in the process of [Action]
I am sure that you will find the information
I am sending you to be of interest and value.

[Signature]



8731

5