



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](http://www.mnhs.org/copyright).



N. P. 1757  
6-24

OFFICE OF Chief Engineer

FILE NO. 8731 - "B"

SUBJECT:

Grand Coulee Dam

Line  
Application to D.C.  
Answers to Questionnaire  
etc - Correspondence

See Application, Answers to in Separate Envelope

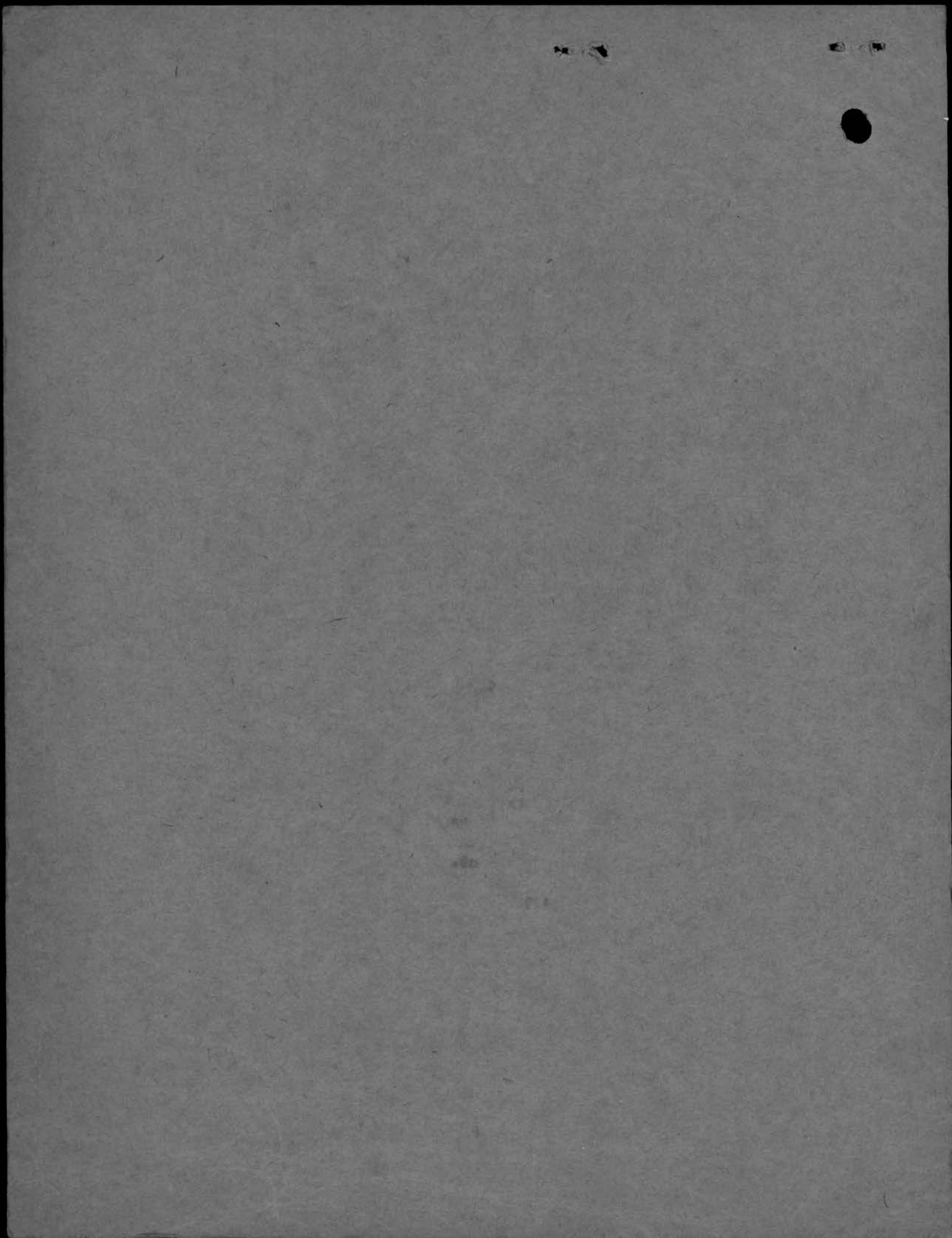
see General file 8731

8731-B



87 31

B



Mr. Blum

*Interstate Commerce Commission*  
*FINANCE DOCKET NO. 10212*

**NORTHERN PACIFIC RAILWAY COMPANY**

**Return to Questionnaire Concerning the Application  
for Permission to Construct a Branch Line from  
Odair to a point at the head of the Grand  
Coulee above the proposed Columbia River  
Dam, all in the State of Washington**

**COPY**



INTERSTATE COMMERCE COMMISSION

Finance Docket No. 10212

IN THE MATTER OF THE APPLICATION OF THE NORTHERN PACIFIC RAILWAY COMPANY FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE CONSTRUCTION OF A NEW LINE OF RAILROAD IN GRANT COUNTY, WASHINGTON.

RETURN TO QUESTIONNAIRE

The Northern Pacific Railway Company having made application to the Interstate Commerce Commission, under Paragraph (18) of Section 1 of the interstate commerce act, for permission to construct a branch line of railroad extending from a connection with applicant's existing line of railroad at or near Odair, Grant County, Washington, in the northeast quarter ( $\frac{1}{4}$ ), Section thirty-five (35), Township twenty-five (25) North, Range twenty-eight (28) East, running in a northeasterly direction to a point at the head of the Grand Coulee above the proposed Columbia River dam, in the northeast quarter ( $\frac{1}{4}$ ), Section eleven (11), Township twenty-eight (28) North, Range thirty (30) East, a distance of approximately twenty-eight and one-half ( $28\frac{1}{2}$ ) miles, which application is filed in the office of the commission in Finance Docket No. 10212, hereby affirms that notice of the application has been published in the form prescribed by the Commission, at least once during each of three consecutive weeks in the Grant County Journal, that said newspaper is of general circulation in Grant County, Washington and that Washington is the only state, and Grant is the only county in which the proposed new line of railroad will be situated; and that the newspaper clipping hereto attached contains a true copy of the notice as published in said newspaper:

GRANT COUNTY JOURNAL

N O T I C E

NORTHERN PACIFIC RAILWAY COMPANY hereby gives notice that on November 6, 1933, it filed with the Interstate Commerce Commission at Washington, D. C., its application for a certificate that the present and future public convenience and necessity require the construction of a line of railroad from a connection with its existing line at Odair northwesterly to a point at the head of the Grand Coulee above the proposed Columbia River dam, approximately 28.5 miles, all in Grant County, Washington.

NORTHERN PACIFIC RAILWAY COMPANY

Pub. Nov. 17 Dec. 1 3t

The applicant also submits the following information required by the Commission:

1. The essential facts relied upon to support the statement that the applicant is a carrier by railroad, engaged in the transportation of passengers or property, subject to the interstate commerce act, or is a corporation organized to construct and operate a railroad.

ANSWER: Applicant Northern Pacific Railway Company is a corporation under the laws of the State of Wisconsin and is incorporated under the laws of 1870, Chapter 326 as amended and is a carrier by railroad, engaged in the transportation of passengers and property, subject to the interstate commerce act, and at the present time owns and operates a system of railroad extending from Lake Superior to the Pacific Coast.

2. Whether the proposed new line of railroad will be both constructed and operated by the applicant.

ANSWER: The proposed new line of railroad will be both constructed and operated by the applicant.

3. Whether or not any corporation, individual, or trustee, holds control over the applicant at the date of filing this return. If control is so held:

(a) The form of control, whether sole or joint, and whether in trust.

(b) The name and business address of the controlling corporation, individual, or trustee.

(c) The manner in which control was established.

(d) The extent of control.

(e) Whether control is direct or indirect.

(f) The name and business address of the intermediary through which control, if indirect, was established and is exercised.

(g) The name and business address of the beneficiaries, for whom the trust, if any, is maintained.

(h) The purposes of the trust.

ANSWER: No corporation, individual or trustee holds control over the applicant at the date of filing of this return.

4. Whether the applicant is connected by common stock ownership, or otherwise, with any industry to be served by the proposed line. If so, state the facts.

ANSWER: The applicant is not connected by stock ownership or otherwise with any industry or business to be served by the proposed line.



5. Amount and kind of capital stock (a) authorized, and (b) issued, for construction of the proposed line.

ANSWER: No capital stock is authorized or to be issued for the construction of the proposed line.

6. The chief purposes and functions of the proposed line.

ANSWER: The chief purpose and function of the proposed line is to haul the heavy materials which will be used in the construction of the Dam by the U. S. Government near the head of the Grand Coulee in Grant County, Washington.

7. The classes of service to be performed, as passenger, freight, express, and switching.

ANSWER: All classes of service will be performed but it is assumed regular passenger service will not be required.

8. The kind of motive power to be used; if electric power, state source and estimated cost.

ANSWER: The motive power to be used will be steam.

9. Whether the proposed line will receive material revenue from the territory traversed, or serve any material public convenience and necessity of the local territory. If the answer is "no", the applicant may elect to omit answers to questions 10 to 21 inclusive.

ANSWER: No, and questions 10 to 21 inclusive and answers thereto, are omitted.

22. Whether the proposed new line of railroad will be built primarily for a direct profit from railway operation, or for the advantage of any other industry or business. If for the latter, state what industry or business will be so benefitted, what such advantages will be, and the applicant's contractual or financial relation to such industry or business.

ANSWER: The new line will be built primarily for direct profit from railway operation.

23. If the proposed new line of railroad is an extension of an existing railroad, branch, connecting track or cutoff, insofar as not fully set forth under Paragraphs 21 and 22, the extent to which it is expected to be directly profitable in itself, and the extent to which it is expected to be justified by its effect on the business of the existing line.

ANSWER: The proposed new line of the railroad is a branch off the Washington Central Branch of the Northern Pacific Railway and is expected to be profitable as a part of the Washington Central Branch and a part of the Northern Pacific Railway system.

24. If the proposed new line of railroad is to be a connecting link between existing railroads, the kind and volume of traffic, expressed in tons or carloads, that probably will be interchanged.

ANSWER: It is not to be a connecting link.

25. What economies will be effected by such interchange of traffic.

ANSWER: No answer required.

26. Of the interchange traffic mentioned in answer to Paragraph 24, what part, expressed in tons or carloads, cannot be hauled or moved between common points by existing railroads.

ANSWER: No answer required.

27. The facts as to any agreement, tentative or otherwise, with existing carriers, covering operation of the proposed line, interchange of traffic, division of rates, or trackage rights.

ANSWER: No agreement has been made with other carriers but applicant is negotiating with the Great Northern Railway Company with a view of having the latter company share equally in the cost of construction, ownership, and operation of the proposed branch line, with a grant to the Great Northern Railway Company of trackage rights on the present line of the Northern Pacific Railway between Adrian, Washington and Odair, Washington.

28. Whether any aid, gift, grant of right of way, or other donation has been promised in connection with the proposed new line of railroad, and if so, the names of all persons, natural or artificial, giving such aid, gift, grant of right of way, or other donation, with a statement of the nature and value thereof.

ANSWER: No aid, gift, grant of right of way, or other donation has been promised in connection with the proposed new line.

29. The manner in which it is proposed to finance construction and equipment, the kind and amount of securities to be issued, and the approximate terms of their sale; to what extent funds for financing are now available, and which, if any, of such securities will be underwritten by industries to be served by the proposed line.

ANSWER: The cost of construction will be financed by funds of the Company or funds secured on short time.



30. An estimate in detail, of the character and volume of traffic expected and the gross revenue to be derived therefrom covering each of the first five years following the completion of the proposed new line of railroad, together with an estimate of the annual revenues expected after the first five years. The detailed estimate required for the first five years should show the amount of each class of traffic, the mean length of haul, the rate per unit and the revenue to be derived. Chief points or territories of origin and chief points or territories of destination of traffic.

ANSWER: The estimated traffic and revenue expected from the new line is as follows:

	FIRST YEAR			Mean	
	No. of	Ave. Rate	Total	Haul	
	Cars	Per Car	Revenue	Miles	From
<u>Received</u>					
Coulee Dam Material					
Sheet Piling	282	\$348.06	\$ 98152	690	Seattle-Buffalo
Misc. Metal	2	442.57	885	690	" -Chicago
Cribbing Timber	427	164.20	70114	425	Various Points
Highway Bridge					
Cement	129	192.10	24780	292	Various Points
Reinf. Steel	15	283.33	4250	367	Seattle
Struct. Steel	119	354.62	42200	690	Seattle-Gary
Hardware	5	356.00	1780	367	Seattle
Piling	12	166.25	1995	403	Everett
Lumber	17	127.65	2170	264	Various Points
Contr. Equip.	14	321.43	4500	367	Seattle
Coal	7	127.29	891	271	Roslyn
Miscellaneous	47	244.68	11500	244	Seattle-Spokane
Contr. Equip., Townsite, Store, etc.					
Coal	200	147.96	29592	364	Various Points
Lumber	200	143.90	28780	305	" "
Gasoline	100	263.89	26389	367	Seattle
Fuel Oil	20	271.17	5424	367	"
Motor Trucks	61	239.33	14599	711	" -Cleveland
Automobiles	110	226.54	24919	690	" -Detroit
Steam Shovels	33	454.29	14991	690	" -St. Paul
Explosives	70	297.14	20800	380	Dupont
Rail	38	400.67	15225	703	Seattle-Minnequa
Ties	48	112.71	5410	235	Creston-Aberdeen
Contr. Equip.	420	435.48	182903	690	Seattle-St. Paul
Dump Cars	47	352.93	16588	690	" -Chicago

FIRST YEAR (Continued)

<u>Received (Continued)</u>	<u>No. of Cars</u>	<u>Ave. Rate Per Car</u>	<u>Total Revenue</u>	<u>Mean Haul Miles</u>	<u>From</u>
Elect. Equip.	20	\$437.51	\$ 8750	690	Seattle-Chicago
Brick, Tile, etc.	30	166.67	5000	244	" -Spokane
Subsistance	75	85.00	6375	244	" "
L. C. L.	150	260.00	39000	244	" "
	<u>2698</u>		<u>707962</u>		

Forwarded

None

Total Revenue - First Year                      \$ 707962

SECOND YEAR

Received

<u>Coulee Dam Material</u>					
Cement	2931	\$192.79	\$ 565061	292	Various Points
Reinf. Steel	103	275.00	28325	567	Seattle-Minnequa
Sheet Piling	352	348.06	122517	690	" -Buffalo
Miscl. Metal	5	442.57	2213	690	" -Chicago
Form Lumber	465	148.84	69209	338	Various Points
Cribbing Timber	854	164.20	140229	425	" "
<u>Contr. Equip., Townsite, Store, etc.</u>					
Coal	200	147.96	29592	364	Various Points
Lumber	50	143.90	7195	305	" "
Gasoline	100	263.89	26389	367	Seattle
Fuel Oil	20	271.17	5424	367	"
Motor Trucks	11	239.33	2632	711	" -Cleveland
Automobiles	22	226.54	4984	690	" -Detroit
Steam Shovels	16	454.29	7269	690	" -St. Paul
Explosives	50	297.14	14857	380	Dupont
Rail	19	400.67	7613	703	Seattle-Minnequa
Ties	24	112.71	2705	235	Creston-Aberdeen
Contr. Equip.	350	435.48	152419	690	Seattle-St. Paul
Dump Cars	23	352.93	8117	690	" "
Hoists, Cranes, etc.	20	383.30	7666	690	" -Chicago
Elect. Equip.	20	437.51	8750	690	" "
Subsistance	75	85.00	6375	244	" -Spokane
L. C. L.	150	260.00	39000	244	" "
	<u>5860</u>		<u>1258541</u>		

SECOND YEAR (Continued)

	No. of Cars	Ave. Rate Per Car	Total Revenue	Mean Haul Miles	From
<u>Forwarded</u>					
None					
Total Revenue - Second Year			\$1258541		

THIRD YEAR

Received

<u>Coulee Dam Material</u>					
Cement	3663	\$192.79	\$ 706182	292	Various Points
Reinf. Steel	129	275.00	35474	567	Seattle-Minnequa
Sheet Piling	70	348.06	24364	690	" -Buffalo
Miscel. Metal	6	442.57	2655	690	" -Chicago
Sluice Gates	30	387.85	11635	690	" -Gary
Struct. Steel	18	352.96	6353	690	" "
Steel Penstock	57	347.51	19808	690	" -Pittsburgh
Form Lumber	698	148.84	103887	338	Various Points
Cribbing Timber	427	164.20	70114	425	" "
<u>Contr. Equip., Townsite, Store, etc.</u>					
Coal	250	147.96	36990	364	Various Points
Lumber	45	143.90	6475	305	" "
Gasoline	125	263.89	32986	367	Seattle
Fuel Oil	25	271.17	6779	367	"
Motor Trucks	9	239.33	2154	711	" -Cleveland
Automobiles	18	226.54	4078	690	" -Detroit
Explosives	20	297.14	5943	380	Dupont
Contr. Equip.	350	435.48	152419	690	Seattle-St. Paul
Hoists, Cranes, etc.	15	383.30	5749	690	" -Chicago
Elect. Equip.	15	437.51	6563	690	" "
Subsistence	75	85.00	6375	244	" -Spokane
L.C.L.	150	260.00	39000	244	" "
	6195		1285983		

Forwarded

None			
Total Revenue - Third Year		\$1285983	

# FOURTH YEAR

<u>Received</u>	<u>No. of Cars</u>	<u>Ave. Rate Per Car</u>	<u>Total Revenue</u>	<u>Mean Haul Miles</u>	<u>From</u>
Coulee Dam Material					
Cement	4396	\$192.79	\$ 847495	292	Various Points
Reinf. Steel	154	275.00	42349	567	Seattle-Minnequa
Misc. Metal	8	442.57	3541	690	" -Chicago
Sluice Gates	60	387.85	23271	690	" -Gary
Struct. Steel	36	352.96	12707	690	" "
Steel Penstock	114	347.51	39617	690	" -Pittsburgh
Turbine, Valves, etc.	100	423.67	42367	690	" "
Elect. Equip.	217	424.32	92078	690	" "
Form Lumber	698	148.84	103887	338	Various Points
Contr. Equip., Townsite, Store, etc.					
Coal	256	147.96	37878	364	Various Points
Gasoline	126	263.89	33250	367	Seattle
Fuel Oil	25	271.17	6779	367	"
Motor Trucks	8	239.33	1915	711	" -Cleveland
Automobiles	16	226.54	3625	690	" -Detroit
Contr. Equip.	210	435.48	91452	690	" -St. Paul
Hoists, Cranes, etc.	10	383.30	3833	690	" -Chicago
Elect. Equip.	10	437.51	4375	690	" "
Subsistance	75	85.00	6375	244	" -Spokane
L. C. L.	150	260.00	39000	244	" "
	6669		1435794		

## Forwarded

None

Total Revenue - Fourth Year                      \$1435794

# FIFTH YEAR

## Received

Coulee Dam Material					
Cement	3663	\$192.79	\$ 706182	292	Various Points
Reinf. Steel	129	275.00	35474	567	Seattle-Minnequa
Misc. Metal	8	442.57	3541	690	" -Chicago
Sluice Gates	100	387.85	38785	690	" -Gary
Struct. Steel	68	352.96	24001	690	" "
Steel Penstock	209	347.51	72630	690	" -Pittsburgh
Turbine, Valves, etc.	209	423.67	88546	690	" "



FIFTH YEAR (Continued)

	<u>No. of</u>	<u>Ave. Rate</u>	<u>Total</u>	<u>Mean</u>	
	<u>Cars</u>	<u>Per Car</u>	<u>Revenue</u>	<u>Haul</u>	<u>From</u>
<u>Received (Continued)</u>				<u>Miles</u>	
Elect. Equip.	507	\$424.32	\$ 215130	690	Seattle-Pittsburgh
Form Lumber	465	148.84	69209	383	Various Points
Contr. Equip., Townsite, Store, etc.					
Coal	250	147.96	36991	364	Various Points
Gasoline	125	263.89	32986	367	Seattle
Fuel Oil	25	271.17	6779	367	"
Motor Trucks	6	239.33	1436	711	" -Cleveland
Automobiles	6	226.54	1359	690	" -Detroit
Contr. Equip.	65	435.48	28307	690	" -St. Paul
Hoists, Cranes, etc.	2	383.30	767	690	" -Chicago
Elect. Equip.	5	437.51	2188	690	" "
Subsistence	75	85.00	6375	244	" -Spokane
L.C.L.	150	260.00	39000	244	" "
	<u>6067</u>		<u>1409686</u>		

Forwarded

To

Contr. Equipment					
Steam Shovels	25	360.00	9000	367	Seattle
Rail	29	370.17	10735	367	"
Motor Cars	48	162.50	7800	367	"
Dump Cars	35	321.43	11250	367	"
Hoists, Cranes, etc.	23	326.09	7500	367	"
Equipment	40	442.00	17680	367	"
	<u>200</u>		<u>63965</u>		

Total Revenue - Fifth Year                      \$1473651

31. The estimated total gross revenue, operating expenses, not revenue and not railway operating income, corresponding with the estimates of traffic under Paragraph 30. By "not railway operating income" is meant the excess of the credits over the debits to income, as reflected by the operating revenue, operating expense, railway tax accrual, uncollectible railway revenue, equipment rent and joint facilities rent accounts.

ANSWER:

	<u>Estimated Gross Revenue</u>	<u>Estimated Operating Expenses</u>	<u>Estimated Not Railway Operating Income</u>
First Year	\$ 707962	\$ 249411	\$ 458551
Second Year	1258541	409586	848955
Third Year	1285983	417158	868825
Fourth Year	1435794	456844	978950
Fifth Year	<u>1473651</u>	<u>464983</u>	<u>1008668</u>
Total	\$6161931	\$1997982	\$4163949

The following method was used in estimating the operating costs. From records of existing similar branches costs were taken which totaled \$1.87 per train mile including Station, Yard, Engine and Train Service, Casualties, Traffic and General. To this was added \$0.213 per train mile for locomotive repairs, making a total of \$2.083 exclusive of Maintenance of Way and Structures, Taxes and Repairs to Cars. These items were figured on the following basis:

Maintenance of Way and Structures \$465 per mile for 28.5 miles  
Taxes \$500 " " " 28.5 miles  
Repairs to cars the system average of \$0.010232 per car mile.

The operation was assumed to require daily service except Sunday, one train to make the round trip each day for 312 days per year, a total of 17784 train miles per year, the branch being 28.5 miles long.

For handling the additional business on the main line the gross tonnage has been figured at the system cost per gross ton mile times the mean haul. This unit cost includes only train and engine service, fuel, water, lubricants, other supplies, locomotive repairs and car repairs.

32. The part of the estimated traffic which will constitute net additional business developed or created by the construction of the proposed new line of railroad, and the part that will be diverted from existing railroads.

ANSWER: All of the estimated traffic will constitute net additional business developed or created by the construction of the proposed new line of railroad, and no part will be diverted from existing railroads.

33. The particular mining, timbering, manufacturing or other enterprises to be established contingent on the construction of the proposed new line of railroad and applicant's contractual or financial relation thereto. The tonnage or number of cars of freight expected from such enterprise.

ANSWER: As far as known no important mining, timbering, manufacturing or other enterprises will be established contingent on construction of proposed line, as the line is being built for the sole purpose of handling materials to be used in construction of the Government dam.

34. The dates on which it is expected to begin and to complete the construction of the proposed new line of railroad.

ANSWER: Construction will commence promptly upon the granting of the certificate and the compliance with the conditions set forth in the application of the Railway Company. Six months will be required to complete construction of the proposed line.

35. The engineering work in full detail which has been done with respect to the proposed line at the time of filing the return.

ANSWER: Preliminary surveys and projection for this entire line are complete.

36. The following particulars as to the physical characteristics of the proposed new line of railroad:

(a) The number of main line tracks.

ANSWER: One

(b) Weight of rail for main line tracks.

ANSWER: 90# third class.



(c) Rate of maximum grade in each direction and whether and how compensated for curvature.

ANSWER: One percent in each direction compensated 0.04 ft. for each degree of curvature.

(d) Rate of limiting grade that will fix train loading in each direction, and whether and how compensated for curvature.

ANSWER: One percent compensated 0.04 ft. for each degree of curvature.

(e) If helper grades are to be used, the number, rate, length and location of each.

ANSWER: No helper grades are to be used.

(f) The maximum rate of curve.

ANSWER: Three degrees.

(g) The average amount of curvature per mile in degrees.

ANSWER: Nineteen degrees.

(h) The approximate length and height of wooden trestles or other temporary construction. (Details under this paragraph not fixed by survey are to be estimated from reconnoissances so far as possible.)

ANSWER: Four hundred feet. Average height ten feet.

37. An estimate of total increase in charges to road and equipment account during the first five years after completion of the line. If this displaces rental charges on equipment, so show.

ANSWER: None.

38. Any additional facts or reasons to show that the public convenience and necessity require the construction of the proposed new line.

ANSWER: The quantity of material required for the construction of the proposed power dam involves such large tonnage that it would not be feasible to haul same by truck; for example, the quantity of cement alone that it is estimated will be required is 570,000 tons. In order to haul this from the various mills in the State of Washington,



based on an average truck load of five tons of cement and an average speed over the highway of twenty miles per hour, there would be required not less than 125 trucks working continuously night and day over a four year period. Assuming a rate for placing concrete worked out for construction of similar dams, large storage facilities for cement would be required or the number of trucks above stated would have to be doubled, and possibly trebled, to meet the requirements. The other materials that would have to be hauled would so increase the truck requirements that it could not be handled on the main highways in the State without serious interference with movements of their normal traffic. A considerable tonnage of the construction materials required for the dam and power house will be in units far in excess of the load capacity of the trucks now in operation; in fact some of these units will require special railroad equipment to handle. A railway is necessary for the practical and economical handling of such items and also to insure the economical delivery of other materials in line with progress schedules set up for the construction.

EXHIBIT "E"

EXHIBIT E - Part 1

Estimate based on preliminary surveys. Approximate estimated cost by primary accounts is as follows:

Length of Main Track	38.5 Miles
<u>Length of Other Track</u>	<u>1.6 Miles</u>
Total All Tracks	30.1 Miles

Acct. No. 1	- Engineering 5%	\$ 33252
" " 2	- Land for Transportation Purposes	50000
" " 3	- Grading	239786
" " 6	- Bridges, Trestles & Culverts	28800
" " 8	- Ties	61959
" " 9	- Rails	102490
" " 10	- Other Track Material	32495
" " 11	- Ballast	21500
" " 12	- Tracklaying & Surfacing	62583
" " 13	- Right of Way Fences	22160
" " 15	- Crossings & Signs	7858
" " 16	- Station & Office Buildings	5983
" " 17	- Roadway Buildings	4217
" " 18	- Water Stations	11000
" " 19	- Fuel Stations	800
" " 26	- Telegraph & Telephone Lines	12980
" " 27	- Signals & Interlockers	60
" " 37	- Roadway Machines	400
" " 38	- Roadway Small Tools	200
" " 71 to 75 & 77	- General Expenditures	27932
" " 76	- Interest During Construction	<u>32680</u>
TOTAL - - - - -		\$ 759135

EXHIBIT E - Part 2

Existing equipment owned by the Carrier will be sufficient to handle the expected business.



## N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y

Income Accounts for years ended December 31, 1928 to 1932 inclusive, and 9 months ended September 30, 1933

-----0-----

	1 9 2 8	1 9 2 9	1 9 3 0	1 9 3 1	1 9 3 2	9 months 1933
I. Operating income.						
Railway operating revenues	\$101 272 723.78	\$96 522 348.22	\$80 642 412.37	\$62 312 086.85	\$47 084 176.47	\$34 833 327.58
Railway operating expenses	70 801 966.02	70 551 664.61	62 734 420.23	52 082 847.25	41 433 179.52	29 397 386.24
Net revenue from railway operations .....	30 470 757.76	25 970 683.61	17 907 992.14	10 229 239.60	5 650 996.95	5 435 941.34
Railway tax accruals	9 688 173.23	9 210 938.51	7 480 777.83	6 816 387.38	6 677 354.57	4 811 910.44
Uncollectible railway revenue	20 681.25	20 739.09	18 396.19	10 072.17	23 209.27	20 447.44
Railway operating income .....	\$ 20 761 903.28	16 739 006.01	10 408 818.12	3 402 780.05	Df. 1 049 566.89	603 583.46
II. Nonoperating income.						
Hire of freight cars - credit balance	1 458 905.34	1 852 152.30	1 055 419.45	651 390.12	385 266.25	366 988.05
Rent from locomotives	308 532.50	254 012.05	260 595.16	244 315.82	191 770.35	122 801.75
Rent from passenger train cars	269 098.80	151 201.93	127 820.78	105 124.76	105 470.82	57 367.05
Rent from work equipment	204 920.51	225 917.39	155 626.16	112 643.90	87 196.34	67 624.28
Joint facility rent income	3 207 739.22	3 228 832.97	3 297 773.82	3 346 619.74	3 256 867.84	2 534 138.03
Income from lease of road	333 342.35	333 349.58	338 476.51	353 134.23	357 410.97	264 078.75
Miscellaneous rent income	502 743.19	558 358.94	509 730.35	526 324.53	474 742.36	352 068.50
Miscellaneous nonoperating physical property	244 131.18	229 616.24	178 909.28	179 645.29	177 169.82	103 162.64
Dividend income	9 333 797.05	12 833 745.15	16 319 187.14	14 423 713.48	9 119 425.44	758 363.00
Income from funded securities	599 426.52	808 502.25	248 471.13	760 794.55	273 566.17	55 850.82
Income from unfunded securities & accounts	292 687.66	710 081.05	378 780.61	584 563.47	156 477.61	99 556.57
Miscellaneous income	14 390.50	11 015.90	11 313.48	24 410.65	44 835.32	32 958.64
Total nonoperating income .....	16 769 714.82	21 196 785.75	22 882 103.87	21 312 680.54	14 630 199.29	4 814 958.08
G r o s s I n c o m e .....	\$37 531 618.10	37 935 791.76	33 290 921.99	24 715 460.59	13 580 632.40	5 418 541.54
III. Deductions from gross income.						
Rent for locomotives	71 414.81	68 142.00	69 158.95	66 075.38	61 595.91	32 931.65
Rent for passenger train cars	174 447.05	104 936.65	100 163.04	120 558.22	131 257.98	128 796.50
Rent for work equipment	10 104.63	12 642.23	8 379.08	4 624.20	3 288.51	2 514.75
Joint facility rents	866 561.37	855 057.68	835 139.16	870 196.79	790 473.10	580 270.34
Rent for leased roads	51 470.65	51 470.65	51 418.85	51 418.85	51 418.87	38 601.64
Miscellaneous rents	74 849.29	84 441.02	83 586.04	10 543.67	11 679.72	7 281.68
Miscellaneous tax accruals	132 904.17	128 908.33	89 525.77	43 618.86	79 711.13	62 892.00
Interest on funded debt	14 646 254.70	14 569 073.55	14 500 227.32	14 391 741.82	14 264 259.37	10 681 321.88
Interest on unfunded debt	131 682.09	13 680.75	89 270.45	50 177.93	5 597.70	12 164.09
Amortization of discount on funded debt	31 939.79	29 720.37	27 961.63	--	--	--
Miscellaneous income charges	206 779.36	209 410.05	207 375.89	204 168.84	172 756.31	115 826.35
Total deductions from gross income .....	16 398 407.91	16 127 483.28	16 062 206.18	15 813 124.56	15 572 038.60	11 662 600.88
N e t I n c o m e .....	\$ 21 133 210.19	21 808 308.48	17 228 715.81	8 902 336.03	Df. 1 991 406.20	Df. 6 244 059.34
IV. Disposition of net income.						
Dividend appropriations of income	--	--	--	--	--	--
Income balance transferred to Profit & Loss	\$ 21 133 210.19	21 808 308.48	17 228 715.81	8 902 336.03	Df. 1 991 406.20	Df. 6 244 059.34

Df. - denotes Deficit.

NORTHERN PACIFIC RAILWAY COMPANY

Profit and Loss Account -- September 30th, 1933.  
-----

	<u>D e b i t s</u>	<u>C r e d i t s</u>
Credit balance at beginning of year	\$	\$186 783 767.34
603. Profit on road and equipment sold		1 165.70
606. Donations		41 658.51
607. Miscellaneous credits		31 152.24
Debit balance transferred from income	6 244 059.34	
619. Loss on retired road and equipment	79 467.52	
621. Miscellaneous debits	493 622.09	
Credit balance carried to balance sheet	<u>180 040 594.84</u>	<u>                    </u>
T o t a l .....	<u>\$186 857 743.79</u>	<u>186 857 743.79</u>

-----





EXHIBIT "G"

I, D. F. LYONS, General Counsel of the Northern Pacific Railway Company, being familiar with the charter and corporate powers thereunder of said Company, certify:

I am of the opinion that the proposed extension of line covered by the application to the Interstate Commerce Commission in Finance Docket No. 10212 is within the charter powers of the Northern Pacific Railway Company.

Dated Nov. 27, 1933.

(Signed) D. F. LYONS

O A T H

STATE OF MINNESOTA )  
COUNTY OF RAMSEY ) ss

CHARLES DONNELLY makes oath and says that he is the President of the Northern Pacific Railway Company, applicant herein; that he has been authorized by proper corporate action on the part of said applicant to verify and file with the Interstate Commerce Commission the foregoing return to questionnaire of said Commission in respect of the application in Finance Docket No. 10212; that he has carefully examined all of the statements referred to in said return and the exhibits attached thereto and made a part hereof; that he has knowledge of the matters set forth in such return and that all such statements made and the matters set forth therein are true and correct to the best of his knowledge, information and belief.

(Signed) CHARLES DONNELLY

Subscribed and sworn to before me  
a notary public in and for the  
State and County above named, this  
14th day of December, 1933.

(Signed) G. T. C. Peterson

Notary Public, Ramsey County, Minnesota.

My Commission expires October 21, 1935.



DATE

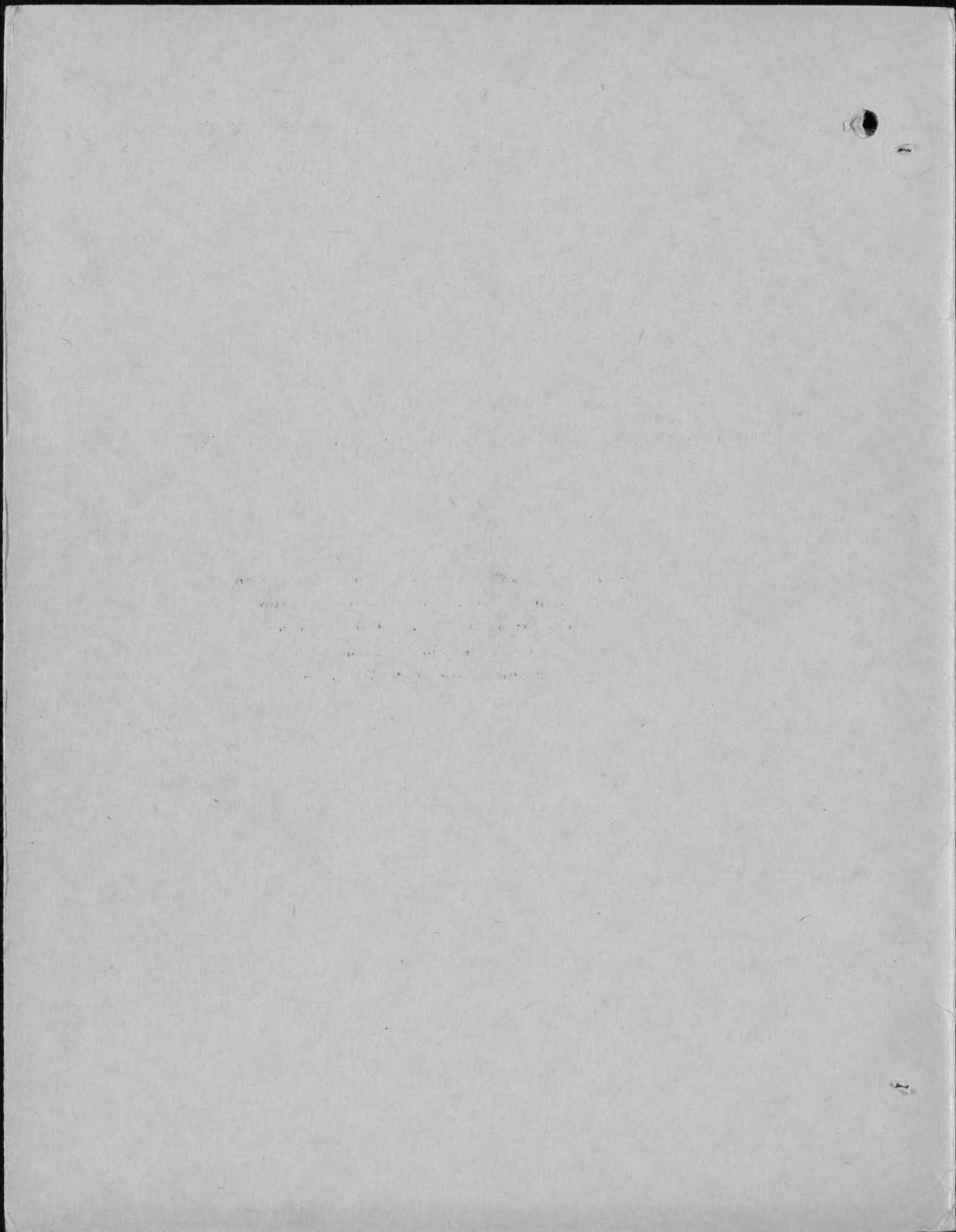
STATE OF MINNESOTA  
COUNTY OF RAMSEY

CHARLES DONNELLY takes oath and says that he is the President of the Northern Pacific Railway Company, applicant herein; that he has been authorized by proper corporate action on the part of said applicant to verify and file with the Interstate Commerce Commission the foregoing return to questionnaire of said Commission in respect of the application in Finance Docket No. 10312; that he has carefully examined all of the statements referred to in said return and the exhibits attached thereto and made a part hereof; that he has knowledge of the matters set forth in such return and that all such statements made and the matters set forth therein are true and correct to the best of his knowledge, information and belief.

(Signed) CHARLES DONNELLY

Subscribed and sworn to before me  
a notary public in and for the  
State and County above named, this  
14th day of December, 1935.  
(Signed) J. T. O. Peterson  
Notary Public, Ramsey County, Minnesota.  
My Commission expires October 31, 1935.









NOR. PAC. Ry.  
Topographical Map  
showing  
PROPOSED LINE  
ODAIR  
COLUMBIA RIVER DAM  
COLUMBIA BASIN PROJECT  
WASHINGTON  
Scale: 2 in. = 1 Mile  
Office of Chief Engineer, St. Paul, Minn., Oct. 7, 1933

Contour Interval 25 feet unless otherwise noted  
Datum is mean sea level  
Note: Topographical data derived from U.S. Govt. survey  
of 1929-1930



BEFORE THE  
INTERSTATE COMMERCE COMMISSION

In the Matter of the Application of	)	
the NORTHERN PACIFIC RAILWAY COMPANY	)	
for a certificate of public convenience	)	
and necessity for the construction of a	)	
new line of railroad from a connection	)	APPLICATION
with applicant's existing line at Odair,	)	
Washington, to a point at the head of	)	
the Grand Coulee above the proposed	)	
Columbia River dam in Grant County,	)	
Washington.	)	

The application of the NORTHERN PACIFIC RAILWAY  
COMPANY respectfully shows:

(a) The exact corporate name of the applicant  
is Northern Pacific Railway Company.

(b) Applicant is a carrier by railroad subject  
to the Interstate Commerce Act.

(c) Applicant proposes to construct a branch to  
its existing lines of railroad.

(d) The cost of construction will be financed  
by funds of the company or funds secured on short time.

(e) Permission is not requested to retain excess  
earnings derived from the new branch line of road as

BEFORE THE  
INTERSTATE COMMERCE COMMISSION

In the Matter of the Application of	)	
the NORTHERN PACIFIC RAILWAY COMPANY	)	
for a certificate of public convenience	)	
and necessity for the construction of a	)	
new line of railroad from a connection	)	APPLICATION
with applicant's existing line at Odair,	)	
Washington, to a point at the head of	)	
the Grand Coulee above the proposed	)	
Columbia River dam in Grant County,	)	
Washington.	)	

The application of the NORTHERN PACIFIC RAILWAY  
COMPANY respectfully shows:

(a) The exact corporate name of the applicant  
is Northern Pacific Railway Company.

(b) Applicant is a carrier by railroad subject  
to the Interstate Commerce Act.

(c) Applicant proposes to construct a branch to  
its existing lines of railroad.

(d) The cost of construction will be financed  
by funds of the company or funds secured on short time.

(e) Permission is not requested to retain excess  
earnings derived from the new branch line of road as

applicant assumes that no reason now exists in law for making such a request.

(f) The reasons, briefly stated, why the present and future public convenience and necessity require the construction of said branch line are these:

The United States and the State of Washington are interested in the construction of a dam in the Columbia River near the head of the Grand Coulee in Grant County, Washington. Funds have been assigned by the State of Washington and the United States for the preliminary work necessary at the dam site. In the construction of the dam large quantities of heavy materials will be used necessitating railroad transportation. There exists no other reason why the present or future public convenience and necessity requires or will require the construction of the proposed line. For this reason applicant requests that a certificate of public convenience and necessity be issued only upon the conditions hereinafter set forth. Unless those conditions are complied with, there exists no conceivable justification for the construction of the line and the expenditure of the large sum of money involved in the construction.

(g) Correspondence in regard to this application may be addressed to D. F. Lyons, General Counsel, Northern Pacific Railway Building, St. Paul, Minnesota.

(h) The Northern Pacific Railway Company is a corporation under the laws of the State of Wisconsin and is incorporated under the laws of 1870, Chapter 326, as amended.

(i) Making and filing this application was authorized by resolution of the Executive Committee of the Board of Directors of the Northern Pacific Railway Company at a meeting held in the city of New York on October 25, 1933. The Executive Committee possesses all the powers of the Board of Directors when the Board of Directors is not in session.

(j) The proposed branch line of railroad will lie in Grant County in the State of Washington.

(k) The proposed branch line of railway will extend from a connection with applicant's existing line of railroad at or near Odair, Washington, in the northeast quarter ( $\frac{1}{4}$ ), Section thirty-five (35), Township twenty-five (25) North, Range twenty-eight (28)



East, running in a northeasterly direction to a point at the head of the Grand Coulee above the proposed Columbia River dam, in the northeast quarter ( $\frac{1}{4}$ ), Section eleven (11), Township twenty-eight (28) North, Range thirty (30) East. Said branch line will not pass through any incorporated city or village.

(l) The proposed branch line will be approximately twenty-eight and one-half ( $28\frac{1}{2}$ ) miles in length.

(m) Because of the inclusion of the conditions set forth below, applicant desires an opportunity to explain them to the Commission, but does not believe a formal hearing is necessary.

(n) The general route and termini of the proposed line are shown on a map hereto attached marked Exhibit A.

(o) The conditions which applicant requests shall be included in said certificate are these:

1. That prior to commencement of construction of said branch line a contract or contracts covering the construction of the dam shall have been entered into by some proper Government authority or in some other way definite and conclusive assurance shall have been given by proper Government authority that

said dam will be constructed.

2. That the proper Government authority assure to applicant that in the event said branch line is constructed it will route by rail all of its traffic to and from the dam site and provide by contract or otherwise so far as it is possible to do so, that all traffic of contractors and other engaged in the construction of said dam, moving to or from the dam site, shall be routed by rail, and

3. That upon completion of the dam or termination of the contracts covering its construction referred to above the applicant shall have the right to discontinue operation and remove said branch line; provided, however, that if some Government authority desires to take title to and operate said branch line, the applicant will convey title at the appraised value of the salvage.

(p) Applicant is negotiating with the Great Northern Railway Company with a view to having the latter company share equally in the cost of construction and ownership of said proposed branch line of railroad, with a grant to the Great Northern Railway Company of trackage rights on the present line of the Northern Pacific



between Adrian, Washington and Odair. In the event that some such contract arrangement is made between the two companies proper applications to this Commission for approval thereof and for the necessary certificates of public convenience and necessity will be made.

WHEREFORE the applicant requests that it be given a certificate of public convenience and necessity upon the conditions above set forth.

NORTHERN PACIFIC RAILWAY COMPANY

By CHARLES DONNELLY  
President.

STATE OF MINNESOTA )  
COUNTY OF RAMSEY ) ss

CHARLES DONNELLY makes oath and says that he is President of the NORTHERN PACIFIC RAILWAY COMPANY; that he has been authorized by the Executive Committee of the Board of Directors of the Northern Pacific Railway Company to make and file with the Interstate Commerce Commission the foregoing application for a certificate of public convenience and necessity; that he has read the foregoing application and has knowledge of the matters therein set forth and that all such statements made and matters set forth in said application are true and correct.

CHARLES DONNELLY

Subscribed and sworn to before me  
this 3rd day of November, 1933

J. M. McIlrath  
J. M. McIlrath  
Notary Public, Ramsey County, Minn.  
My commission expires March 29, 1939.

(NOTARIAL SEAL)

EXHIBIT A

O.K. A N O G A N

BREWSTER RY.

COLUMBIA

30

FERRY

PROPOSED COLUMBIA RIVER DAM

Sanpoil River

CLAYTON RY.

GRAY

CLAYTON

42

DOUGLAS

24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41

MANSFIELD

WITHROW

PROPOSED LINE

NORTHERN

COULEE

ODAIR

HAUTLINE

ALMIRA

GOVAN

WILBUR

CRESTON

PACIFIC

DAVENPORT

ELEANOR

ESPANOLA

CHENEY

SPRAGUE

BLUESTEM

RY.

SPokane River

SPOKANE

RY.

LI N C O L N

Wilson Creek

Crab Lake

WILSON CREEK

Crab Lake

ADRIAN

BACON

COULEE

Blue Lake

Lenore Lake

Soap Lake

EPHRATA

GLOYD

NEPPEL

BASSETT JCT.

TIFLIS

SCHRAG

PACKARD

MARCELLUS

ODESSA

Sylvan Lake Creek

Rocky Coulee

C.M. ST. P. & P. R. R.

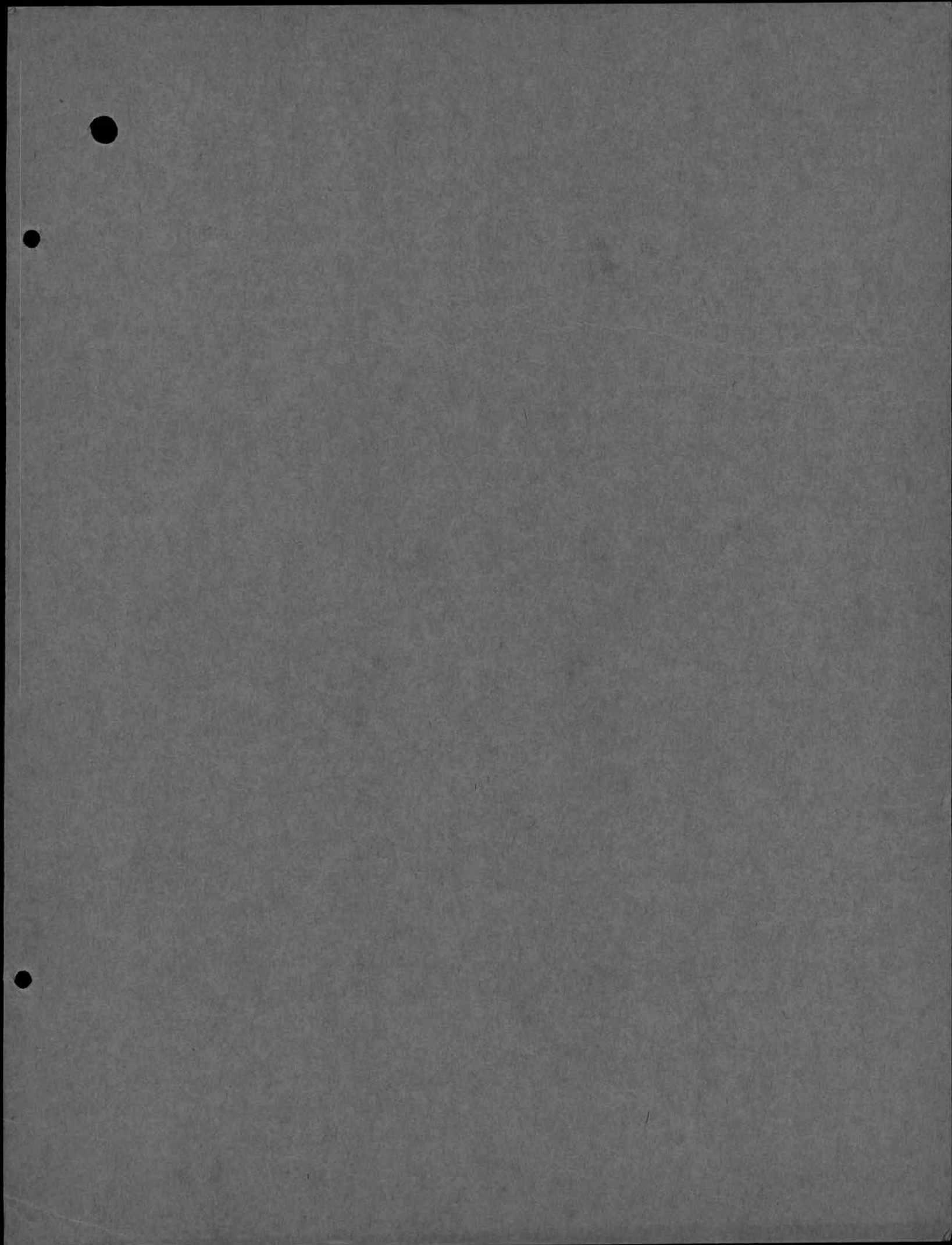
ADAMS

NORTHERN

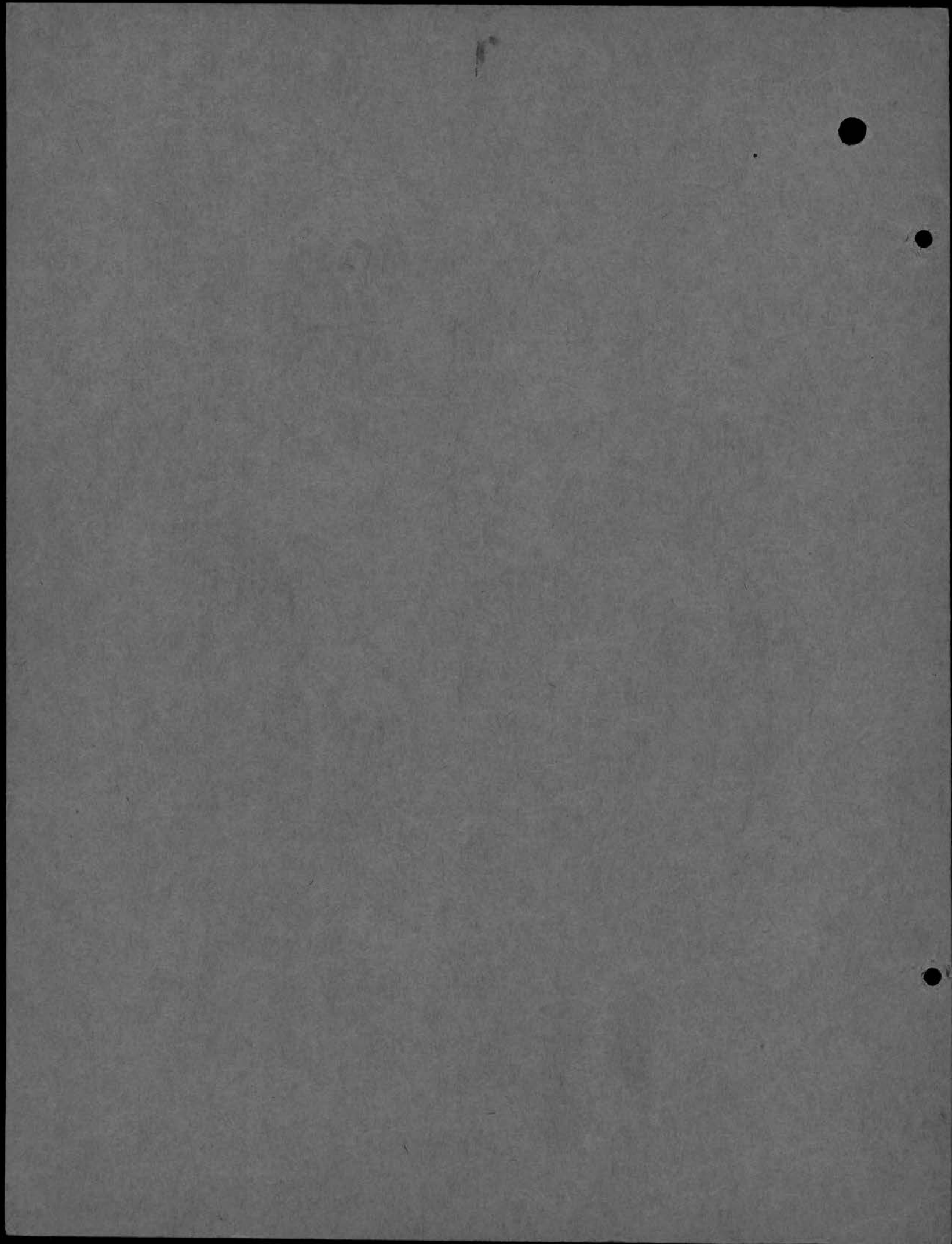
RITZVILLE

Scale: 1 in. = 8 mi.









BEFORE THE INTERSTATE COMMERCE COMMISSION

IN THE MATTER OF THE APPLICATION OF THE  
NORTHERN PACIFIC RAILWAY COMPANY FOR A  
CERTIFICATE OF PUBLIC CONVENIENCE AND  
NECESSITY FOR THE CONSTRUCTION OF A NEW  
LINE OF RAIL FROM A CONNECTION WITH  
APPLICANT'S EXISTING LINE AT ODAIR, WASH-  
INGTON, TO A POINT AT THE HEAD OF THE  
GRAND COULEE ABOVE THE PROPOSED COLUMBIA  
RIVER DAM IN GRANT COUNTY, WASHINGTON.

FINANCE DOCKET

NO. 1 0 2 1 2

PETITION FOR LEAVE  
TO INTERVENE

COMES NOW The Washington Motor Freight Association, a corpora-  
tion; and Oregon-Washington Motor Freight Bureau, a corporation; and  
Coordinated Transport Co., Inc.; and Sunset Highway Motor Freight, a  
corporation; and respectfully petition the Interstate Commerce Com-  
mission that they be permitted to intervene in the above-entitled  
matter as protestants against the granting of such application, and  
represent for grounds of the proposed intervention as follows, to-wit:

I.

That The Washington Motor Freight Association is a corporation  
duly organized and existing under the laws of the State of Washington  
relating to non-stock and non-profit associations, maintaining an of-  
fice in the City of Seattle, Washington, and that its membership is  
composed and made up of those engaged in the business of transporting  
freight as common carriers by motor vehicle under the authority of  
Certificates of Convenience and Necessity issued by the Department of  
Public Works of the State of Washington as by the laws and the stat-  
utes of the State of Washington provided, both in intrastate and inter-  
state commerce, and that as part of the powers and functions and duties



of said corporation it prepares, issues and files tariffs and rules and classifications for and on behalf of said membership, and represents said membership in matters pertaining to the movement of freight by its members; and further represents such membership in regard to extensions of service and freight service requirements throughout the State of Washington.

## II.

That the Oregon-Washington Motor Freight Bureau is a corporation duly organized and existing under the laws of the State of Washington relating to non-stock and non-profit associations, maintaining an office in the City of Seattle, Washington, and that its membership is composed and made up of those engaged in the business of transporting freight as common carriers by motor vehicle under the authority of Certificates issued by the Department of Public Works of the State of Washington as by the laws and statutes of such State provided, and engaging in interstate commerce, and that as part of the powers and functions of said corporation it prepares, issues and files tariffs and rules and classifications for and on behalf of the said membership, and represents said membership in matters pertaining to the movement of freight and traffic requirements in the State of Washington.

## III.

That the Co-ordinated Transport Company, Inc. is a corporation duly organized and existing under the laws of the State of Washington with its principal place of business in the City of Seattle in said State; that the Consolidated Freight Lines, Inc. is a corporation duly organized and existing under and by virtue of the laws of the State of Washington with its principal place of business in said State in the



City of Seattle therein; that Sunset Highway Motor Freight is a corporation duly organized and existing under and by virtue of the laws of the State of Washington with its principal place of business in the City of Seattle therein; that the Pacific Highway Transport is a corporation duly organized and existing under and by virtue of the laws of the State of Washington, and that its principal place of business is in the City of Tacoma in said State; and that each of said corporations is engaged in the business of moving freight over the highways of the State of Washington in intrastate commerce and that each of said corporations is the holder of a Certificate of Convenience and Necessity issued under and by virtue of the laws of the State of Washington by the Department of Public Works of said State, and that said corporations are each members of one or both of the associations hereinabove mentioned.

#### IV.

That the members of the Washington Motor Freight Association and the Oregon-Washington Motor Freight Bureau and the other parties to this petition are the holders of Certificates of Convenience and Necessity authorizing them to render service in the transportation of freight by means of motor equipment over the highways of the State of Washington, and operate in the territory adjacent to the proposed site of the Grand Coulee Dam in the State of Washington, and that the holders of said Certificates under which the transportation of freight is performed in the territory, are ready, willing and able to provide complete facilities for the movement of any and all kinds of freight that may be offered for movement or in connection with which transportation facilities will be required, the movement for which would be from the points on the rail line of the Northern Pacific Railway Company as now constructed to the

site of the Grand Coulee Dam; and that the granting of authority and permission to the Northern Pacific Railway Company in accord with the petition filed by said Railway Company would be the granting of an additional competitive service into territory now served or which can be completely served by your petitioners.

V.

That your petitioner, The Co-ordinated Transport Company, Inc., has made application to the Department of Public Works in manner as by law provided for the granting by said Department of a Certificate of Convenience and Necessity authorizing said Co-ordinated Transport Company, Inc. to furnish a freight service between Coulee City, Almira, and/or Wilbur and the site of the Grand Coulee Dam for the purpose of moving freight of all kinds and description and classifications from such points which are located upon the line of the Northern Pacific Railway, as now constructed, to the site of the Grand Coulee Dam, and that said Co-ordinated Transport Company is ready, willing and able to render any and all freight service that may be required from such points to the site of the Grand Coulee Dam, and that Odair is a point on the Northern Pacific Railway Company's line as now constructed, located near the Town of Coulee City which is also upon the line of the Northern Pacific Railway Company, and that such point called Odair is intermediate between Coulee City and Almira; and that the granting of such Certificate of Convenience and Necessity to the Co-ordinated Transport Company, Inc., or to any other responsible applicant for a Certificate, will render unnecessary the construction of any railway extension from Odair or any other point on the line of the Northern Pacific Railway Company for the purpose of establishing rail transportation facilities between the present line of the Northern Pacific Railway Company and the site of the Grand Coulee Dam.



## VI.

That your petitioners are informed and believe and therefore allege and represent that the Highway Department of the State of Washington is ready and willing to authorize the construction of proper highway facilities to connect the site of the Grand Coulee Dam with one or more of the towns located upon the Northern Pacific Railway line as at present constructed, and that such highway will be constructed in manner and in accord with specifications sufficient to make available for use by motor equipment a highway over which freight of all types and classifications may be moved; and that at the present time there are highways in existence connecting the towns of Wilbur, Almira and Coulee City with the site of the Grand Coulee Dam, which highways are sufficient and of a construction that will make possible the satisfactory transportation of freight from such points to the site of the Grand Coulee Dam until a permanent, improved highway can be constructed.

## VII.

That your petitioners further represent that the proposal as made by the Northern Pacific Railway Company is for the construction of an extension of its lines which will be temporary in character, and that such temporary construction will cause said Railway Company to expend a large sum of money, which expenditure may be avoided, and the economic loss resulting from an abandonment of such line after conclusion of construction work, may be avoided; and that all of the freight of all classifications can be moved from points on the rail line as at present constructed to the site of the Grand Coulee Dam without it being necessary or required that the Northern Pacific Railway Company expend additional sums of money in constructing an extension of its line for temporary purposes.



### VIII.

That your petitioners further represent that the petition as filed on behalf of said Railway Company in form and intent serves to create a monopoly on the movement of such freight in that it is contingent upon the restrictions being placed upon contracts requiring that all freight should move solely over rail lines and that such restrictions are in violation of the rights of your petitioners and constitute a discrimination against them and each of them in a manner violating the laws of the State of Washington relating to and governing the transportation of freight by auto transportation companies; and also is violative of the Fourteenth Amendment of the Constitution of the United States in that these petitioners will be deprived of valuable property rights without due process of law.

### IX.

That the matter of the movement of freight to the site of the Grand Coulee Dam is of public importance to shippers of Washington and to those engaged in transportation business, and that a hearing should be held in the State of Washington upon the application of the Northern Pacific Railway Company in the proceedings as numbered above, and that your petitioners be permitted to present testimony and evidence at such hearing, both oral and documentary, and that your petitioners and others in the State of Washington are interested in and directly affected by any action that may be taken upon the application of the Northern Pacific Railway Company, and desire to be heard, and that they desire notice of the time and place as set for such hearing.

WHEREFORE, said petitioners pray leave to intervene and be treated as parties hereto with the right to have notice and appear at the taking of testimony; produce and cross-examine witnesses and be

heard in person or by counsel upon brief and at the oral argument, if oral argument is granted.

Dated at Seattle, Wash. this 24th day of November, 1933.

WASHINGTON MOTOR FREIGHT ASSOCIATION, a Corporation

By (Sgd.) A. Strain

Office and P. O. Address:  
Pacific Steamship Terminal

Seattle, Washington

OREGON-WASHINGTON MOTOR FREIGHT BUREAU, a Corporation

By (Sgd.) A. E. Birum Vice Pres.

Office and P. O. Address:  
24 West Connecticut Street

Seattle, Washington

COORDINATED TRANSPORT COMPANY, INC.

By (Sgd.) George V. Eastes

Office and P. O. Address: Pres.  
Auto Freight Depot, 1st So. and Dearborn

Seattle, Washington

SUNSET HIGHWAY MOTOR FREIGHT, a Corporation

By (Sgd.) George V. Eastes

Office and P. O. Address: Pres.  
Auto Freight Depot, 1st So. and Dearborn

Seattle, Washington

CONSOLIDATED FREIGHT LINES, INC.

By (Sgd.) A. E. Birum Secy.

Office and P. O. Address:  
1565 Sixth South

Seattle, Washington



PACIFIC HIGHWAY TRANSPORT, a Corporation

By (Sgd.) L. L. Lamb

Office and P. O. Address:  
1119 Rust Building

Tacoma, Washington

(Sgd.) Reuben C. Carlson

Office and P. O. Address:  
1114 Rust Building,  
Tacoma, Washington.

(Sgd.) James P. Neal

Office and P. O. Address:  
204-205 Capital Park Building  
Olympia, Washington.

ATTORNEYS FOR PETITIONERS

STATE OF WASHINGTON )  
COUNTY OF PIERCE ) SS

I, the undersigned, one of the attorneys for the petitioners in the above-entitled Petition of Intervention, hereby certify that I have mailed a copy of this petition addressed to D. F. Lyons, General Counsel, Northern Pacific Railway Building, St. Paul, Minnesota, and that such copy was duly deposited in the Post Office at Tacoma, Washington, with sufficient postage prepaid thereon, registered mail with return receipt requested.

Dated at Tacoma, Washington, this 25th day of November, 1933.

(Sgd.) Reuben C. Carlson



STATE OF WASHINGTON )  
COUNTY OF PIERCE ) SS

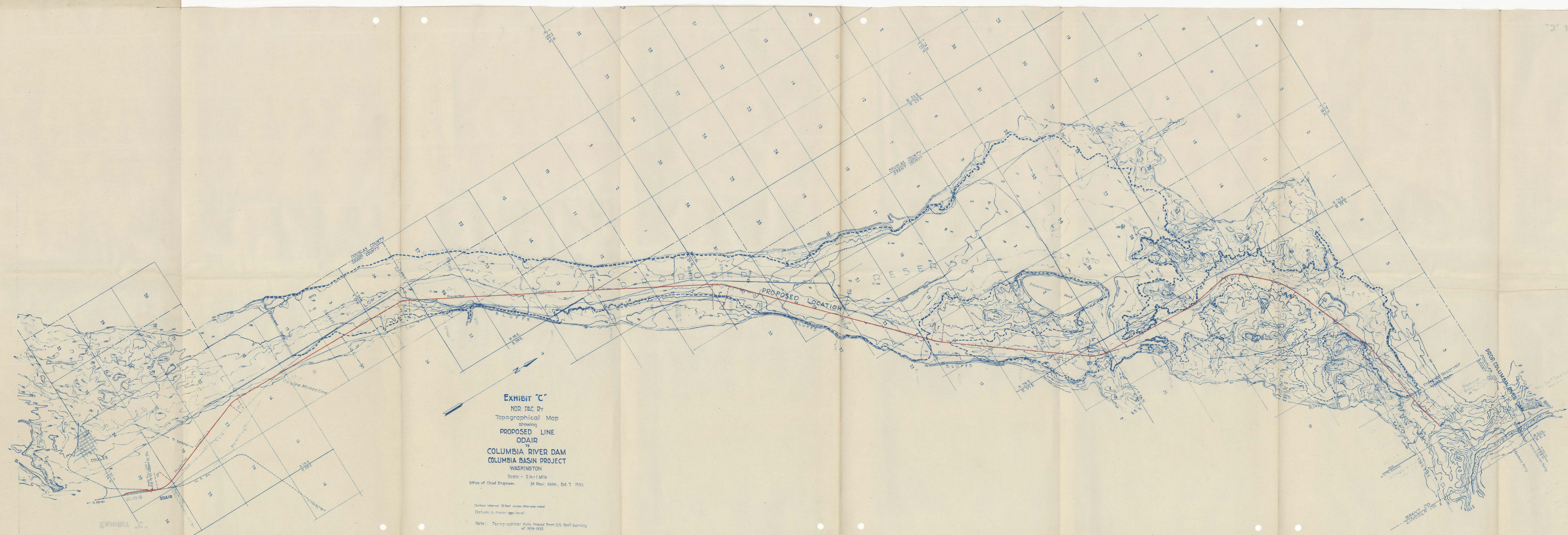
ASAL STRAIN, being first duly sworn on oath says: I am the President of the Washington Motor Freight Association, a corporation, and that I am authorized by the Board of Directors of said Association and by the Board of Directors of the Oregon-Washington Motor Freight Bureau and by the other parties to this Petition to file said petition with the Interstate Commerce Commission for and on behalf of said petitioners; that I have read the foregoing Petition and have knowledge of the matters therein set forth, and that all such statements made and matters set forth in said application are true as I verily believe; and that I am authorized to make this verification for and on behalf of the parties thereto.

(Sgd.) A. Strain

Subscribed and sworn to before me this 24th day of November, 1933.

(Sgd.) Reuben C. Carlson  
Notary Public for Washington  
residing at Tacoma.





**EXHIBIT "C"**  
NOR. PAC. RY.  
Topographical Map  
showing  
**PROPOSED LINE**  
**ODAIR**  
TO  
**COLUMBIA RIVER DAM**  
**COLUMBIA BASIN PROJECT**  
WASHINGTON  
Scale: 2 in. = 1 Mile  
Office of Chief Engineer, St. Paul, Minn., Oct. 7, 1933.

Contour Interval 20 feet unless otherwise noted  
Datum is mean sea level  
Note: Topographical data traced from U.S. Govt. survey  
of 1929-1930

EXHIBIT "C"



Exhibit "C"



Exhibit "C"  
COLUMBIA RIVER DAM  
COLUMBIA BASIN PROJECT  
WASHINGTON  
Scale - 1:50,000  
Office of Chief Engineer, Corps of Engineers, Oct. 7, 1937  
Notes: - Ground topography data taken from U.S. Army Survey of 1920-1922  
Contours shown at 20 foot intervals  
Proposed line shown in solid line  
Existing line shown in dashed line  
Topographical map showing  
Proposed line  
Scale - 1:50,000  
Office of Chief Engineer, Corps of Engineers, Oct. 7, 1937

Exhibit "C"





**EXHIBIT "C"**

NOR. PAC. Ry.  
Topographical Map  
showing  
**PROPOSED LINE**  
**ODAIR**  
**COLUMBIA RIVER DAM**  
**COLUMBIA BASIN PROJECT**  
**WASHINGTON**

Scale: 2 in. = 1 Mile  
Office of Chief Engineer, St. Paul, Minn., Oct. 7, 1933

Contour Interval: 10 feet unless otherwise noted  
Datum is mean sea level

Note: Topographical data traced from U.S. Govt. survey  
of 1906-1910







**NORTHERN PACIFIC RAILWAY COMPANY**

**Return to Questionnaire Concerning the Application  
for Permission to Construct a Branch Line from  
Odair to a point at the head of the Grand  
Coulee above the proposed Columbia River  
Dam, all in the State of Washington**



INTERSTATE COMMERCE COMMISSION

Finance Docket No. 10212

IN THE MATTER OF THE APPLICATION OF THE NORTHERN PACIFIC RAILWAY COMPANY FOR A CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY FOR THE CONSTRUCTION OF A NEW LINE OF RAILROAD IN GRANT COUNTY, WASHINGTON.

RETURN TO QUESTIONNAIRE

The Northern Pacific Railway Company having made application to the Interstate Commerce Commission, under Paragraph (18) of Section 1 of the interstate commerce act, for permission to construct a branch line of railroad extending from a connection with applicant's existing line of railroad at or near Odair, Grant County, Washington, in the northeast quarter ( $\frac{1}{4}$ ), Section thirty-five (35), Township twenty-five (25) North, Range twenty-eight (28) East, running in a northeasterly direction to a point at the head of the Grand Coulee above the proposed Columbia River dam, in the northeast quarter ( $\frac{1}{4}$ ), Section eleven (11), Township twenty-eight (28) North, Range thirty (30) East, a distance of approximately twenty-eight and one-half ( $28\frac{1}{2}$ ) miles, which application is filed in the office of the commission in Finance Docket No. 10212, hereby affirms that notice of the application has been published in the form prescribed by the Commission, at least once during each of three consecutive weeks in the Grant County Journal, that said newspaper is of general circulation in Grant County, Washington and that Washington is the only state, and Grant is the only county in which the proposed new line of railroad will be situated; and that the newspaper clipping hereto attached contains a true copy of the notice as published in said newspaper:

GRANT COUNTY JOURNAL

N O T I C E

NORTHERN PACIFIC RAILWAY COMPANY hereby gives notice that on November 6, 1933, it filed with the Interstate Commerce Commission at Washington, D. C., its application for a certificate that the present and future public convenience and necessity require the construction of a line of railroad from a connection with its existing line at Odair northwesterly to a point at the head of the Grand Coulee above the proposed Columbia River dam, approximately 28.5 miles, all in Grant County, Washington.

NORTHERN PACIFIC RAILWAY COMPANY

Pub. Nov. 17 Dec. 1 3t

The applicant also submits the following information required by the Commission:

1. The essential facts relied upon to support the statement that the applicant is a carrier by railroad, engaged in the transportation of passengers or property, subject to the interstate commerce act, or is a corporation organized to construct and operate a railroad.

ANSWER: Applicant Northern Pacific Railway Company is a corporation under the laws of the State of Wisconsin and is incorporated under the laws of 1870, Chapter 326 as amended and is a carrier by railroad, engaged in the transportation of passengers and property, subject to the interstate commerce act, and at the present time owns and operates a system of railroad extending from Lake Superior to the Pacific Coast.

2. Whether the proposed new line of railroad will be both constructed and operated by the applicant.

ANSWER: The proposed new line of railroad will be both constructed and operated by the applicant.

3. Whether or not any corporation, individual, or trustee, holds control over the applicant at the date of filing this return. If control is so held:

(a) The form of control, whether sole or joint, and whether in trust.

(b) The name and business address of the controlling corporation, individual, or trustee.

(c) The manner in which control was established.

(d) The extent of control.

(e) Whether control is direct or indirect.

(f) The name and business address of the intermediary through which control, if indirect, was established and is exercised.

(g) The name and business address of the beneficiaries, for whom the trust, if any, is maintained.

(h) The purposes of the trust.

ANSWER: No corporation, individual or trustee holds control over the applicant at the date of filing of this return.

4. Whether the applicant is connected by common stock ownership, or otherwise, with any industry to be served by the proposed line. If so, state the facts.

ANSWER: The applicant is not connected by stock ownership or otherwise with any industry or business to be served by the proposed line.



5. Amount and kind of capital stock (a) authorized, and (b) issued, for construction of the proposed line.

ANSWER: No capital stock is authorized or to be issued for the construction of the proposed line.

6. The chief purposes and functions of the proposed line.

ANSWER: The chief purpose and function of the proposed line is to haul the heavy materials which will be used in the construction of the Dam by the U. S. Government near the head of the Grand Coulee in Grant County, Washington.

7. The classes of service to be performed, as passenger, freight, express, and switching.

ANSWER: All classes of service will be performed but it is assumed regular passenger service will not be required.

8. The kind of motive power to be used; if electric power, state source and estimated cost.

ANSWER: The motive power to be used will be steam.

9. Whether the proposed line will receive material revenue from the territory traversed, or serve any material public convenience and necessity of the local territory. If the answer is "no", the applicant may elect to omit answers to questions 10 to 21 inclusive.

ANSWER: No, and questions 10 to 21 inclusive and answers thereto, are omitted.

22. Whether the proposed new line of railroad will be built primarily for a direct profit from railway operation, or for the advantage of any other industry or business. If for the latter, state what industry or business will be so benefitted, what such advantages will be, and the applicant's contractual or financial relation to such industry or business.

ANSWER: The new line will be built primarily for direct profit from railway operation.

23. If the proposed new line of railroad is an extension of an existing railroad, branch, connecting track or cutoff, insofar as not fully set forth under Paragraphs 21 and 22, the extent to which it is expected to be directly profitable in itself, and the extent to which it is expected to be justified by its effect on the business of the existing line.

ANSWER: The proposed new line of the railroad is a branch off the Washington Central Branch of the Northern Pacific Railway and is expected to be profitable as a part of the Washington Central Branch and a part of the Northern Pacific Railway system.

24. If the proposed new line of railroad is to be a connecting link between existing railroads, the kind and volume of traffic, expressed in tons or carloads, that probably will be interchanged.

ANSWER: It is not to be a connecting link.

25. What economies will be effected by such interchange of traffic.

ANSWER: No answer required.

26. Of the interchange traffic mentioned in answer to Paragraph 24, what part, expressed in tons or carloads, cannot be hauled or moved between common points by existing railroads.

ANSWER: No answer required.

27. The facts as to any agreement, tentative or otherwise, with existing carriers, covering operation of the proposed line, interchange of traffic, division of rates, or trackage rights.

ANSWER: No agreement has been made with other carriers but applicant is negotiating with the Great Northern Railway Company with a view of having the latter company share equally in the cost of construction, ownership, and operation of the proposed branch line, with a grant to the Great Northern Railway Company of trackage rights on the present line of the Northern Pacific Railway between Adrian, Washington and Odair, Washington.

28. Whether any aid, gift, grant of right of way, or other donation has been promised in connection with the proposed new line of railroad, and if so, the names of all persons, natural or artificial, giving such aid, gift, grant of right of way, or other donation, with a statement of the nature and value thereof.

ANSWER: No aid, gift, grant of right of way, or other donation has been promised in connection with the proposed new line.

29. The manner in which it is proposed to finance construction and equipment, the kind and amount of securities to be issued, and the approximate terms of their sale; to what extent funds for financing are now available, and which, if any, of such securities will be underwritten by industries to be served by the proposed line.

ANSWER: The cost of construction will be financed by funds of the Company or funds secured on short time.

30. An estimate in detail, of the character and volume of traffic expected and the gross revenue to be derived therefrom covering each of the first five years following the completion of the proposed new line of railroad, together with an estimate of the annual revenues expected after the first five years. The detailed estimate required for the first five years should show the amount of each class of traffic, the mean length of haul, the rate per unit and the revenue to be derived. Chief points or territories of origin and chief points or territories of destination of traffic.

ANSWER: The estimated traffic and revenue expected from the new line is as follows:

		<u>FIRST YEAR</u>			
	<u>No. of</u>	<u>Ave. Rate</u>	<u>Total</u>	<u>Mean</u>	
	<u>Cars</u>	<u>Per Car</u>	<u>Revenue</u>	<u>Haul</u>	<u>From</u>
				<u>Miles</u>	
<u>Received</u>					
Coulee Dam Material					
Sheet Piling	282	\$348.06	\$ 98152	690	Seattle-Buffalo
Misc. Metal	2	442.57	885	690	" -Chicago
Cribbing Timber	427	164.20	70114	425	Various Points
Highway Bridge					
Cement	129	192.10	24780	292	Various Points
Reinf. Steel	15	283.33	4250	367	Seattle
Struct. Steel	119	354.62	42200	690	Seattle-Gary
Hardware	5	356.00	1780	367	Seattle
Piling	12	166.25	1995	403	Everett
Lumber	17	127.65	2170	264	Various Points
Contr. Equip.	14	321.43	4500	367	Seattle
Coal	7	127.29	891	271	Roslyn
Miscellaneous	47	244.68	11500	244	Seattle-Spokane
Contr. Equip., Townsite, Store, etc.					
Coal	200	147.96	29592	364	Various Points
Lumber	200	143.90	28780	305	" "
Gasoline	100	263.89	26389	367	Seattle
Fuel Oil	20	271.17	5424	367	"
Motor Trucks	61	239.33	14599	711	" -Cleveland
Automobiles	110	226.54	24919	690	" -Detroit
Steam Shovels	33	454.29	14991	690	" -St. Paul
Explosives	70	297.14	20800	380	Dupont
Rail	38	400.67	15225	703	Seattle-Minnequa
Ties	48	112.71	5410	235	Creston-Aberdeen
Contr. Equip.	420	435.48	182903	690	Seattle-St. Paul
Dump Cars	47	352.93	16588	690	" -Chicago



FIRST YEAR (Continued)

	<u>No. of</u>	<u>Ave. Rate</u>	<u>Total</u>	<u>Mean</u>	
<u>Received (Continued)</u>	<u>Cars</u>	<u>Per Car</u>	<u>Revenue</u>	<u>Haul</u>	<u>From</u>
				<u>Miles</u>	
Elect. Equip.	20	\$437.51	\$ 8750	690	Seattle-Chicago
Brick, Tile, etc.	30	166.67	5000	244	" -Spokane
Subsistance	75	85.00	6375	244	" "
L.C.L.	150	260.00	39000	244	" "
	<u>2698</u>		<u>707962</u>		

Forwarded

None

Total Revenue - First Year                      \$ 707962

SECOND YEAR

Received

Coulee Dam Material					
Cement	2931	\$192.79	\$ 565061	292	Various Points
Reinf. Steel	103	275.00	28325	567	Seattle-Minnequa
Sheet Piling	352	348.06	122517	690	" -Buffalo
Miscl. Metal	5	442.57	2213	690	" -Chicago
Form Lumber	465	148.84	69209	338	Various Points
Cribbing Timber	854	164.20	140229	425	" "
Contr. Equip., Townsite, Store, etc.					
Coal	200	147.96	29592	364	Various Points
Lumber	50	143.90	7195	305	" "
Gasoline	100	263.89	26389	367	Seattle
Fuel Oil	20	271.17	5424	367	"
Motor Trucks	11	239.33	2632	711	" -Cleveland
Automobiles	22	226.54	4984	690	" -Detroit
Steam Shovels	16	454.29	7269	690	" -St. Paul
Explosives	50	297.14	14857	380	Dupont
Rail	19	400.67	7613	703	Seattle-Minnequa
Ties	24	112.71	2705	235	Creston-Aberdeen
Contr. Equip.	350	435.48	152419	690	Seattle-St. Paul
Dump Cars	23	352.93	8117	690	" "
Hoists, Cranes, etc.	20	383.30	7666	690	" -Chicago
Elect. Equip.	20	437.51	8750	690	" "
Subsistance	75	85.00	6375	244	" -Spokane
L.C.L.	150	260.00	39000	244	" "
	<u>5860</u>		<u>1258541</u>		

# SECOND YEAR (Continued)

	No. of Cars	Ave. Rate Per Car	Total Revenue	Mean Haul Miles	From
<u>Forwarded</u>					
None					
Total Revenue - Second Year			\$1258541		

# THIRD YEAR

## Received

Coulee Dam Material					
Cement	3663	\$192.79	\$ 706182	292	Various Points
Reinf. Steel	129	275.00	35474	567	Seattle-Minnequa
Sheet Piling	70	348.06	24364	690	" -Buffalo
Miscel. Metal	6	442.57	2655	690	" -Chicago
Sluice Gates	30	387.85	11635	690	" -Gary
Struct. Steel	18	352.96	6353	690	" "
Steel Penstock	57	347.51	19808	690	" -Pittsburgh
Form Lumber	698	148.84	103887	338	Various Points
Cribbing Timber	427	164.20	70114	425	" "
Contr. Equip., Townsite, Store, etc.					
Coal	250	147.96	36990	364	Various Points
Lumber	45	143.90	6475	305	" "
Gasoline	125	263.89	32986	367	Seattle
Fuel Oil	25	271.17	6779	367	"
Motor Trucks	9	239.33	2154	711	" -Cleveland
Automobiles	18	226.54	4078	690	" -Detroit
Explosives	20	297.14	5943	380	Dupont
Contr. Equip.	350	435.48	152419	690	Seattle-St. Paul
Hoists, Cranes, etc.	15	383.30	5749	690	" -Chicago
Elect. Equip.	15	437.51	6563	690	" "
Subsistance	75	85.00	6375	244	" -Spokane
L.C.L.	150	260.00	39000	244	" "
	6195		1285983		

## Forwarded

None		
Total Revenue - Third Year		\$1285983



FOURTH YEAR

	<u>No. of</u> <u>Cars</u>	<u>Ave. Rate</u> <u>Per Car</u>	<u>Total</u> <u>Revenue</u>	<u>Mean</u> <u>Haul</u> <u>Miles</u>	<u>From</u>
<u>Received</u>					
Coulee Dam Material					
Cement	4396	\$192.79	\$ 847495	292	Various Points
Reinf. Steel	154	275.00	42349	567	Seattle-Minnequa
Misc. Metal	8	442.57	3541	690	" -Chicago
Sluice Gates	60	387.85	23271	690	" -Gary
Struct. Steel	36	352.96	12707	690	" "
Steel Penstock	114	347.51	39617	690	" -Pittsburgh
Turbine, Valves, etc.	100	423.67	42367	690	" "
Elect. Equip.	217	424.32	92073	690	" "
Form Lumber	698	148.84	103887	338	Various Points
Contr. Equip., Townsite, Store, etc.					
Coal	256	147.96	37878	364	Various Points
Gasoline	126	263.89	33250	367	Seattle
Fuel Oil	25	271.17	6779	367	"
Motor Trucks	8	239.33	1915	711	" -Cleveland
Automobiles	16	226.54	3625	690	" -Detroit
Contr. Equip.	210	435.48	91452	690	" -St. Paul
Hoists, Cranes, etc.	10	383.30	3833	690	" -Chicago
Elect. Equip.	10	437.51	4375	690	" "
Subsistence	75	85.00	6375	244	" -Spokane
L.C.L.	150	260.00	39000	244	" "
	6669		1435794		

Forwarded

None

Total Revenue - Fourth Year                      \$1435794

FIFTH YEAR

Received

Coulee Dam Material					
Cement	3663	\$192.79	\$ 706182	292	Various Points
Reinf. Steel	129	275.00	35474	567	Seattle-Minnequa
Misc. Metal	8	442.57	3541	690	" -Chicago
Sluice Gates	100	387.85	38785	690	" -Gary
Struct. Steel	68	352.96	24001	690	" "
Steel Penstock	209	347.51	72630	690	" -Pittsburgh
Turbine, Valves, etc.	209	423.67	88546	690	" "



FIFTH YEAR (Continued)

<u>Received (Continued)</u>	<u>No. of Cars</u>	<u>Ave. Rate Per Car</u>	<u>Total Revenue</u>	<u>Mean Haul Miles</u>	<u>From</u>
Elect. Equip.	507	\$424.32	\$ 215130	690	Seattle-Pittsburgh
Form Lumber	465	148.84	69209	383	Various Points
Contr. Equip., Townsite, Store, etc.					
Coal	250	147.96	36991	364	Various Points
Gasoline	125	263.89	32986	367	Seattle
Fuel Oil	25	271.17	6779	367	"
Motor Trucks	6	239.33	1436	711	" -Cleveland
Automobiles	6	226.54	1359	690	" -Detroit
Contr. Equip.	65	435.48	28307	690	" -St. Paul
Hoists, Cranes, etc.	2	383.30	767	690	" -Chicago
Elect. Equip.	5	437.51	2188	690	" "
Subsistence	75	85.00	6375	244	" -Spokane
L.C.L.	150	260.00	39000	244	" "
	<u>6067</u>		<u>1409686</u>		

Forwarded

To

Contr. Equipment					
Steam Shovels	25	360.00	9000	367	Seattle
Rail	29	370.17	10735	367	"
Motor Cars	48	162.50	7800	367	"
Dump Cars	35	321.43	11250	367	"
Hoists, Cranes, etc.	23	326.09	7500	367	"
Equipment	40	442.00	17680	367	"
	<u>200</u>		<u>63965</u>		

Total Revenue - Fifth Year                      \$1473651



31. The estimated total gross revenue, operating expenses, net revenue and net railway operating income, corresponding with the estimates of traffic under Paragraph 30. By "net railway operating income" is meant the excess of the credits over the debits to income, as reflected by the operating revenue, operating expense, railway tax accrual, uncollectible railway revenue, equipment rent and joint facilities rent accounts.

ANSWER:

	<u>Estimated Gross Revenue</u>	<u>Estimated Operating Expenses</u>	<u>Estimated Net Railway Operating Income</u>
First Year	\$ 707962	\$ 249411	\$ 458551
Second Year	1258541	409586	848955
Third Year	1285983	417158	868825
Fourth Year	1435794	456844	978950
Fifth Year	<u>1473651</u>	<u>464983</u>	<u>1008668</u>
Total	<u>\$6161931</u>	<u>\$1997982</u>	<u>\$4163949</u>

The following method was used in estimating the operating costs. From records of existing similar branches costs were taken which totaled \$1.87 per train mile including Station, Yard, Engine and Train Service, Casualties, Traffic and General. To this was added \$0.213 per train mile for locomotive repairs, making a total of \$2.083 exclusive of Maintenance of Way and Structures, Taxes and Repairs to Cars. These items were figured on the following basis:

Maintenance of Way and Structures \$465 per mile for 28.5 miles  
Taxes \$500 " " " 28.5 miles  
Repairs to cars the system average of \$0.010232 per car mile.

The operation was assumed to require daily service except Sunday, one train to make the round trip each day for 312 days per year, a total of 17784 train miles per year, the branch being 28.5 miles long.

For handling the additional business on the main line the gross tonnage has been figured at the system cost per gross ton mile times the mean haul. This unit cost includes only train and engine service, fuel, water, lubricants, other supplies, locomotive repairs and car repairs.



32. The part of the estimated traffic which will constitute net additional business developed or created by the construction of the proposed new line of railroad, and the part that will be diverted from existing railroads.

ANSWER: All of the estimated traffic will constitute net additional business developed or created by the construction of the proposed new line of railroad, and no part will be diverted from existing railroads.

33. The particular mining, timbering, manufacturing or other enterprises to be established contingent on the construction of the proposed new line of railroad and applicant's contractual or financial relation thereto. The tonnage or number of cars of freight expected from such enterprise.

ANSWER: As far as known no important mining, timbering, manufacturing or other enterprises will be established contingent on construction of proposed line, as the line is being built for the sole purpose of handling materials to be used in construction of the Government dam.

34. The dates on which it is expected to begin and to complete the construction of the proposed new line of railroad.

ANSWER: Construction will commence promptly upon the granting of the certificate and the compliance with the conditions set forth in the application of the Railway Company. Six months will be required to complete construction of the proposed line.

35. The engineering work in full detail which has been done with respect to the proposed line at the time of filing the return.

ANSWER: Preliminary surveys and projection for this entire line are complete.

36. The following particulars as to the physical characteristics of the proposed new line of railroad:

(a) The number of main line tracks.

ANSWER: One

(b) Weight of rail for main line tracks.

ANSWER: 90# third class.



(c) Rate of maximum grade in each direction and whether and how compensated for curvature.

ANSWER: One percent in each direction compensated 0.04 ft. for each degree of curvature.

(d) Rate of limiting grade that will fix train loading in each direction, and whether and how compensated for curvature.

ANSWER: One percent compensated 0.04 ft. for each degree of curvature.

(e) If helper grades are to be used, the number, rate, length and location of each.

ANSWER: No helper grades are to be used.

(f) The maximum rate of curve.

ANSWER: Three degrees.

(g) The average amount of curvature per mile in degrees.

ANSWER: Nineteen degrees.

(h) The approximate length and height of wooden trestles or other temporary construction. (Details under this paragraph not fixed by survey are to be estimated from reconnoissances so far as possible.)

ANSWER: Four hundred feet. Average height ten feet.

37. An estimate of total increase in charges to road and equipment account during the first five years after completion of the line. If this displaces rental charges on equipment, so show.

ANSWER: None.

38. Any additional facts or reasons to show that the public convenience and necessity require the construction of the proposed new line.

ANSWER: The quantity of material required for the construction of the proposed power dam involves such large tonnage that it would not be feasible to haul same by truck; for example, the quantity of cement alone that it is estimated will be required is 570,000 tons. In order to haul this from the various mills in the State of Washington,



based on an average truck load of five tons of cement and an average speed over the highway of twenty miles per hour, there would be required not less than 125 trucks working continuously night and day over a four year period. Assuming a rate for placing concrete worked out for construction of similar dams, large storage facilities for cement would be required or the number of trucks above stated would have to be doubled, and possibly trebled, to meet the requirements. The other materials that would have to be hauled would so increase the truck requirements that it could not be handled on the main highways in the State without serious interference with movements of their normal traffic. A considerable tonnage of the construction materials required for the dam and power house will be in units far in excess of the load capacity of the trucks now in operation; in fact some of these units will require special railroad equipment to handle. A railway is necessary for the practical and economical handling of such items and also to insure the economical delivery of other materials in line with progress schedules set up for the construction.



CONSTRUCTION SPECIFICATIONS

No. E-108-B

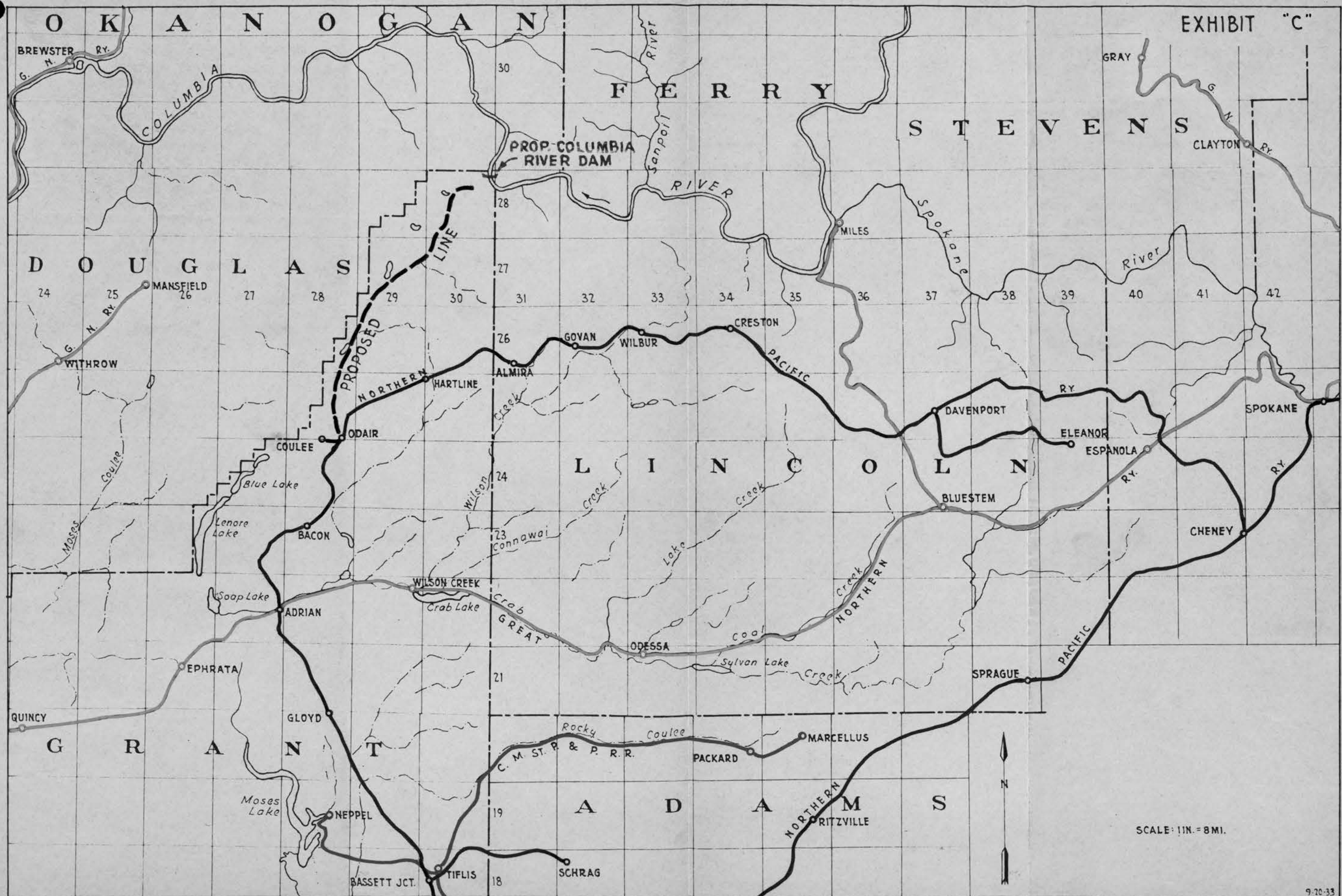
• E-114

• E-116

• E-117

Above Specifications not included in this report.







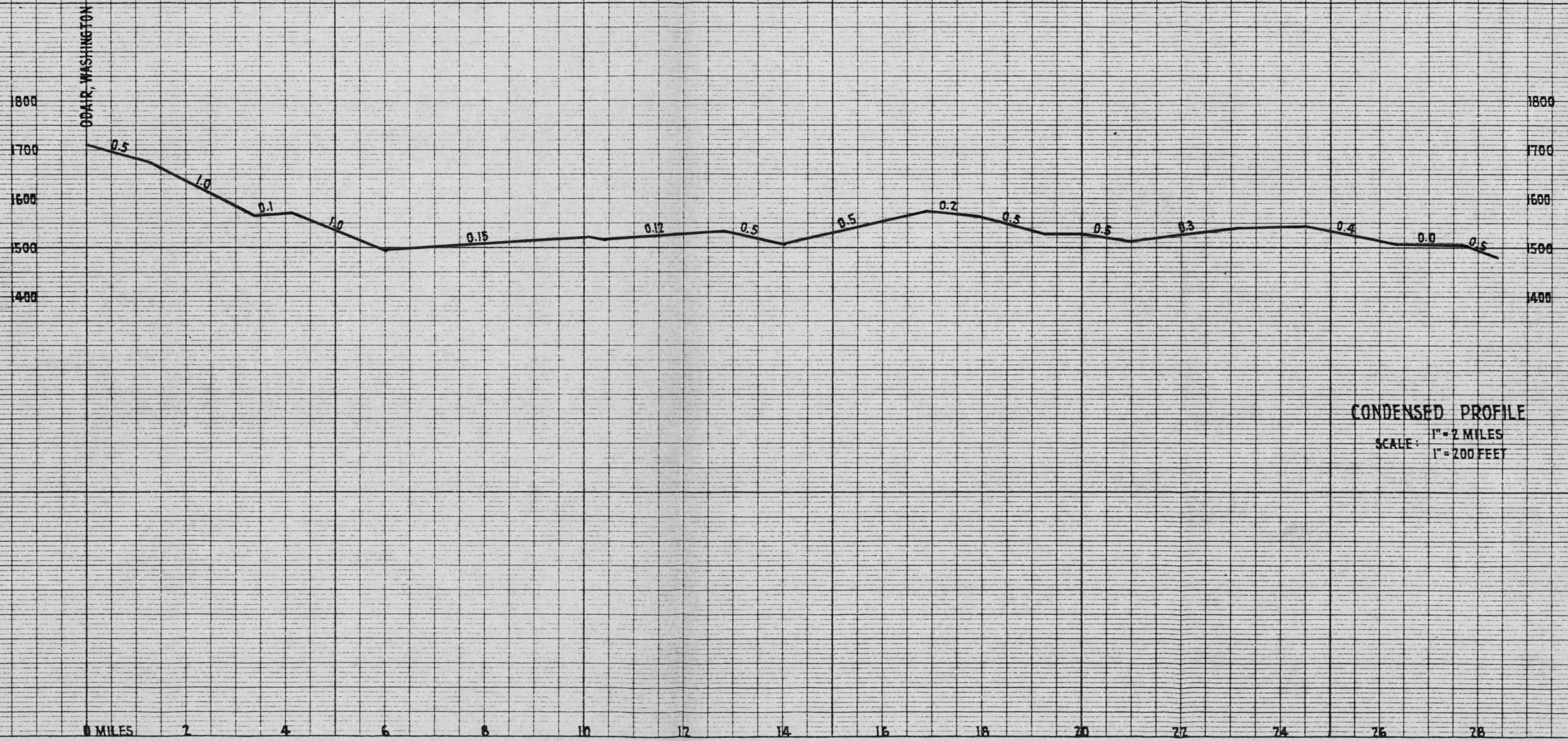




EXHIBIT "E"

EXHIBIT E - Part 1

Estimate based on preliminary surveys. Approximate estimated cost by primary accounts is as follows:

Length of Main Track	28.5 Miles
<u>Length of Other Track</u>	<u>1.6 Miles</u>
Total All Tracks	30.1 Miles

Acct. No. 1	- Engineering 5%	\$ 33252
" " 2	- Land for Transportation Purposes	50000
" " 3	- Grading	239786
" " 6	- Bridges, Trestles & Culverts	28800
" " 8	- Ties	61959
" " 9	- Rails	102490
" " 10	- Other Track Material	32495
" " 11	- Ballast	21500
" " 12	- Tracklaying & Surfacing	62583
" " 13	- Right of Way Fences	22160
" " 15	- Crossings & Signs	7858
" " 16	- Station & Office Buildings	5983
" " 17	- Roadway Buildings	4217
" " 18	- Water Stations	11000
" " 19	- Fuel Stations	800
" " 26	- Telegraph & Telephone Lines	12980
" " 27	- Signals & Interlockers	60
" " 37	- Roadway Machines	400
" " 38	- Roadway Small Tools	200
" " 71 to 75 & 77	- General Expenditures	27932
" " 76	- Interest During Construction	<u>32680</u>
TOTAL - - - - -		\$ 759135

EXHIBIT E - Part 2

Existing equipment owned by the Carrier will be sufficient to handle the expected business.



## N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y

Income Accounts for years ended December 31, 1928 to 1932 inclusive, and 9 months ended September 30, 1933

-----0-----

	1 9 2 8	1 9 2 9	1 9 3 0	1 9 3 1	1 9 3 2	9 months 1933
<b>I. Operating income.</b>						
Railway operating revenues	\$101 272 723.78	\$96 522 348.22	\$80 642 412.37	\$62 312 086.85	\$47 084 176.47	\$34 833 327.58
Railway operating expenses	70 801 966.02	70 551 664.61	62 734 420.23	52 082 847.25	41 433 179.52	29 397 386.24
Net revenue from railway operations .....	30 470 757.76	25 970 683.61	17 907 992.14	10 229 239.60	5 650 996.95	5 435 941.34
Railway tax accruals	9 688 173.23	9 210 938.51	7 480 777.83	6 816 387.38	6 677 354.57	4 811 910.44
Uncollectible railway revenue	20 681.25	20 739.09	18 396.19	10 072.17	23 209.27	20 447.44
Railway operating income .....	\$ 20 761 903.28	16 739 006.01	10 408 818.12	3 402 780.05	Df. 1 049 566.89	603 583.46
<b>II. Nonoperating income.</b>						
Hire of freight cars - credit balance	1 458 905.34	1 852 152.30	1 055 419.45	651 390.12	385 266.25	366 988.05
Rent from locomotives	308 532.50	254 012.05	260 595.16	244 315.82	191 770.35	122 801.75
Rent from passenger train cars	269 098.80	151 201.93	127 820.78	105 124.76	105 470.82	57 367.05
Rent from work equipment	204 920.51	225 917.39	155 626.16	112 643.90	87 196.34	67 624.28
Joint facility rent income	3 207 739.22	3 228 832.97	3 297 773.82	3 346 619.74	3 256 867.84	2 534 138.03
Income from lease of road	333 342.35	333 349.58	338 476.51	353 134.23	357 410.97	264 078.75
Miscellaneous rent income	502 743.19	558 358.94	509 730.35	526 324.53	474 742.36	352 068.50
Miscellaneous nonoperating physical property	244 131.18	229 616.24	178 909.28	179 645.29	177 169.82	103 162.64
Dividend income	9 333 797.05	12 833 745.15	16 319 187.14	14 423 713.48	9 119 425.44	758 363.00
Income from funded securities	599 426.52	808 502.25	248 471.13	760 794.55	273 566.17	55 850.82
Income from unfunded securities & accounts	292 687.66	710 081.05	378 780.61	584 563.47	156 477.61	99 556.57
Miscellaneous income	14 390.50	11 015.90	11 313.48	24 410.65	44 835.32	32 958.64
Total nonoperating income .....	16 769 714.82	21 196 785.75	22 882 103.87	21 312 680.54	14 630 199.29	4 814 958.08
<b>G r o s s I n c o m e</b> .....	\$37 531 618.10	37 935 791.76	33 290 921.99	24 715 460.59	13 580 632.40	5 418 541.54
<b>III. Deductions from gross income.</b>						
Rent for locomotives	71 414.81	68 142.00	69 158.95	66 075.38	61 595.91	32 931.65
Rent for passenger train cars	174 447.05	104 936.65	100 163.04	120 558.22	131 257.98	128 796.50
Rent for work equipment	10 104.63	12 642.23	8 379.08	4 624.20	3 288.51	2 514.75
Joint facility rents	866 561.37	855 057.68	835 139.16	870 196.79	790 473.10	580 270.34
Rent for leased roads	51 470.65	51 470.65	51 418.85	51 418.85	51 418.87	38 601.64
Miscellaneous rents	74 849.29	84 441.02	83 586.04	10 543.67	11 679.72	7 281.68
Miscellaneous tax accruals	132 904.17	128 908.33	89 525.77	43 618.86	79 711.13	62 892.00
Interest on funded debt	14 646 254.70	14 569 073.55	14 500 227.32	14 391 741.82	14 264 259.37	10 681 321.88
Interest on unfunded debt	131 682.09	13 680.75	89 270.45	50 177.93	5 597.70	12 164.09
Amortization of discount on funded debt	31 939.79	29 720.37	27 961.63	--	--	--
Miscellaneous income charges	206 779.36	209 410.05	207 375.89	204 168.84	172 756.31	115 826.35
Total deductions from gross income .....	16 398 407.91	16 127 483.28	16 062 206.18	15 813 124.56	15 572 038.60	11 662 600.88
<b>N e t I n c o m e</b> .....	\$ 21 133 210.19	21 808 308.48	17 228 715.81	8 902 336.03	Df. 1 991 406.20	Df. 6 244 059.34
<b>IV. Disposition of net income.</b>						
Dividend appropriations of income	--	--	--	--	--	--
Income balance transferred to Profit & Loss	\$ 21 133 210.19	21 808 308.48	17 228 715.81	8 902 336.03	Df. 1 991 406.20	Df. 6 244 059.34

Df. - denotes Deficit.



NORTHERN PACIFIC RAILWAY COMPANYProfit and Loss Account -- September 30th, 1933.  
-----

	<u>D e b i t s</u>	<u>C r e d i t s</u>
Credit balance at beginning of year	\$	\$186 783 767.34
603. Profit on road and equipment sold		1 165.70
606. Donations		41 658.51
607. Miscellaneous credits		31 152.24
Debit balance transferred from income	6 244 059.34	
619. Loss on retired road and equipment	79 467.52	
621. Miscellaneous debits	493 622.09	
Credit balance carried to balance sheet	180 040 594.84	
	<u>180 040 594.84</u>	<u>186 857 743.79</u>
T o t a l .....	<u>\$186 857 743.79</u>	<u>186 857 743.79</u>

  
-----



## NORTHERN PACIFIC RAILWAY COMPANY

## GENERAL BALANCE SHEET - SEPTEMBER 30, 1933

--00000--

A S S E T S		LIABILITIES	
INVESTMENTS		CAPITAL LIABILITIES	
701. Investment in road and equipment	\$611 065 724.52	751. Capital stock	\$248 000 000.00
704. Deposits in lieu of mortgaged property sold	131 647.33	754. Grants in aid of construction	567 416.18
705. Miscellaneous physical property	11 673 235.75	755. Funded debt unmatured	309 222 500.00
706. Investments in affiliated companies:		757. Nonnegotiable debt to affiliated companies	4 000 000.00
(a) Stocks	\$146 111 950.05	Total capital liabilities .....	561 789 916.18
(b) Bonds	34 117 446.63		
(c) Notes	2 476 261.17		
(d) Advances	4 541 614.69		
707. Other investments:			
(a) Stocks	8 711.00		
(b) Bonds	151 384.13		
(c) Notes	208 436.05		
(e) Miscellaneous	3 436 392.76		
Total investments .....	813 922 804.08		
CURRENT ASSETS		CURRENT LIABILITIES	
708. Cash	8 065 405.48	760. Audited accounts and wages payable	3 984 518.07
710. Time drafts and deposits	2 148 024.72	761. Miscellaneous accounts payable	193 501.03
711. Special deposits	1 193 159.75	762. Interest matured unpaid	1 193 297.75
712. Loans and bills receivable	59 084.97	766. Unmatured interest accrued	2 344 216.29
713. Traffic and car service balances receivable	696 425.55	767. Unmatured rents accrued	16 380.47
714. Net balances receivable from agents & conductors	600 821.14	768. Other current liabilities	99 517.27
715. Miscellaneous accounts receivable	3 163 359.17	Total current liabilities .....	7 831 430.88
716. Material and supplies	5 653 309.79		
717. Interest and dividends receivable	814 288.98		
718. Rents receivable	29 833.15		
719. Other current assets	93 823.22		
Total current assets .....	22 517 535.92		
DEFERRED ASSETS		DEFERRED LIABILITIES	
720. Working fund advances	27 877.90	770. Other deferred liabilities	59 463.67
722. Other deferred assets	147 274.64		
Total deferred assets .....	175 152.54		
UNADJUSTED DEBITS		UNADJUSTED CREDITS	
727. Other unadjusted debits	2 484 819.00	771. Tax liability	6 001 747.95
		776. Accrued depreciation - equipment	62 789 124.91
		778. Other unadjusted credits	1 536 561.57
		Total unadjusted credits .....	70 327 434.43
		CORPORATE SURPLUS	
		779. Additions to property through income and surplus	1 343 782.07
		780. Funded debt retired through income and surplus	17 707 059.54
		782. Miscellaneous fund reserves	629.93
		Total appropriated surplus .....	19 051 471.54
		784. Profit and Loss	180 040 594.84
		Total corporate surplus .....	199 092 066.38
Grand total .....	\$839 100 311.54	Grand total .....	\$839 100 311.54



EXHIBIT "G"

I, D. F. LYONS, General Counsel of the Northern Pacific Railway Company, being familiar with the charter and corporate powers thereunder of said Company, certify:

I am of the opinion that the proposed extension of line covered by the application to the Interstate Commerce Commission in Finance Docket No. 10212 is within the charter powers of the Northern Pacific Railway Company.

Dated Nov. 27, 1933.

(Signed) D. F. LYONS



O A T H

STATE OF MINNESOTA )  
COUNTY OF RAMSEY ) ss

CHARLES DONNELLY makes oath and says that he is the President of the Northern Pacific Railway Company, applicant herein; that he has been authorized by proper corporate action on the part of said applicant to verify and file with the Interstate Commerce Commission the foregoing return to questionnaire of said Commission in respect of the application in Finance Docket No. 10212; that he has carefully examined all of the statements referred to in said return and the exhibits attached thereto and made a part hereof; that he has knowledge of the matters set forth in such return and that all such statements made and the matters set forth therein are true and correct to the best of his knowledge, information and belief.

(Signed) CHARLES DONNELLY

Subscribed and sworn to before me  
a notary public in and for the  
State and County above named, this  
14th day of December, 1933.

(Signed) G. T. C. Peterson

Notary Public, Ramsey County, Minnesota.

My Commission expires October 21, 1935.



DATA

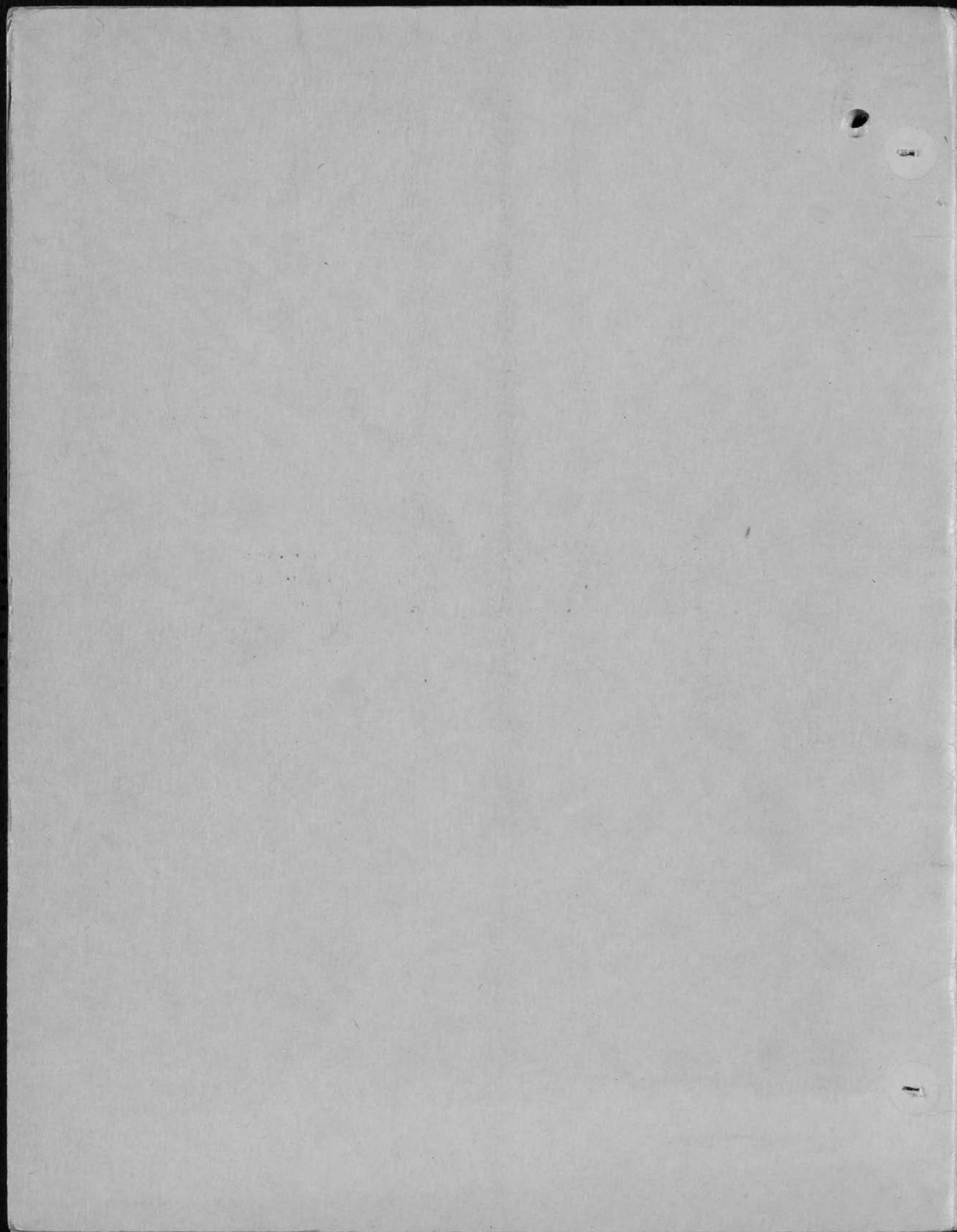
STATE OF MINNESOTA  
COUNTY OF RAMSEY

CHARLES DONNELLY makes oath and says that he is the President of the Northern Pacific Railway Company, applicant herein; that he has been authorized by proper corporate action on the part of said applicant to verify and file with the Interstate Commerce Commission the foregoing return to questionnaire of said Commission in respect of the application in Finance Docket No. 10812; that he has carefully examined all of the statements referred to in said return and the exhibits attached thereto and made a part thereof; that he has knowledge of the matters set forth in such return and that all such statements made and the matters set forth therein are true and correct to the best of his knowledge, information and belief.

(Signed) CHARLES DONNELLY

Subscribed and sworn to before me  
a Notary Public in and for the  
State and County above named, this  
14th day of December, 1935.  
(Signed) G. T. G. Peterson  
Notary Public, Ramsey County, Minnesota.  
My Commission expires October 31, 1936.







8731 8

St. Paul, Minn., March 19, 1934

Mr. H. E. Stevens:

Your phone inquiry about tonnage of construction material for high dam at Grand Coulee -

Attached is a statement showing the tonnage of construction materials as furnished by the Reclamation Service for the high dam and the low dam. The total for the low dam is 773,865 tons, and the high dam 2,863,000 tons. Accordingly the materials entering the high dam would be almost four times as much as for the low dam.

In our setup of anticipated freight earnings, if we obtained all of the freight over our lines, there was included considerable tonnage of other material such as coal, lumber for camps, gasoline and fuel oil for operation of equipment, steam shovels, explosives, contractors track material, etc. While such freight for the high dam would not increase in proportion as the construction material would, nevertheless there would be a considerable increased tonnage if the high dam be built.

For the low dam we estimated a total of 145,000 tons of such additional material, that includes moving out equipment as well. For the high dam there would, of course, not be a proportionate increase in equipment, camp material, etc., but I would estimate it would be safe to assume we can add 200,000 to 250,000 tons to the tonnage of construction



Mr. Stevens, #2

material shown on the attached statement. That would make  
a grand total of over 3,000,000 tons.

BB:wp

enc



COPY

St. Paul, Minn., March 19, 1934.

Mr. H. E. Stevens:

Your phone inquiry about tonnage of construction material for high dam at Grand Coulee -

Attached is a statement showing the tonnage of construction materials as furnished by the Reclamation Service for the high dam and the low dam. The total for the low dam is 773,865 tons, and the high dam 2,863,000 tons. Accordingly the materials entering the high dam would be almost four times as much as for the low dam.

In our set-up of anticipated freight earnings, if we obtained all of the freight over our lines, there was included considerable tonnage of other material such as coal, lumber for camps, gasoline and fuel oil for operation of equipment, steam shovels, explosives, contractors track material, etc. While such freight for the high dam would not increase in proportion as the construction material would, nevertheless there would be a considerable increased tonnage if the high dam be built.

For the low dam we estimated a total of 145,000 tons of such additional material, that includes moving out equipment as well. For the high dam there would, of course, not be a proportionate increase in equipment, camp material, etc., but I would estimate it would be safe to assume we can add 200,000 to 250,000 tons to the tonnage of construction material shown on the attached statement. That would make a grand total of over 3,000,000 tons.

BB:wp  
enc.



## COLUMBIA RIVER DAM

## WASHINGTON

Quantities of Materials to be transported by rail  
(Tons)

<u>Item</u>	<u>Low Dam</u>	<u>High Dam</u>
Cement	570,000	2,526,000
Reinforcing steel	17,250	13,500
Miscellaneous metal	825	9,485
Sluice Gate Metal	4,093	7,841
Structural Steel	4,081	19,153
Steel penstocks, cars, etc.	12,715	12,715
Turbines, Valves, etc.	7,500	14,273
Electrical Equipment	17,600	29,376
Form Lumber	67,006	157,862
Timber Cribbing	49,203	49,203
Steel sheet piling, etc.	<u>23,592</u>	<u>23,592</u>
Total	773,865	2,863,000
Contractors Equipment, Camps, etc.	<u>145,750</u>	<u>225,000</u>
GRAND TOTAL	919,615	3,088,000
Construction period	four years	seven years



## COLUMBIA RIVER DAM

## WASHINGTON

Quantities of Materials to be transported by rail  
(Tons)

<u>Item</u>	<u>Low Dam</u>	<u>High Dam</u>
Cement	570,000	2,526,000
Reinforcing steel	17,250	13,500
Miscellaneous metal	825	9,485
Sluice Gate Metal	4,093	7,841
Structural Steel	4,081	19,153
Steel penstocks, cars, etc.	12,715	12,715
Turbines, Valves, etc.	7,500	14,273
Electrical Equipment	17,600	29,376
Form Lumber	67,006	157,862
Timber Cribbing	49,203	49,203
Steel sheet piling, etc.	<u>23,592</u>	<u>23,592</u>
Total	773,865	2,863,000
Contractors Equipment, Camps, etc.	<u>145,750</u>	<u>225,000</u>
GRAND TOTAL	919,615	3,088,000
Construction period	four years	seven years



8731  
3  
St. Paul, Minnesota,  
February 23, 1934.

Subject:

Finance Docket No. 10212, Coulee Dam  
Application. (2191 I. C. C.)

Mr. Charles Donnelly,  
Mr. H. E. Stevens,  
Mr. R. W. Clark,  
Mr. Bernard Blum:✓

I enclose to each of you copy of Report and  
Order of the Commission, dated February 13, 1934, in  
the above entitled matter.

C-8

*W. H. Cunningham*  
Assistant General Counsel

17.5.  
note  
2/23  
B.B.



ST. P. MINNESOTA  
 FEB 19 1934

ST. P. MINNESOTA  
 FEB 19 1934

Subject:

Finance Section No. 10818, St. Paul, Minn.  
 Application.

Mr. Charles Donnelly,  
 Mr. R. W. Stevens,  
 Mr. R. W. Clark,  
 Mr. Bernard Bismarck.

I enclose to each of you copy of report and  
 Order of the Commission, dated February 13, 1934, in  
 the above entitled matter.

*[Signature]*  
 Assistant General Counsel

C-2



INTERSTATE COMMERCE COMMISSION

FINANCE DOCKET NO. 10212

NORTHERN PACIFIC RAILWAY COMPANY CONSTRUCTION

Submitted February 5, 1934.

Decided February 13, 1934

Certificate issued authorizing the Northern Pacific Railway Company to construct a branch line of railroad in Grant County, Wash.

D. F. Lyons, L. B. daPonte, and Conrad Olson for applicant.  
B. E. Stoutemyer for Bureau of Reclamation, Department of the Interior.

Reuben C. Carlson and James P. Neal for protestants.

REPORT OF THE COMMISSION

DIVISION 4, COMMISSIONERS MEYER, PORTER, AND MAHAFFIE

BY DIVISION 4:

The Northern Pacific Railway Company, on November 6, 1933, applied for authority, subject to certain conditions, to construct a branch line of railroad from Odair, a point on the applicant's Washington Central branch, in a general northeasterly direction to the site of the proposed Grand Coulee Dam on the Columbia River, approximately 28.5 miles, in Grant County, Wash. Objections to the application, as it was presented, were offered, and a hearing was held for us by the Department of Public Works of the State of Washington. The department recommends the granting of the application, but without the conditions by which the applicant desires to be governed, as will be explained. Also favoring the granting of the application without conditions are the Oregon-Washington Motor Freight Bureau, the Consolidated Freight Lines, Incorporated, the Washington Motor Freight Association, the Coordinated Transport Company, and the Pacific Highway Transport Company.

The sole reason assigned for the construction of the branch is that it will be required to transport the materials for building the proposed dam. The branch construction will be financed by company funds or by short-term borrowing. Negotiations are pending with the Great Northern Railway Company with a view to sharing the initial cost and the granting of trackage rights to permit that carrier to operate over the applicant's line between Adrian and Odair, Wash. Our authority for such operation has not been sought. The estimates of revenues and expenses connected with the branch make no allowance for the participation by the Great Northern.

It is proposed to construct the branch with 90-pound third-class rails, maximum grades of 1 percent in each direction, and maximum curves of 3°. Provision is made for 400 feet of wooden trestles. The estimated cost for the 28.5 miles of main track and 1.6 miles of other tracks is \$759,135, including engineering, general expenses, and interest during construction. This is based on a preliminary survey. Construction would begin promptly and would be completed in four or five months. No new equipment will be required for this operation, which will consist of one train making a round trip on the branch daily except Sunday.



Since the filing of the application the Public Works Administration has allocated funds for the first unit of the Grand Coulee Dam, which will cost approximately \$63,000,000, and the work will be in charge of the Bureau of Reclamation. Some small contracts have been awarded, 300 men are employed at the site, and although bids on the first or lower dam will not be invited until April 1, 1934, this part of the project seems to be definitely assured. Bidders will need to know whether or not rail facilities to the site will be available. Trucks are now in use, carrying supplies to the site and to the two small settlements which have been established nearby. Unimproved highways extend from Almira, Wilbur, and Coulee City, points on the applicant's existing line. The branch will terminate about 1.5 miles from the site, at an elevation approximately 600 feet above the river bed. Interchange of freight will be made at the terminus with tracks to be built by the Government or by the contractor. The branch project has been considered favorably by the Bureau of Reclamation, which has investigated its cost and probable earnings and has furnished the applicant with tonnage figures. While the applicant considers it a condition precedent to building the line that all traffic in connection with the dam construction be routed over the branch, the Bureau of Reclamation is of the opinion that some material and supplies may be hauled more efficiently by truck. Shipments of merchandise, etc., for private use were not considered in preparing the traffic studies.

The total tonnage for the low dam construction is estimated at 773,865. For raising the dam to final height, approximately 2,863,000 tons will be required additionally. The larger plan, which has not yet been authorized, involves the building of a power plant and a pumping plant, as well as several additional dams at points below the first. The general plan for the Columbia River development is described in H. R. 7446, entitled "The Columbia Basin Project". The branch will be built in such a location that it will serve the construction operations which may follow the first unit, now begun. If it be not built by the applicant, a similar line may be considered either by the Government or by the general contractor, or trucking may be used exclusively. In the latter case a large expenditure for road construction would be necessary. The State has authorized such construction, but has not estimated its exact cost nor allocated funds for the purpose. As indicative of the difficulty of hauling all material, for the construction of the first dam only it would require 125 five-ton trucks, working 24 hours a day for four years, to haul the 570,000 tons of cement required. In the later development of the project, pieces of machinery weighing 150 tons each must be hauled to the site.

Based on the quantities furnished by the Government engineers, the applicant's forecast of branch traffic shows 2,698 carloads of freight in the first year of operation, increasing to 6,669 carloads in the fourth year, and diminishing to 6,267 carloads in the fifth. The commodities, practically all inbound, are classified, and the average commercial rates are applied according to the lengths of haul and the points of origin. It is expected that the cement will move from six producing plants in Washington, the reinforcing steel largely from Seattle, Wash., and the structural steel from points on the Pacific Coast or from Gary, Ind. A considerable part of the whole tonnage will originate in the State of Washington. Prompt service is promised by increasing the number of trains on the Connell Northern and Washington Central branches.



The total freight revenues from the traffic connected with the low dam are estimated at \$6,161,931 for the 5-year period. This assumes the same rates to the site as apply to the existing stations of Almira and Coulee City, it being undecided whether higher rates will apply on the branch. It also assumes full commercial rates, without the 50-percent reduction applying to the shipment of Government property over lines having land grants. Much of the applicant's mileage is of that character, although the Washington Central line and the proposed branch are not. It was estimated that the above figures for gross revenues would be reduced by \$1,500,000 if the tonnage moved as Government property over the applicant's system. The estimates include all revenues to the system, including branch-line and main-line movements. No passenger business was considered.

The estimate of cost for handling the new traffic is composed of maintenance of way and structures expenses on the branch at \$465 per mile of line, taxes at \$500 per mile, and transportation at \$2.083 per train-mile. These unit costs, which are derived from system records, are applied to the quantities involved, producing total amounts representing the estimated operating expense for handling both over the main lines and the branch.

The applicant's net railway operating income resulting from the foregoing estimates would be \$458,551 in the first year of branch operation, increasing to \$1,008,668 in the fifth year, with a total of \$4,163,949 for the 5-year period covered. The estimate is subject to rate adjustments, if any, and assumes that all the traffic connected with the dam construction will be routed over the branch. No segregation of the branch operation from the total operation on all lines has been attempted, but it is stated that the major part of the revenue would be assignable to the branch. Counsel for the applicant expressed the opinion that if the branch be not built, the applicant would get none of the traffic. In preparing the estimate, it was assumed that all the cement would be shipped from commercial plants. Depending on the outcome of the negotiations with the Great Northern, the above revenues may be shared with that carrier. This feature of the case, however, need not be considered at this time.

As stated in the application, the conditions under which, and only under which, the applicant would undertake to construct and operate the branch are (1) that construction shall not be commenced prior to the receipt of definite assurance, in the form of executed contracts or otherwise, that the Government project will be prosecuted; (2) that, in the event the dam be constructed, definite assurance be given that all traffic from and to the site shall be routed by rail; and (3) that, upon completion of the dam construction, the applicant shall have the right to discontinue operation over the branch, provided, however, that if some public authority desires to take title to the line, the applicant will convey same at the appraised value of the salvage.

It appears from testimony introduced at the hearing that the Government project is now assured, and further, that it has advanced to the point where provision must be made for transportation facilities. In the light of present circumstances, as developed at the hearing, the applicant should decide whether or not it will waive the first and second conditions originally called for and proceed with the construction under our certificate, which is merely permissive. With respect to the third condition, it is



impossible from the record to ascertain whether or not a further development of the Government project will take place or what the local transportation needs at the site of the partially completed dam will be five years hence. A determination of the question of further operation may be deferred until that time. If the line be constructed it can not be abandoned, or its operation discontinued, without our further permission.

The numerous trucking companies which intervened in the proceeding are, in general, corporations which operate under State regulation and under published tariffs for intrastate and interstate traffic. They are well equipped and offer prompt service from Seattle, Tacoma, and points on the existing rail lines nearest to the proposed dam. Their position is that our certificate should not impose conditions which would restrict fair competition in the transportation of freight to the site of the dam, particularly from origins within the State. As we have stated, the facts of record do not justify the issue of a conditioned certificate. The construction of the branch is a matter of common interest to the Bureau of Reclamation and the applicant; the conditions are fully understood by them, and the routing and handling of traffic as between the branch and other means of transport should be determined primarily by the Bureau.

We find that the present and future public convenience and necessity require the construction and operation by the Northern Pacific Railway Company of the branch line of railroad in Grant County, Wash., described in the application, upon the condition that construction of said line shall be commenced on or before May 1, 1934, and be completed on or before November 1, 1934. An appropriate certificate will be issued.

As stated in the application, the conditions under which the applicant would undertake to construct and operate the branch are (1) that construction shall not be commenced prior to the receipt of definite assurance, in the form of executed contracts or otherwise, that the Government project will be prosecuted; (2) that, in the event the dam be constructed, definite assurance be given that all traffic from and to the site shall be routed by rail; and (3) that upon completion of the dam construction, the applicant shall have the right to discontinue operation over the branch, provided, however, that if some public authority desires to take title to the line, the applicant will convey same at the appraised value of the said line.

It appears from testimony introduced at the hearing that the Government project is now assured, and further, that it has advanced to the point where provision must be made for transportation facilities. In the light of present circumstances, as developed at the hearing, the applicant should decide whether or not it will waive the first and second conditions originally called for and proceed with the construction under our certificate, which is merely permissive. With respect to the third condition, it is



CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

At a Session of the INTERSTATE COMMERCE COMMISSION, Division 4,  
held at its office in Washington, D. C., on the 13th day  
of February, A. D. 1934

---

Finance Docket No. 10212

Northern Pacific Railway Company Construction

---

A hearing and investigation of the matters and things involved in this proceeding having been had, and said division having, on the date hereof, made and filed a report containing its findings of fact and conclusions thereon, which report is hereby referred to and made a part hereof:

It is hereby certified, That the present and future public convenience and necessity require the construction and operation by the Northern Pacific Railway Company of the line of railroad in Grant County, Wash., described in the application and in said report: Provided, however, and this certificate is issued upon the express condition, that construction of said line shall be commenced on or before May 1, 1934, and shall be completed on or before November 1, 1934.

It is ordered, That the Northern Pacific Railway Company shall report to this Commission, in writing, the commencement and completion of construction of said line within 15 days after such commencement and completion, respectively.

It is further ordered, That, when filing schedules establishing rates on said line of railroad, the Northern Pacific Railway Company shall in such schedules refer to this certificate by title, date, and docket number.

And it is further ordered, That the Northern Pacific Railway Company shall report to this Commission as required by valuation order no. 24, effective May 15, 1928.

By the Commission, division 4.

(SEAL.)

GEORGE B. MCGINTY,  
Secretary.





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul 2-21-34

8731 B

L B DePonte Seattle

Your message to Mr Lyons Netherlands American Mortgage Company townsite at Coulee stop We cannot say definitely land we will require until we make survey of definite location So far have preliminary lines only stop Have just received advice ICC will grant certificate for construction but will not issue certificate under conditions regarding routing of traffic or subsequent removal of line stop I have wired Mr Stevens on line to ascertain decision about proceeding B 211

Bernard Blum

Mail copy Mr Stevens





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

146 GI N

Pysham Feb 20 1934

Bernard Blum

StPaul

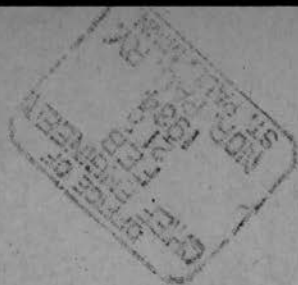
B 202 There is nothing to be done about this matter until the  
executives have conferred with reclamation department S 209

H E Stevens

1044pm

B







C O P Y

70 CF G1

Seattle Feb 20 1934

D F Lyons

St. Paul

Fred M Weil representing Netherlands American Mortgage Company of Spokane and its affiliate Continental Land Company came in this morning and said that his company owns 320 acres at Coulee dam site which includes the site needed for rail terminals and that he is being offered large sums for locations but will not sell until he knows exactly what land Northern Pacific will need and will hold out such land for sale to Northern Pacific if advised of what we require stop. Talked to Plummer about Weil and he does not give him a very good reputation and would not advise giving him any confidential information but it would be better of course to deal with one concern than with a large number of holders and thought best to pass this information along stop. I told him I would advise our people at St. Paul of what he had to say and let him know later stop. It appears from Weils talk that some fancy prices will be demanded for terminal grounds

L B DAPONTE

155 PM





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

St Paul 2-20-34

TIME FILED

8731 B.M.

**Stevens** Car 9 Train 3 Fargo Diva

Telegram just received from Baker our Washington representative approximately as follows ICC issued certificate authorizing Coulee line stop Work to start before May first and be completed by November first stop States not justified to issue certificate regarding routing of traffic which should be determined by Reclamation Bureau and we should decide whether we will waive first and second conditions stop Decision also finds impossible to determine future transportation needs and question of removal and future operation is deferred stop Such abandonment will require further permission from the commission stop I am advised Mr Scandrett has wired this information to Mr Donnelly stop We should know soon as possible what executive decision is account necessity making definite location before proposals can be sent out B 202

Bernard Blum





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul 2-20-34

1-2 Stevens Car 9 Train 3 Fargo Divn

Telegram just received from Baker our Washington representative approximately as follows ICC issued certificate authorizing Coulees line stop work

to start before May first and be completed by November first stop States not justified to issue certificate regarding routing of traffic which should

be determined by Reclamation Bureau and we should decide whether we will waive first and second conditions stop Decision also finds impossible to

determine future transportation needs and question of removal and future operation is deferred stop Such abandonment will require further permission

from the commission stop I am advised Mr Scandrett has wired this information to Mr Donnelly stop We should know soon as possible what executive decision

is account necessity making definite location before proposals can be sent out B 202

Bernard Blum



CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

# WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Washington Feb. 19, 1934

M L Countryman MP Ry St Paul

Hotel Finance Docket 10212. Certificate issued authorizing construction and operation applied for condition that construction commence on or before May 1st

and be completed before November 1st, 1934. Commission's report holds record does not justify issuance condition certificate regarding routing of traffic. This

should be determined primarily by Reclamation Bureau. Finds that Government project is now assured and applicant should decide whether or not it will waive

first and second conditions originally called for. Finds impossible from record to determine future transportation needs and determination of question of future

operation deferred. Holds if line constructed cannot be abandoned or its operation discontinued without further permission from Commission.

Charles H. Baker



CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

# WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Washington Feb. 19, 1934

M L Countryman MP Ry St Paul

Retel Finance Docket 10212. Certificate issued authorizing construction and operation applied for condition that construction commence on or before May 1st and be completed before November 1st, 1934. Commission's report holds record does not justify issuance condition certificate regarding routing of traffic. This should be determined primarily by Reclamation Bureau. Finds that Government project is now assured and applicant should decide whether or not it will waive first and second conditions originally called for. Finds impossible from record to determine future transportation needs and determination of question of future operation deferred. Holds if line constructed cannot be abandoned or its operation discontinued without further permission from Commission.

Charles H. Baker



CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

# WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

Washington Feb. 19, 1934

M L Countryman IP Ry St Paul

Hotel Finance Docket 10212. Certificate issued authorizing construction and operation applied for condition that construction commence on or before May 1st and be completed before November 1st, 1934. Commission's report holds record does not justify issuance condition certificate regarding routing of traffic. This should be determined primarily by Reclamation Bureau. Finds that Government project is now assured and applicant should decide whether or not it will waive first and second conditions originally called for. Finds impossible from record to determine future transportation needs and determination of question of future operation deferred. Holds if line constructed cannot be abandoned or its operation discontinued without further permission from Commission.

Charles E. Baker



8231 "B"  
On #4 Rocky Mtn Division,  
January 31st, 1934

Mr. R. W. Clark:

Returning Mr. Burnham's letter of the 24th  
to you with clipping from the Wenatchee World:

Similar articles were noted in other Washington papers and I talked with Mr. Banks about this matter last week as well as having brought it up on previous occasions. In our setup for freight we claimed no revenue from sand and gravel for the reason that the Government promised us none as Mr. Banks had stated he expected to obtain gravel from the bed of the Columbia River. Furthermore the haul of sand and gravel is hardly needed to justify the railroad.

There may, of course, be some chance of getting the haul of <sup>some</sup> sand and gravel if the branch line is built as our projected line runs through a very large deposit.

BB:h

cc Mr. J. L. Burnham



5731 B

At Seattle, Wash.,  
January 23, 1934

Mr. H. E. Stevens:

The hearing in the matter of application of the Northern Pacific for certificate from the I. C. C. for the construction of proposed branch line from O'Dair to the head of the Grand Coulee was held in the old State House at Olympia January 22nd.

Mr. Olson and Mr. DePonte appeared for the Railway Company and Mr. Stoutemeyer and Mr. Banks appeared as interveners on behalf of the applicants. Various trucking companies operating in the State appeared as interveners opposing the requirement contained in our application, namely that all traffic to and from the dam site would have to move over the lines of the Railway Company if the branch is constructed. The truck companies had originally opposed our application on the basis that they were capable of hauling the materials required in the construction of the dam without such a line of railroad being constructed, but apparently changed their policy as they announced they did not oppose the construction of the branch but objected to it being constructed under the provisions of our requirement No. 2 in the application.

The hearing lasted from 10:00 AM to 4:00 PM and the position of the witnesses for the Railway Company was as outlined in Mr. Donnelly's letter of January 4th to you, namely that our building of the branch was under the three conditions named in our application.

Mr. Banks testified that a line of railroad was in his opinion necessary for the dam construction but did not maintain that all freight should be shipped in by rail. He was not willing to indicate what amount or percentage should be so handled.

The opposition of the trucking companies was confined to objections to having the certificate of public convenience and necessity prescribing that the railway be built only under the conditions in our application.

BB:h  
cc Mr. Conrad Olson



COPY

UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION

Custom House, Denver, Colorado

August 5, 1933.

Mr. P. E. Thian, Consulting Engr.,  
Northern Pacific Railway Co.,  
St. Paul, Minnesota

Dear Mr. Thian:

Attached is a tabulation of approximate quantities of construction materials to be shipped to the Columbia River dam, which you requested on your recent visit to this office.

The construction period is given as four and seven years, respectively, for the low and high dam. If more detail is desired relative to the time of shipment of the various items listed, it can be prepared for you within a short time.

Yours very truly,

(sgd ) R.F. Walter

Chief Engineer



# Columbia River Dam

## Washington

### Quantities of Materials to be transported by rail (Tons)

<u>Item</u>	<u>Low Dam</u>	<u>High dam</u>
Cement	570,000	2,526,000
Reinforcing steel	17,250	13,500
Miscellaneous metal	825	9,485
Sluice Gate Metal	4,093	7,841
Structural Steel	4,081	19,153
Steel penstocks, cars, etc.	12,715	12,715
Turbines, valves, etc.	7,500	14,273
Electrical Equipment	17,600	29,376
Form Lumber	67,006	157,862
Timber Cribbing	49,203	49,203
Steel sheet piling, etc.	<u>23,592</u>	<u>23,592</u>
Total	773,865	2,863,000
Construction period	four years	seven years



COPY

UNITED STATES DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION

Custom House, Denver, Colorado

August 5, 1931.

Mr. F. E. Thion, Consulting Engr.,  
Northern Pacific Railway Co.,  
St. Paul, Minnesota

Dear Mr. Thion:

Attached is a tabulation of approximate quantities of construction materials to be shipped to the Columbia River dam, which you requested on your recent visit to this office.

The construction period is given as four and seven years, respectively, for the low and high dam. If more detail is desired relative to the time of shipment of the various items listed, it can be prepared for you within a short time.

Yours very truly,

(sgl) R.F. Walter

Chief Engineer



## Columbia River Dam

## Washington

Quantities of Materials to be transported by rail  
(Tons)

<u>Item</u>	<u>Low Dam</u>	<u>High dam</u>
Cement	570,000	2,526,000
Reinforcing steel	17,250	13,500
Miscellaneous metal	625	9,435
Sluice Gate Metal	4,095	7,941
Structural Steel	4,061	19,155
Steel penstocks, cars, etc.	12,715	12,715
Turbines, valves, etc.	7,500	14,273
Electrical Equipment	17,600	29,576
Form Lumber	67,006	157,862
Timber Cribbing	49,203	49,203
Steel sheet piling, etc.	<u>23,592</u>	<u>23,592</u>
Total	773,965	2,863,000
Construction period	four years	seven years



Mr Blum

v

Herewith the files  
on Council Dam Line - In  
the envelope are copies of the  
application the answers to the  
questionnaire and petition for leave  
to intervene -

The attached pencil statement  
which I got from Mr Terrell  
is I think the one about  
Track land you mentioned

NSG  
1/8/34



5096-28	7	28	Various Shops-Applv ice bunk ladders to 1080 Refr. cars	1 577		1 30	
5113-28	8	28	Various Shops-Equip 20 locos with O'Connor fire door flanges	500			
5137-28	10	28	Various shops-Replace W.I. with cast steel vertical key yokes on 40 tenders classes 21-E, 22-E, 28-E	462	453	15.69	1
5134-28	11	28	Como & So.Tacoma-Replace dry hoppers with flashing hoppers in 30 mail and mail apartment cars	3 123	397	5.83	
5001-29	1	29	Wainard & So.Tacoma Shops- aply angle bars on sides and one end on drop doors to 40 steel gondola cars Series 6000-58999	4 425	56		
5004-29	1	29	Como & So.Tacoma Shops-Re- place ice bunkers with basket type bunkers in 33 pass refr. cars Series 1800-1889	3 183	2 633	315.87	11
5005-29	1	29	Various Shops-Applv pressed steel channel draft arms to 50 flat cars	17 700		700.28	
				86 924	22 580	2 787.44	507
CONTINUED							



# Truck haul from Odair to Damsite

Based on Using 14 Tons per Truck

Based on 5 Ton per Truck

	Ave Dist Hauled Miles	Total Tons	No of Truck Loads at 14 Tons Each	No of Truck Miles	No of Days at 400 miles Per day	No of Trucks 312 days per Year	Cost of Hauling @ 75¢ per truck mile		Ave Dist. Hauled Miles	Total Tons	No of Truck Loads at 5 Tons Each	No of Truck Miles	No of Days at 400 miles Per Day	No of Trucks 312 days per Year
<u>Cement</u>														
Second Year	30	114 015	8 140	488 400	1 221	4	122 100		30	114 015	22 803	1 368 180	3 420	11
Third Year	30	142 490	10 180	610 800	1 527	5	152 700		30	142 490	28 498	1 709 880	4 275	14
Fourth Year	30	171 005	12 215	732 900	1 822	6	183 225		30	171 005	34 201	2 052 060	5 130	17
Fifth Year	30	142 490	10 180	610 800	1 527	4	152 700		30	142 490	28 498	1 709 880	4 275	14
Total 4 Year Period	30	570 000	40 715	2 442 900	6 107	5	458 025		30	570 000	114 000	6 840 000	4 775	14

Above at 120 Miles per day for a Truck

Second Year	4 070	13	11 402	37
Third "	5 090	16	14 249	46
Fourth "	6 108	20	17 100	55
Fifth "	5 090	16	14 249	46
Total 4 Year Period	20 358	16	57 000	46

Note Total Tons all Material  
Less Trucks, Automobiles & Steam Shovels  
Total to haul

931 665  
2 950  
928 715



# Truck haul from Source to Dam site

Based on 14 Tons Per Truck

Based on 5 Tons per Truck

	Ave Dist Hauled Miles	Total Tons	No of Truck loads @ 14 Tons each	No of Truck Miles	No of Days at 200 mi per Day	No of Trucks 312 days per year Single Shift	Cost at 25¢ Per Truck mile
<b>Cement</b>							
<b>Total - Four Year Period</b>							
Metaline Falls	210	114 000	8 143	3 420 060	17 100.30	14	355 015
Irvin	112	114 000	8 143	1 824 032	9 120.16	7	176 008
Seattle	263	114 000	8 143	4 283 218	21 416.09	17	1 070 805
Bellingham	292	114 000	8 143	4 755 512	23 777.56	19	1 188 898
Concrete	300	114 000	8 143	4 885 800	24 429.00	20	1 221 450
<b>Total</b>	<b>235.4 Ave</b>	<b>570 000</b>	<b>40 715</b>	<b>19 168 622</b>	<b>95 843.11</b>	<b>77</b>	<b>\$ 4 792 156</b>

Cement  
Total - 4 year Period

No. of Truck Loads at 5 Tons each	No. of Truck Miles	No. of Days at 200 miles Per Day	No. of Trucks 312 days per year Single Shift
22 800	9 576 000	47 880.00	38
22 800	5 107 200	25 536.00	21
22 800	11 992 800	59 964.00	48
22 800	13 315 700	66 578.00	53
22 800	13 680 000	68 400.00	55
<b>114 000</b>	<b>53 671 200</b>	<b>268 356.00</b>	<b>215</b>

Above calculations based on the supposition that the cement would be used uniformly over a four year period which would never happen and only shown for study purposes also based on single shift of 10 hours for trucks where in fact they would work in two 10 hour shifts

Cement  
Second Year.

Metaline Falls	210	22 803	1 628	683 760	3 418.80	11	170 940
Irvin	112	22 803	1 628	364 672	1 823.36	6	91 168
Seattle	263	22 803	1 628	856 378	4 281.64	13	214 032
Bellingham	292	22 803	1 628	950 752	4 753.76	15	237 688
Concrete	300	22 803	1 628	976 800	4 884.00	16	244 200
<b>Total</b>		<b>114 015 (20%)</b>	<b>8 140</b>	<b>3 832 312</b>	<b>19 161.56</b>	<b>61</b>	<b>958 078</b>

Second Year

4 560	1 915 200	9 576.00	31
4 561	1 021 664	5 108.32	16
4 560	2 398 560	11 992.80	38
4 561	2 663 624	13 318.12	43
4 561	2 726 600	13 683.00	44
<b>22 803</b>	<b>10 735 648</b>	<b>53 678.24</b>	<b>172</b>

Third Year

Metaline Falls	210	28 498	2 036	8 551 20	4 275.60	14	213 780
Irvin	112	28 498	2 036	456 064	2 280.32	7	114 016
Seattle	263	28 498	2 036	1 070 936	5 354.68	17	267 734
Bellingham	292	28 498	2 036	1 189 024	5 945.12	19	297 256
Concrete	300	28 498	2 036	1 221 600	6 108.00	20	305 400
		<b>142 490 (50%)</b>	<b>10 180</b>	<b>4 792 744</b>	<b>23 963.72</b>	<b>77</b>	<b>1 198 186</b>

Third Year

5 700	2 394 000	11 970.00	38
5 699	1 276 576	6 382.88	21
5 700	2 998 200	14 991.00	48
5 699	3 328 216	16 641.08	53
5 700	3 420 000	17 100.00	55
<b>28 498</b>	<b>13 416 992</b>	<b>67 084.96</b>	<b>215</b>

Fourth Year

Metaline Falls	210	34 201	2 443	1 026 060	5 130.30	16	256 515
Irvin	112	34 201	2 443	547 232	2 736.16	9	136 808
Seattle	263	34 201	2 443	1 285 018	6 425.09	21	321 255
Bellingham	292	34 201	2 443	1 426 712	7 133.56	23	356 678
Concrete	300	34 201	2 443	1 465 800	7 329.00	23	366 450
		<b>171 005 (50%)</b>	<b>12 215</b>	<b>5 750 822</b>	<b>28 754.11</b>	<b>92</b>	<b>1 437 706</b>

Fourth Year

6 840	2 872 800	14 364.00	46
6 841	1 522 384	7 661.92	24
6 840	3 597 840	17 989.20	58
6 840	3 994 560	19 972.80	64
6 840	4 104 000	20 520.00	66
<b>34 201</b>	<b>16 101 584</b>	<b>80 507.92</b>	<b>258</b>

Fifth Year

Metaline Falls	210	28 498	2 036	8 551 20	4 275.60	14	213 780
Irvin	112	28 498	2 036	456 064	2 280.32	7	114 016
Seattle	263	28 498	2 036	1 070 936	5 354.68	17	267 734
Bellingham	292	28 498	2 036	1 189 024	5 945.12	19	297 256
Concrete	300	28 498	2 036	1 221 600	6 108.00	20	305 400
		<b>142 490 (50%)</b>	<b>10 180</b>	<b>4 792 744</b>	<b>23 963.72</b>	<b>77</b>	<b>1 198 186</b>

Fifth Year

5 700	2 394 000	11 970.00	38
5 699	1 276 576	6 382.88	21
5 700	2 998 200	14 991.00	48
5 700	3 328 800	16 644.00	53
5 699	3 419 400	17 097.00	55
<b>28 498</b>	<b>13 416 976</b>	<b>67 084.88</b>	<b>215</b>





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

Seattle 1-19-34

Conrad Olson Train one Rocky Mountain Divn

In my talk yesterday with gentlemen mentioned previous message  
he stated they had no money and would not construct a highway to the  
site stop Think this of considerable importance in our presentation  
of case B 197

Bernard Blum





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

18 mda

Logan 1 19 1934 B Blum Seattle

Please to have Highway Commisisoner attend conference Sunday

Conrad Olson 1051 AM

B





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

Seattle 1-18-34

Conrad Olson Train one Yellowstone Divn

I have invited Director of Highways to sit in with  
us Sunday stop In conference today indicates his testimony be very  
valuable to us stop Any objections B 183

Bernard Blum





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

WR St Paul Jan 18 1934

Bernard Blum on B 60 Olympia.

B.E. Stoutmeyer is located at six hundred three PO Building Portland  
stop if Derrig available will be glad to have him present at  
hearing.

1117 AM

Conrad Olson

B





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

At Hoquiam 1/17/34

Conrad Olson,  
St. Paul

Can you wire me Stoutemeyer's first name and address.  
Also do you think you will want Derrig at hearing Monday.

B. Blum





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

WR S St Paul Jany 17

Bernard Blum

Car B 60 Hoquiam

Tremaane advises banks in portland saturday planning attending  
conference Olympia Sunday morning stop Please advise him of  
conference in Seattle and also try secure attendance stoutemeyer

Conrad Olson 430 pm





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

WR-S St Paul Jany 17

Bernard Blum, B 60 Hoquiam.

Following from Mr Derrig to day quote Evidence completed last night 16th jury visiting wibaux today . Court argument Thursday stop all evidence submitted in highly satisfactory manner and consider the record of case especially good stop Lillis and Clements made very good winesses stop Should have jury verdict some time Friday. Stop Advise if necessary to go to Olympia for hearing 22nd. D- 172 End quote. M- 34.

R E Gemall 430 pm





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

At Hoquiam 1/17/34

R. E. Gemmell, St. Paul

M-34 Am wiring Olson if he will want Derrig. What is  
Derrig's line up.

E. Blum





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

CFW Seattle Jan 17

Bernard Blum Centralia

Have telegram from Conrad Olson asking for conference with us

Sunday morning to discuss ~~Coulee~~ Dam hearing will eleven AM my office  
be satisfactory to you A 31

J L Burnham 1210 PM

*OK on earlier*

*B*





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

At Hoquiam 1/17/34

H. M. Tremaine, Spokane

Can you get in touch with Frank Banks and advise him we will have conference Sunday morning in Burnham's office, Seattle. Would like to have him attend. Can get in touch with me on Car 12 Sunday. Advise.

B. Blum





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

Tacoma 1-15-34

Conrad Olson St Paul

Will arrange with Mr Tremaine Coulee dam as you request stop  
Think it advisable that you bring Engineer Frank Banks with you to  
Seattle for conference Sunday morning stop I am assuming that Mr Banks  
will be our witness as well as Stoutmier stop Believe it important for  
his testimony in our behalf stop Will see you Seattle Sunday morning

B 153

Bernard Blum





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

Tacoma 1-15-54

H M Tremaine Spokane

Conrad Olson will handle Coulee matter in place of Mr  
Countryman stop He arrives Spokane train one Friday night Will stop  
off to view dam site Saturday stop Pls meet him arrival and take him  
over line Advise B 154

Harvard Blum

cc AFS





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

44 NP US

St Paul Jan 15 1934

Bernard Blum

Car 12 Tacoma

Mead advises by wire today secretary has approved attendance of Stautemeyer and intervention of government at Olympia hearing next monday stop countryman is leaving for Washington DC tomorrow night and I will therefore attend hearing on his behalf stop Have prepared complete set of questions and answers for you to be supplemented by such additional facts as may present themselves before hearing stop. Freeman preparing memorandum of method of computing estimated returns from traffic which will be mailed to Burnham tomorrow with request that Cleveland present revenue figures stop. Am wiring Burnham today requesting Cleverlands attendance as witness stop. Will leave St Paul thursday morning Number one and will stop off at Spokane where Tremaine will take me over the line for View of Dam site stop Please have Tremaine meet me on arrival Friday night stop will leave Spokane Saturday night arriving in Seattle Sunday morning stop would like to confer with you and Cleveland and others interested during Sunday.

Conrad Olson

723 M





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul 1-12-34

B Blum on B60

Lester

B 102 it is our understanding government intends to file petition  
of intevention and presume their attorney will give mr Banks the  
necessary instructions no action necessary on our part S 126

H E Stevens

1201 am



8731-B

Seattle, Wash.,

January 13, 1934e

MR. T. F. LOWRY:

Attached is my entire file about hearing to be held in Olympia on January 22 on our application to build a railroad to the Coulee dam-site.

As I will be unable to be present, you should see Mr. Countryman who will arrive about the 21st, and Mr. Blum who is now here, and arrange to be present at the hearing in Olympia, and you should probably also have Mr. Taylor present. The operating testimony that Mr. Countryman needs can be given by either Mr. Taylor or you.

My opinion is that we will have a contest with the trucking companies which will require rebuttal on the part of operating officers.

Copy Mr. Blum

*[Handwritten signature]*

*[Handwritten signature]*





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

10 NP Ra

STPaul Jan 11

Bernard Blum Car 12 Yakima

Message recd assumed Lawyers would indicate witnesses they desired to be at Olympia and expected they would ask traffic Dept to testify will take up here with Countryman with that end in view

St op I have not been furnished with copy of questionnaire carrying answers will see that Burnham is furnished with detailed rates we gave you from Which answers were drafted.

R W Clark

110P





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

Spokane 1-10-34

R E Gemmell St Paul

Send Mr Banks direct at Almira Washington copy of answer  
to questionnaire Coulee Dam stop Send me out two or three extra  
copies B 101

Bernard Blum





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

Spokane 1-10-34

H E Stevens St Paul

Have conferred with Messrs Banks Burnham and Murphy about  
Coulee Dam Line stop Mr Banks has instructions from Commissioner Mead  
to attend hearing at Olympia but has received no instructions as to  
what the attitude of the Reclamation Service should be stop I think  
it would be advisable to take up with Commissioner Mead to the end  
that definite instructions on this point are given Mr Banks B 102

Bernard Blum





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

Spokane 1-10-34

R W Clark St Paul

Have just had conference with Messrs Banks Burnham and Murphy about Grand Coulee Line stop Mr Burnham has no copy of answer

to questionnaire but am sending for extra copies and will furnish him one stop Mr Burnham has had no instructions about attending

Olympia hearing January twenty second stop Seems to me important to have Traffic Department representative there stop If you agree

think he should be furnished details of rates which we used in questionnaire B 103

Bernard Elwa





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

Mr. [unclear] St Paul

Have had conference with Messrs Banks Burnham and Murphy about Grand Coulee Line stop Mr Banks has received instructions from

Commissioner Mead to attend hearing Olympia twenty second but no advice as to position of the Reclamation Service stop I have wired Mr Stevens

suggesting taking up with Dr Mead stop Mr Burnham has had no instructions regarding hearing etc and I have wired Mr Clark stop Think it would be

well for you to outline testimony you will need from Traffic Department and Operating Department stop Mr Sloan has been instructed to represent

Operating Department B 104

Bernard Blum





N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

16 NP Ra

STPaul Jan 11

Bernard Blum Car 12 Yakima

Your wire tenth expect to present Most of our case thru your testimony but am asking Mister Clark to send freeman from STPaul to Present revenue estimates and have Burnham attend hearing in case any additional traffic testimony is needed stop Have nothing definite in mind for Burnham to cover and have nothing in mind as to operating testimony other than construction and operating cost estimates which I assume you will give stop We will expect united states to justify the construction and understand Mead has requested authority for Stoutemeyer to file petetion in inKtervention for United States so it will become party to proceedings

M L Countryman

244P



At Seattle, Wash.,  
January 14, 1934

Mr. T. F. Lowry:

Mr. Sloan has written you about attending the hearing at Olympia on January 22nd on our application to build a branch line to the Grand Coulee dam site.

I am attaching herewith copy of the answers to questionnaire covering our application, which you will desire to study and familiarize yourself with. As Mr. Taylor is to be present it would be well to let him read it also.

BB h



Saint Paul, Minn.,  
January 8, 1934.

MR. BERNARD BLUM:


In talking with Mr. Countryman at lunch today about the hearing on the Coulee City Dam, I mentioned some of the controlling physical features involved and the general topography of the country, suggesting that on his way West he stop off at Spokane and arrange with Mr. Tremaine to take him over the line, damsite, dry falls, etc.

I also explained in a very sketchy way the general plan for the Columbia Basin Irrigation project.

I think there are on your files several bulletins on this plan which Mr. Countryman would like to look over for the reason that the ultimate completion of the irrigation project has a decided bearing on the stipulation we have made to the effect that the permit include provision for abandonment on the completion of the construction work.

Dr. Mead has secured the authority of Secretary Ickes and arranged for Mr. Banks to testify at the hearing as to the necessity for a railroad from a construction standpoint.

Copy Mr. W. C. Sloan:



An operating witness will be required to testify as to the expense of operating the proposed line to the Coulee Damsite. This hearing is to be held at Olympia on January twenty-second. If you can conveniently arrange, I would like to have you serve as the operating witness, but this testimony is not of great importance and if not convenient for you to do so you can arrange to have Mr. Lowry or Mr. Taylor testify. Mr. Blum has with him a copy of our Return to the Questionnaire and will explain to you the basis on which the operating figures were set up. It may be that Mr. Blum could handle the operating figures as well as the engineering figures.

Extra copy of Return to Questionnaire enclosed for your file.

Copy Mr. M. L. Countryman, Jr.







3

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION

Almira, Washington  
January 6, 1934

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

Dear Sir:

*sent out with files 1/8*

Receipt is acknowledged of your letter of January 3, 1934 relative to the construction of railroad facilities for handling the freight for the Grand Coulee Dam. I am taking this matter up with the Chief Engineer, who will undoubtedly make reply to you within the next few days.

*B*

Very truly yours,  
*F. A. Banks*  
F. A. Banks  
Construction Engineer





UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF RECLAMATION



8731 "B"

STATE OF WASHINGTON  
DEPARTMENT OF HIGHWAYS  
OLYMPIA

ADDRESS ALL COMMUNICATIONS TO  
THE DIRECTOR OF HIGHWAYS

January 5, 1934

Mr. Bernard Blum, Chief Engineer  
Northern Pacific Railway Company  
ST. PAUL, Minnesota

Dear Sir:

*file on line*

I have for acknowledgment your letter  
of December 30 advising that it is your inten-  
tion to leave for the West not later than the  
middle of January.

I will be very glad to arrange a meeting  
at your convenience as soon as you know the  
probable date that you will be available for such  
meeting.

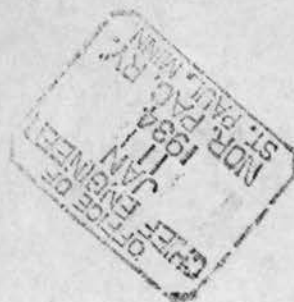
Very truly yours,

*L. V. Murrow*  
L. V. MURROW  
Director of Highways

LVM:GL  
JAD

*B*





STATE OF WASHINGTON  
DEPARTMENT OF HIGHWAYS  
OLYMPIA

January 1, 1935

RECEIVED BY THE DIRECTOR OF HIGHWAYS  
JAN 1 1935



I have the honor to acknowledge your letter of January 1, 1935, and in reply to inform you that the same has been forwarded to the proper authorities for their consideration.

I am, very respectfully,  
at your command,  
Sincerely,  
[Signature]

[Handwritten signature]

Very truly yours,  
[Signature]



Saint Paul, Minn.,

January 5, 1934.



Mr. BERNARD BLUM:

Referring to Mr. Countryman's letter to you of December 20th about hearing on our application for a certificate for the construction of a line to the Coulee Damsite, to be held in Olympia on January twenty-second.

It is my understanding you have taken the matter up with Mr. Banks of the Reclamation Service with a view of obtaining the testimony requested by Mr. Countryman. I agree with him that the government engineers in charge of the construction are in the best position to furnish the essential facts as to the necessity for a railroad. They have or should have by this time fairly accurate information as to the weight of the various items which must be handled between Coulee City and the Damsite, and the rate of progress which they expect to make on the construction.

If you have opportunity to do so, I think it would be well for you to interview Mr. Banks personally in order to make certain that he understands what we want and that he will be prepared to testify or arrange for one of his assistants to testify on these very essential facts.

It is also my understanding that you will arrange to be present at the hearing and if operating testimony is desired, Mr. Sloan will arrange for same.

I am attaching copy of Mr. Donnelly's letter of January fourth answering inquiry I made as to the position we should take with respect to the stipulations we have embodied in our application.

Copy Mr. W. C. Sloan  
Mr. M. L. Countryman, Jr.



COPY

St. Paul, Minn.,

January 4, 1933.

Mr. H. E. Stevens,  
Vice President

Answering your letter of January third about the hearing at Olympia, Washington, on the application for certificate of convenience and necessity to construct a line to the Coulee Dam.

I stated to Mr. Countryman yesterday that our position throughout should be that we do not wish to build the railroad except on the conditions named in our application, and this should be the reply of all witnesses to whom any such inquiries are addressed.

(Signed) Charles Donnelly

Copy Mr. M. L. Countryman, Jr.



8731 B

January 3, 1934

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

Dear Sir:

Our Assistant General Counsel advises me that he has information that hearing on our application to construct a branch line to the Coulee dam site has been set for January 22 at Olympia, Washington.

As you undoubtedly know, various trucking companies have intervened to oppose our application. They contend they are ready, willing and able to provide complete facilities for the movement of any and all kinds of freight that may be offered for movement, or in connection with which transportation facilities will be required to the site of the Grand Coulee dam, and that, in consequence, the construction of a railroad will be a waste of money and contrary to the public interest.

I tried to cover that matter briefly in preparation of our return to the I.C.C. questionnaire.

It seems unnecessary to cite to you the fallacy of the claims of the trucking companies, not alone with respect to the convenience of getting material to your work, but also in the matter of cost. A single heavy duty highway to serve the dam from the present rail heads would cost as much as a railroad, and if materials are trucked from the source, the cost of the highway construction alone would be far in excess of the railroad cost.

You are familiar I presume with our application to the Commission, which is on the basis that we will enjoy exclusive hauling of freight to the dam site. Accordingly it seems to us important to know your position in the matter, namely if you are convinced of the need for rail facilities to the dam and if you would use such rail facilities as prescribed by us in the event they are provided. Also if you are willing to be present at the hearing or have representative there prepared to make full



Mr. Banks #2

statement of the Government's needs and intentions.

I would appreciate it very much if you would advise me as soon as possible of your position in this matter.

Yours very truly,

BB h



January 3, 1934

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

Dear Sir:

Our Assistant General Counsel advises me that he has information that hearing on our application to construct a branch line to the Coulee dam site has been set for January 22 at Olympia, Washington.

As you undoubtedly know, various trucking companies have intervened to oppose our application. They contend they are ready, willing and able to provide complete facilities for the movement of any and all kinds of freight that may be offered for movement, or in connection with which transportation facilities will be required to the site of the Grand Coulee dam, and that, in consequence, the construction of a railroad will be a waste of money and contrary to the public interest.

I tried to cover that matter briefly in preparation of our return to the I.C.C. questionnaire.

It seems unnecessary to cite to you the fallacy of the claims of the trucking companies, not alone with respect to the convenience of getting material to your work, but also in the matter of cost. A single heavy duty highway to serve the dam from the present rail heads would cost as much as a railroad, and if materials are trucked from the source, the cost of the highway construction alone would be far in excess of the railroad cost.

You are familiar I presume with our application to the Commission, which is on the basis that we will enjoy exclusive hauling of freight to the dam site. Accordingly it seems to us important to know your position in the matter, namely if you are convinced of the need for rail facilities to the dam and if you would use such rail facilities as prescribed by us in the event they are provided. Also if you are willing to be present at the hearing or have representative there prepared to make full



Mr. Banks #2

statement of the Government's needs and intentions.

I would appreciate it very much if you would advise me as soon as possible of your position in this matter.

Yours very truly,

BB h



St. Paul, Minnesota,  
December 30, 1933.

Subject:

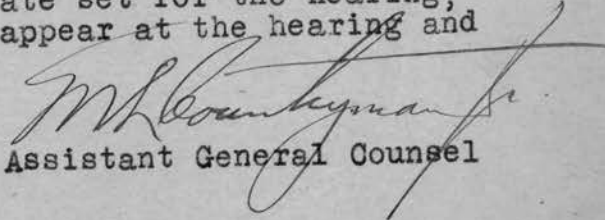
In the Matter of the Application of the Northern Pacific Railway Company for a Certificate of Public Convenience and Necessity for the Construction of a New Line of Railroad from a Connection with Applicant's Existing Line at Odair, Washington, to a Point at the Head of the Grand Coulee above the Proposed Columbia River Dam in Grant County, Washington. Finance Docket No. 10212. (2191 ICC)

Mr. Bernard Blum:

In connection with the hearing on our application to construct a branch line to the Coulee dam site, which we are unofficially advised has been set for January 22, at Olympia, Washington, the opposition, as you know, comes from various trucking companies who contend that they are ready, willing and able to provide complete facilities for the movement of any and all kinds of freight that may be offered for movement, or in connection with which transportation facilities will be required to the site of the Grand Coulee dam, and that, in consequence, the construction of a railroad will be a waste of money and contrary to the public interest. Our position in this matter, as disclosed by our application and our return, is that a railroad to the site of the dam is required by public convenience and necessity only in the event that the Government needs rail facilities for the handling of all materials to the dam. Under these circumstances, the questions raised by the motor truck companies in opposition to our application would seem to resolve themselves into the single question whether the Government engineers in charge of the work are convinced of the need for rail facilities to the dam and whether the Government desires and intends to use such rail facilities exclusively in the event they are provided. If the Government really desires the construction of the branch line in question, it should have its engineers present at the hearing prepared to make a full statement of its needs and intentions. Will you please take this up with the proper parties, advising them of the date set for the hearing, and find out whether they will appear at the hearing and what their position will be?

C-s

cc Mr. Charles Donnelly,  
Mr. H. E. Stevens,  
Mr. R. W. Clark

  
Assistant General Counsel



CHIEF OF  
ST. PAUL, MINN.  
NOV 1933  
OFFICE OF  
CHIEF ENGINEER



7  
8731B  
December 16, 1933.  
Mr. Blum  
note file  
775 12/18  
B,

Subject:

In the Matter of the Application of the Northern Pacific Railway Company for a Certificate of Public Convenience and Necessity for the Construction of a New Line of Railroad in Grant County, Wash. Finance Docket No. 10212. (2191 ICC)

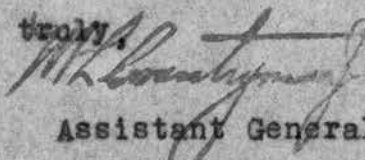
Mr. George B. McGinty, Secretary,  
Interstate Commerce Commission,  
Washington, D. C.

Dear Sir:

I enclose for filing in Finance Docket No. 10212, the original Return properly executed, together with nine copies for the use of the Commission, and two additional copies for the State of Washington, in which the proposed extension will be situated, all in compliance with the general instructions accompanying the questionnaire recently sent us in this proceeding. There is also enclosed for filing with the original of the Return a large scale topographic map of the projected location showing the alignment in detail, etc. This map is marked Exhibit "C" and supplements the small scale map marked Exhibit "C" which is attached to the Return.

Will you please acknowledge receipt?

Yours truly,

  
Assistant General Counsel

C-s

B/c Mr. Charles Donnelly  
Mr. H. E. Stevens  
Mr. Bernard Blum ✓



RECEIVED  
FEB 10 1935  
U.S. DEPT. OF COMMERCE

December 10, 1934.

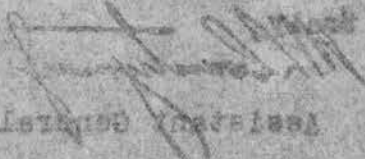
in the matter of the application of the  
Northern Pacific Railway Company for a  
Certificate of Public Convenience and  
Necessity for the Construction of a New  
Line of Railroad in Grant County, Wash.  
Finance Booklet No. 10212 (2nd 1934)

Mr. George H. Goetz, Secretary,  
Interstate Commerce Commission,  
Washington, D. C.

Dear Sir:

I enclose for filing in Finance Booklet No. 10212, the original return properly executed, together with nine copies for the use of the Commission, and two additional copies for the State of Washington. In view of the proposed extension will be situated, all in compliance with the General Instructions accompanying the questionnaire recently sent as in this proceeding. There is also enclosed for filing with the original of the return a large scale topographic map of the proposed location showing the alignment in detail, etc. This map is marked Exhibit "C" and accompanied the small scale map marked Exhibit "B" which is attached to the return.

Will you please acknowledge receipt?

Yours truly,  
  
Assistant General Counsel

Assistant General Counsel

cc Mr. Charles Donnelly  
Mr. E. E. Stevens  
Mr. Bernard Elms



8731 B  
Saint Paul, Dec. 15, 1933.

Mr. D. F. Lyons:

In compliance with Mr. Stevens' letter of December 11th, I am attaching hereto original and eleven copies of returns to questionnaire concerning application for permission to construct a branch line from Odair to a point at the head of the Grand Coulee above the proposed Columbia River Dam, all in the State of Washington.

Please advise further if any additional copies are necessary.

Chief Engineer.

JTD-w



Mr. D. F. Lyons



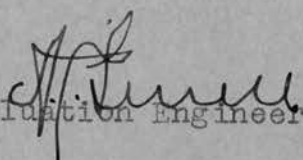
OFFICE OF  
CHIEF ENGINEER  
DEC  
15  
1933  
HOF. CH. RY  
ST. PAUL, MINN.

St. Paul, December 15, 1933.

Mr. Bernard Blum -

I hand you herewith original and eleven copies of returns to questionnaire, concerning the application for permission to construct a branch line from Odair to a point at the head of the Grand Coulee above the proposed Columbia River Dam, all in the State of Washington.

The original and the eleven copies should be sent to Mr. Lyons for transmission to the government. Questionnaire has been properly signed by Mr. Lyons and Mr. Donnelly.

  
Valuation Engineer

ACT:FJ



J

Saint Paul, Minn.,

December 11, 1933.

MR. D. F. LYONS:

As requested in your letter of November 11th we have filled in and I am handing you herewith draft of return to questionnaire in the matter of application of the Northern Pacific for certificate to cover the construction of branch line to the Coulee Damsite.

If satisfactory will you please arrange to have the Return signed by Mr. Donnelly and return to Mr. Blum, who will have the necessary copies made and attach to the original copy the preliminary survey line of the railway.

✓  
Copy Mr. B. Blum

H. E. STEVENS



ST. PAUL, MINN.  
JAN 11 1938  
DEC 10 1937  
RECEIVED  
TELETYPE  
UNIT



8731B

St. Paul, December 8, 1933

Mr. H. E. Stevens:

I made the changes in the return to questionnaire for our application to construct a branch line from Odair to the head of the Grand Coulee, I.C.C. Fiance Docket No. 10212, as discussed with you and Mr. Lyons, and am submitting herewith the original copy which should be signed by Mr. Donnelly on the last page thereof.

If you will arrange to have this done and return, I will have necessary copies made and attach to the original copy, the preliminary survey line of the railroad.

BB h



St. Paul, November 29, 1933

Mr. H. E. Stevens:

Your letter of the thirteenth and returning Mr. Lyons' letter of the eleventh to you about answers to questionnaire of the I.C.C. to be returned under our application to construct the Grand Coulee Dam railroad:

I am handing you herewith carbon copy of form of return which has been prepared under Finance Docket 10212. I think it would be well to have this approved by Mr. Lyons before cutting the stencil to turn out the requisite number of copies, and if you will have this done and advise, we will proceed.

The estimated revenue has been worked up from data furnished by the Traffic Department following estimate of construction items which we furnished them as to our best judgment of what would be required in the prosecution of the work. This includes the material items entering the work furnished by the Reclamation Service and our estimate of contractors' equipment, etc.

In computing gross revenues we have used the commercial rate rather than the land grant rate, which specification was made by Mr. Lyons.

The gross revenues are also based on the assumption that all of the material to be hauled to the dam site will use Northern Pacific lines, delivery being made to Northern Pacific lines at the nearest interchange point. For example, cement from Concrete on the Great Northern to be delivered to the Northern Pacific at Seattle. It is safe to assume that such would not be the case but inasmuch as this is to be a joint proposition, I believe it will serve the purposes equally well. The points of delivery to the Northern Pacific lines as above outlined were furnished by the Traffic Department.

For a map, we will furnish print of our preliminary survey.



St. Paul, Nov. 29, 1933.

Mr. Bernard Blum -

I hand you herewith carbon copy of returns to questionnaire, Finance Docket No. 10212, application for permission to construct a branch line from Odair to a point at the head of the Grand Coulee above the proposed Columbia River dam, in the state of Washington.

If this questionnaire is OK we will cut stencils as soon as it is returned to us. We will not have a copy of the Grant County Journal publication until it makes its final appearance in that paper December 1st. Returns to questionnaire are due in Washington, December 23rd.

In regard to Question 31, estimated total gross revenue, operating expenses and net revenue. We find that the	
estimated gross revenue amounts to	\$6161931
Estimated operating expenses	1997982
Estimated net railway operating income	\$4163949

We have estimated the line	
to cost	\$759125
and the ultimate net salvage	56500
leaving a net expense for the line of	\$702625
Subtracting this from the net railway operating income	\$702625
will give us a net on the project of	\$3461314

We have worked up the estimated operating expenses according to the method used in other recent questionnaires and as we have had no trouble with them in the past, we do not anticipate any criticism in this method now.

The requirements of the returns call for a copy of the reconnaissance ~~map~~ be included. The only reconnaissance ~~map~~ we have was made by Mr. Thian and as that includes other extraneous matters, we have decided it best not to send it, so in order to comply with the alternate provisions we are going to attach copy of a small scale map prepared by Mr. Derrig on which he has projected the final location, which should serve for all purposes.

*A. L. Smith*  
Valuation Engineer

ACT:FJ

ST. LOUIS, MO. 63101  
NOV 19 1963  
RECEIVED  
FEDERAL BUREAU OF INVESTIGATION  
U. S. DEPARTMENT OF JUSTICE



St. Paul, Minn., Nov. 13, 1933

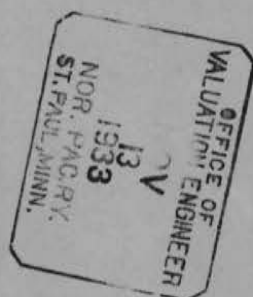
Mr. A. C. Terrell:

Please complete the <sup>attached</sup> I.C.C. questionnaire covering the Coulee Line as promptly as you can.

*Bernard Blum*  
Chief Engineer

- LS:wp

enc





8731

St. Paul, Minn., Nov. 13, 1933

Mr. A. C. Terrell:

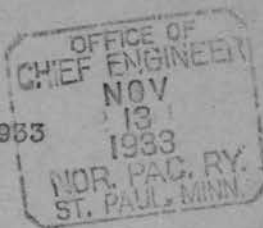
Please complete the attached I.C.C. questionnaire covering the Coulee Line as promptly as you can.

LS:wp

Chief Engineer

enc

Saint Paul, November 13th, 1933



MR. BERNARD BLUM:

Attached letter of the 11th from Mr. Lyons with copy of Commission's order of January 22, 1924, containing a form of questionnaire to be returned in connect on with our application to construct a railroad from Odair to the Head of the Grand Coulee:

Please arrange for preparation of replies to the questionnaire, and forward to me as promptly as possible.

*A E Stevens*



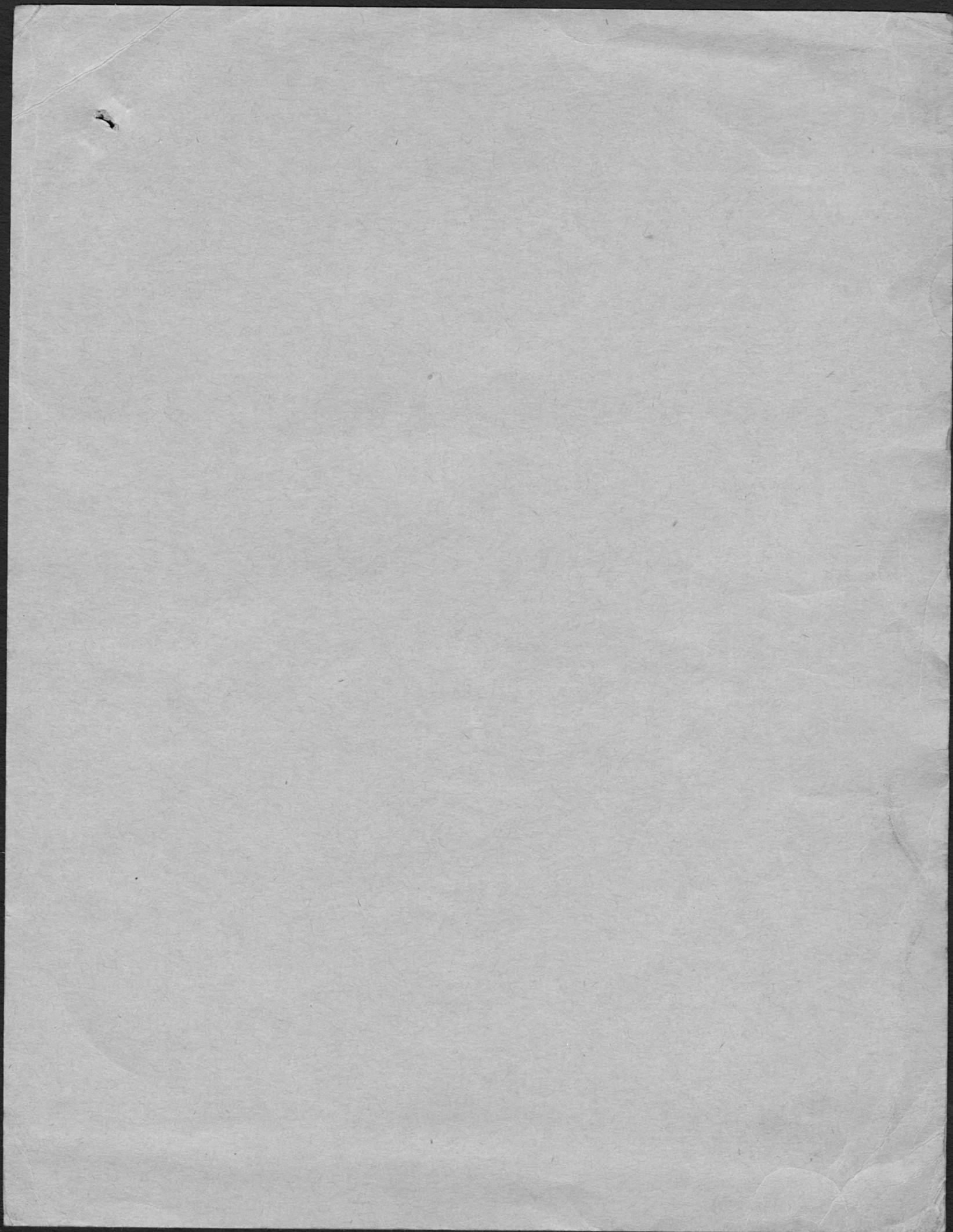
St. Paul Minn. Oct. 31 1933

Mr. D. F. Lyons;

In accordance with your verbal request I hand you herewith tracing of Exhibit to accompany application to the I.C.C for proposed branch to the Coulee Dam, together with fourteen white prints of same, which with the white print already handed to you makes 15 copies.

REG-wp  
enc.

Chief Engineer





87 31

“ B ”