Northern Pacific Railway Company. Engineering Department Records.

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Version 3
August 20, 2018

N. P. 1757
3-24

OFFICE OF CHIEF ENGINEER

FILE NO. 10774-1

SUBJECT:

Moses Lake - Wash

Army Airport
Moses Lake Branch

To 1-1-V-O

10774-1

10774

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10774

Seattle Journal of Commerce, Dec 27th, 1949

O'SULLIVAN DAM ROAD, BRIDGE BIDS CALLED

EPHRATA. — (Special) — Invitations to bid on relocating six and one-half miles of roads in the vicinity of O'Sullivan Dam, near Moses Lake, Washington have been issued by the chief engineer's office of the bureau of reclamation in Denver, Supervising Engineer H. A. Parker announces.

The road will replace portions of the Moses Lake-Corfu county road, to be flooded by the Potholes reservoir, the lake to be created by O'Sullivan dam.

Parker said that the bid opening will be held in the bureau's Ephrata ofice at 10 a. m., Jan. 31. Bidders can obtain copies of Spec. No. 2876 without charge from the bureau offices in Denver, Coulee Dam or Ephrata.

The existing roadway on the crest of O'Sullivan dam is a completed portion of the replacement system. The proposed work includes the construction of a 312-ft. reinforced monolithic concrete and steel beam bridge across Lind coulee.

With 60-ft. and 80-ft. approach spans and two 86-ft. center spans, the Lnd coulee bridge will be the longest in Grant county and, except for major river crossings, will be among the longest on the county road systems of eastern Washington.

The bridge, with 12-ft. traffic lanes, will be supported by three peirs. The bridge deck at the center pier will be approximately 71 ft. above the pier footing.

The successful bidder will have 450 days to complete the job. Major quantities involved include excavating approximately 49,000 cu. yds. of earth and rock, furnishing and installing 260,000 lbs. of structural steel, placing 1150 cu. yds. of concrete, driving 600 lin. ft. of concrete piling, 1600 bbl. furnishing and handling cement, 125,000 lbs. furnishing and placing reinforcement bars, 20,000 lbs. metal railing, 500 cu. yds. riprap, and 738 lin. ft. 18- and 48-in. corrugated metal pipe.

Mr Blum
note 12/27

B

OFFICE OF
CHIEF ENGINEER
DEC
30
1949
NDR
SAN

10774

Saint Paul, June 2, 1949

MR. L. R. CHALLONER:

Your letter of the 1st asking about the decision of the I.C.C. on our application to build a line from Wheeler to Moses Lake, on the Connell Northern line:

The I.C.C. has definitely denied our application - see the May 28 issue of Railway Age, page 56.

bb/s

5/28 Ry age Page 56

St. Paul, 1, Minn.,
June 1, 1949

File P

MR. BERNARD BLUM:

About the middle of February this year, you told me that the Examiner had recommended against allowing the N rthern Pacific to extend its line to Moses Lake.

Has the I.C.C. made its final decision?

jfc-gr

L. K. Challoner
Freight Traffic Manager

Seattle, Wash.
Feb. 25, 1949

717-1

Moses Lake - Proposed spur

Mr. Bernard Blum:

For your information I am attaching herewith copy of Exceptions and Brief in support of proposed construction of spur track to Moses Lake - Finance Docket No. 16119.

I obtained the attached copy from Mr. Eastman for your files in the event you did not receive one direct from Mr. daPonte.

Assistant Chief Engineer

JTD:c

Placed in envelope with application to 966 same file number - 10774

Seattle, Wash.
Feb. 25, 1949

717-1

Moses Lake - Proposed spur

Mr. Bernard Blum:

For your information I am attaching herewith copy of Exceptions and Brief in support of proposed construction of spur track to Moses Lake - Finance Docket No. 16119.

I obtained the attached copy from Mr. Eastman for your files in the event you did not receive one direct from Mr. daPonte.

J. T. DERRIG

Assistant Chief Engineer

JTD:c

10774

Seattle, Wash.
Feb. 2, 1949

717-1

Moses Lake - Proposed spur

Mr. Bernard Blum:

For your information I am attaching hereto copy of Mr. Eastman's letter of Jan. 29th together with copy of Finance Docket No. 16119 in reference to proposed report of Examiner A. G. Nye in connection with approval of proposed extension of spur track, Moses Lake.

Assistant Chief Engineer

JTD:c

H.A.P. 2/10
note
W B.

Seattle, Wash.
Feb. 2, 1949

717-1

Moses Lake - Proposed spur

Mr. Bernard Blum:

For your information I am attaching hereto copy of Mr. Eastman's letter of Jan. 29th together with copy of Finance Docket No. 16119 in reference to proposed report of Examiner A. C. Nye in connection with approval of proposed extension of spur track, Moses Lake.

J. T. DERRIG
Assistant Chief Engineer

JTD:c

C
O
P
Y

Seattle, Washington

January 29, 1949

Mr. J. F. Alsip
Mr. Otto Kopp
Mr. J. T. Derrig
Mr. W. P. Stapleton
Mr. J. T. Moore

RE: Moses Lake Extension -
Finance Docket No. 16119

For your information, I am attaching hereto copy of the proposed report by Examiner A. G. Nye, in the above entitled matter.

We are keenly disappointed and very much surprised at the Examiner's recommendations. They clearly are not justified by the record. We, of course, will promptly file exceptions.

s/ Dean H. Eastman

Western Counsel

INTERSTATE COMMERCE COMMISSION

Finance Docket No. 16119

NORTHERN PACIFIC RAILWAY COMPANY CONSTRUCTION

Submitted _____ Decided _____

Recommended that division 4 find that the public convenience and necessity have not been shown to require the construction and operation by the Northern Pacific Railway Company of a branch line of railroad in Grant County, Wash.

L. B. da Ponte and Dean H. Eastman for applicant.
John F. Lindberg for the Department of Transportation of Washington.
Albert F. Titus and Fred Cottingham for railroad brotherhoods.
Thos. H. Maguire and John J. Hesselbrock for interveners opposing application.
Henry T. Ivers and B. J. McLean for interveners supporting application.

REPORT PROPOSED BY A. C. NYE, EXAMINER

The Northern Pacific Railway Company, on May 24, 1948, applied for authority to construct a line of railroad from a point on its Connell Northern branch known as Mitchell spur to Moses Lake, approximately 4 miles, in Grant County, Wash. Protests and briefs were filed and a hearing was held. The Chicago, Milwaukee, St. Paul and Pacific Railroad Company, hereinafter sometimes referred to as the Milwaukee, intervened and together with certain others opposed granting the application. The City of Moses Lake, Moses Lake Chamber of Commerce and the Moses Lake Grange No. 971 intervened in support of it. The Department of Transportation of Washington intervened in favor of granting the application but at the hearing counsel stated it was neutral in the matter. All points hereinafter mentioned are in Washington unless otherwise indicated.

The Washington Central line of the applicant stems from the main line at Connell and loops in a generally northern direction to Adco, continuing via Davenport to a connection with the main line again at Chaney near Spokane. That portion of the line between Adrian and Connell is known as the Connell Northern branch. There is no passenger service over this part of the branch and freight trains are operated as required. The applicant proposes to construct a 4-mile lateral line of railroad west to Moses Lake from a point on this line about 2.4 miles from Wheeler or approximately a mile from where originally planned and reported in the return to questionnaire. The change would effect certain economies in the cost of construction. The line is to be a standard-gage single track of 90-pound rail with a maximum rate of curvature of about 5° and an average curvature of 38° per mile. The rate of maximum

OFFICE OF
ASST. CHIEF ENGR.
JAN 31 1949
N. P. RY. CO.
SEATTLE, WASH.

grade would be 1.4 percent east-bound and 0.5 percent west-bound not compensated for curvature. There would be no outstanding roadway structures.

The cost of the project is expected to be about $215,074. This includes $10,000 for right-of-way land, including acquisition expense; $27,294 for grading; $130,340 for 22,040 feet of main track complete with ballast and 4,000 feet of service tracks at Moses Lake; and $46,810 for miscellaneous items including contingencies, engineering, and $15,000 for freight-station facilities at Moses Lake. The applicant reports in the return to questionnaire that it does not anticipate making any charges to road and equipment accounts during the first 5 years after completion of the line. The record shows that outlays involving substantial amounts not included in the construction estimate but chargeable to roadway accounts would be made soon after trains begin operating. Facilities would be necessary for furnishing coal and water and making light running repairs to locomotives while laying over at Moses Lake. A roadway maintenance gang might be stationed there, and housing then would be necessary. The applicant plans to acquire 60 or more acres of land northeast of the city for the erection of warehouses and other facilities for the convenience of shippers. At the time of the hearing it held an option for the purchase of 30 acres for $25,000. The cost of the remainder of the tract has not been shown.

The track lay-out at Moses Lake would permit a connection being made with the track owned by the Federal Government leading to the Moses Lake Air Field. A witness representing the Fourth Air Corps testified that there would be no objection to such a connection and that he personally believed the service of another railroad to the air base would be advantageous. The applicant proposes to operate during the peak of the vegetable shipping season, an evening train out of Pasco for Moses Lake, approximately 81 miles, arriving in time to deliver in-bound business and pre-iced empty refrigerator cars for loading on the next day. Loaded cars would be taken out in the evening and delivered to Pasco on the following day for icing, servicing, and making connections with the regular east-bound fruit train. This train operates on a 48-hour schedule to Laurel, Mont., where connections are made with the Chicago, Burlington & Quincy Railroad. A fifth day delivery is made to Denver, Colo., and Omaha, Nebr.; sixth day to Kansas City and St. Louis, Mo.; and seventh day to New Orleans, La. West-bound schedules in conjunction with the Spokane, Portland & Seattle Railway and the Southern Pacific lines make a third day delivery at Sacramento; and fourth day at San Francisco and Los Angeles, Calif.

The area in the vicinity of the proposed line and along the Connell Northern branch is arid or semi-arid. Much of it is devoted to dry-land farming although about 13,900 acres are now under irrigation presumably from local water supply sources. Seasonal livestock grazing is carried on to a limited extent. These areas and much of the surrounding lands are included in a reclamation development known as the Columbia River project which eventually will provide water for irrigation purposes from the Columbia River and electric power from the Grand Coulee dam. By means of canals, syphons, tunnels, dams, and reservoirs, a part of which will not be completed until about 1952,

water from the Grand Coulee reservoir will be brought into the area. About 2,500,000 acres are included in the entire project but three areas, viz, Quincy Columbia Irrigation District, South Columbia Irrigation District and the East Columbia Irrigation District, comprising a total of about 1,029,000 acres will receive priority preference. Present plans provide that water will be available first to about 29,543 acres in the East Columbia district during 1952. When the remaining 136,644 acres in this particular district will get water has not been shown. The tract of 29,543 acres is bisected longitudinally for approximately 25 miles by the Connell Northern branch. Moses Lake is slightly west of the southerly portion of this area. Except for a grain warehouse at Wheeler near the southern end, it is said there are no trading points, communities, or facilities on this portion of the branch to serve shippers. The record shows, however, that coal consigned to Moses Lake dealers has been received at Wheeler in the past and that more than 80,000 bushels of grain produced in the Moses Lake area also left this station during 1947.

Moses Lake, an incorporated city of about 1,700 inhabitants lies about 4 miles west of the Connell Northern branch and at the end of the proposed line. It is a considerable distance from the geographical center of the entire irrigation project and slightly outside that portion of the East Columbia district scheduled to receive irrigation water in 1952. U. S. Highway No. 10, the major east-west highway leading to Spokane on the east and Seattle on the west passes through the city. Other improved highways radiate in 3 directions from the city. Common-carrier motortruck lines, 4 in number, provide daily-except-Sunday freight schedules and the Northwest Greyhound Lines, Inc., operates 3 passenger schedules daily in each direction. The city, formerly known as Neppel, has been served since 1912 by a branch line of the Milwaukee that connects with the main line of that carrier at Warden. Freight service is now provided on triweekly schedules. Cars for perishable shipments are pre-iced at Othello about 35 miles from Moses Lake and delivered daily during the peak shipping season. Extra trains are put on as required. No passenger service is provided. The Milwaukee line at Moses Lake connects with a track leading to the air field. This base was constructed in 1942-1943 and deactivated shortly after the close of hostilities. It has been on a stand-by basis since 1945 but there are rumors that it is to be reactivated. During each year, 1941-1947 inclusive, the out-bound traffic handled by the Milwaukee at Moses Lake aggregated 35, 278, 537, 1,004, 1,911, 2,103, 2,574, and in-bound traffic amounted to 29, 661, 2,377, 547, 260, 416, and 484 carloads, respectively.[1] Gross revenues received from all sources during

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1 The average number of carloads shipped monthly ranged from a low of 1.8 to a high of 21.4 during the 1938-1942 period; 9.6 to 542.8 during 1943-1947; and 7.0 to 282.1 for the entire 10-year period. Freight received during the same periods, in order, ranged from 1.6 to 62.8; 33.6 to 124.8; and 24.0 to 64.3 carloads, respectively. The peak of the out-bound movement occurs during July and August when the potato crop is ready to market. Fresh fruits and vegetables have been the principal commodities out-bound since 1938, and, except during the war years when an unusual amount of material was delivered to the air field, the main commodities in-bound were coal, oil, gasoline, and wood.

the same years amounted to $6,081, $217,446, $838,907, $573,782, $523,156, $819,705, and $1,019,045, respectively.[2] A substantial volume of the freight received during 1942-1944 was nonrecurrent traffic destined to the air field. Out-bound traffic consisting principally of fruits and vegetables, mainly potatoes moving eastward, increased progressively, from 29 carloads in 1941 to 2,568 carloads in 1947. This distribution covered about 39 States and several Provinces in Canada. During the first 9 months of 1948 potato shipments to the more distant markets slumped to 325 carloads compared with 1,600 carloads during the corresponding period of 1947, and gross revenues dropped from $833,298 to $567,015. About 20 percent of this crop moved to regular markets in 21 different States while the remainder which was purchased by the Federal Government under the price support program was shipped to processing plants and stock feeders in Washington and nearby States.

The applicant's revised estimate of the traffic which it expects to get at Moses Lake shows that for the year April 1, 1949, to March 31, 1950, and for like periods thereafter until April 1, 1957, it will handle 96, 135, 135, 1,081, 2,070, 2,101, 2,013, and 1,752 carloads of freight out-bound, and 32, 44, 249, 225, 235, 264, 267, and 261 carloads in-bound. The former consists entirely of fresh and dried vegetables and canned goods with Minneapolis transfer and Seattle destinations while in-bound commodities are those originating at various points and ordinarily moving into a community the size of Moses Lake.[3] During the same periods the total estimated gross revenues would be $42,000, $58,350, $103,650, $584,600, $712,300, $744,200, $717,600 and $638,600 respectively.[3] The estimated net railway operating income is based on the assumption that the entire cost of handling this traffic would be 50 percent of the revenues derived therefrom.[4] Certain features of this estimate are open to question. When asked to explain how the volume of out-bound traffic for the second and third periods before irrigation water would be available, was arrived at, the same being about 30 percent less than the original estimate in the return to questionnaire, a witness testified it represented cars destined to markets not otherwise reached via the Milwaukee. Dickinson and Minden, N. D., and Glendive, Mont. were named as typical markets without any evidence that they have ever been used by Moses Lake shippers. It was also said to include traffic to certain markets in the southwest because of faster service, but the Milwaukee schedules

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2 The yearly average number of cars for the second 5-year period and the average per year after the area is fully developed is 1,555 and 1,701 carloads of potatoes; 161 and 413 of onions; 30 and 75 of fresh tomatoes; 39 and 45 of dried peas, and 34 and 212 carloads of canned goods, respectively. Similar averages for all incoming freight are 261 and 810 carloads, respectively.

3 The average yearly gross revenues for the second 5-year period and also after full development are shown to be $686,200 and $938,600, respectively.

4 Applicant's annual reports to the Commission show that freight operating ratios for each year 1945-1947, inclusive, were 57.95, 67.51, 86.50, 76.96, and 70.18 percent, respectively.

were not shown.

Witnesses representing the city of Moses Lake, civic and farmers' cooperative organizations, shippers, and others testified in favor of granting the application herein. It is apparent that the ultimate objective of the proponents is the concentration of all business, industrial, and shipping activities in the area at Moses Lake. A witness for them testified that the idea was not only to maintain the city as a major center for processing, packing, and marketing and also industrial and shipping facilities but also to build it into a distributing hub for retail and wholesale trade because if any other small towns or service centers were to be developed in the area, Moses Lake would be restricted and therefore no one community would be able to offer the residents the complete service they might need. It was also stated that failure to grant the application herein would open the door for the dispersion of industry and shipping over the entire area which the proponents say is undesirable. The territory, in which the city is considered by the proponents to be the only complete trading center, comprises an area within a 20-mile radius. The actual trading area is somewhat smaller. Ephrata and Adrian,[5] stations of the Great Northern Railway about 20 miles north of Moses Lake, are near the edge of this area while a number of smaller communities or stations are within it. It is estimated that beginning with 1952 the production of 43,443 acres of irrigated land in this area should reach about 448,000 bushels of grain; 47,000 tons of hay; 124,000 tons of fruits, vegetables, sugar and by-products and specialty crops; and about 11,000 head of livestock. Other production estimates based on increases in irrigated acreage after 1952 are also shown in the record. The population of Moses Lake is expected to reach 15,000, and an elevator, sugar refinery, canneries, and other food processing plants will eventually become established in the city. It is with this development in mind that the proponents assert there should be as many means of transportation as possible.

Several shippers testified they could not compete in certain markets with other potato-growing districts because of slower Milwaukee schedules. A grower who shipped about 300 carloads of potatoes last year said that some of his cash buyers refused to deal with him as long as he shipped over the Milwaukee. The witness did not know the kind of service demanded by these buyers or whether the applicant could furnish it, the particular markets to which they failed to get the desired service, or whether the Milwaukee or its connections had failed in the past. A representative of another dealer shipping from 1,000 to 1,200 carloads of potatoes a year together with others said they could not compete in the southeastern and southwestern markets with potatoes from other districts, particularly if the transit involved movement through the St. Louis, Kansas City, and Omaha gateways. The

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[5] Rand McNally Atlas for 1948 shows the population of Grant County is 14,668 and that of Adrian and Ephrata, the county seat, in excess of 1,000 each.

competition referred to by the witness comes from the Yakima and Wenatchee districts of Washington and some areas in Oregon and California. The rates to southern destinations are about the same from Yakima and Moses Lake but shipments over the Northern Pacific from the Yakima district are said to arrive 2 to 4 days ahead of those shipped over the Milwaukee from Moses Lake. The witness showed that out of 960 cars of potatoes handled by the Milwaukee out of Moses Lake during the 1947 crop season, 21 carloads, all of which were sold on delivered sales, were unusually long in arriving at destination. The service on the remainder that moved east through Minneapolis, Chicago and other junctions was satisfactory. Out of the 21 cars, 6 showed an incorrect shipping date because, as near as could be learned, they were loaded and billed after the train serving Moses Lake had departed and therefore they laid over until the next day. Many of the other cars moved through the Kansas City and St. Louis gateways presumably so the consignors could get the benefit of those markets. The Milwaukee points out that the normal routing on such shipments would have been through Chicago where the service would have been faster but which probably would have curtailed the diversion privileges. It was also found that other cars were stopped in transit for partial unloading. It is not improbable also that some of these cars were delayed because of diversion orders being received after they had reached their first destination. This finds support in the fact that only in 2 cases did the Milwaukee handle the cars to destination while the line-haul movement for 19 cars was completed by connecting carriers, 1 of which was the Northern Pacific.

Early potatoes, representing about 60 percent of all the potatoes shipped, are very perishable. Delays enroute cause deterioration which gives rise to losses. Producers naturally suffer in such cases if the shipment made by them is sold upon delivery. Minimum loading weights in accordance with C.D.T. requirements were blamed for some of these claims during the past season but an improvement can be expected in the future because the minimums have been lowered. Moses Lake shippers contend they cannot compete in California markets with potatoes from the Yakima district because Milwaukee schedules require an extra day. The main reason, however, is the substantial difference in rates that places Moses Lake shippers at a disadvantage. Truck service appears to be satisfactory, as one dealer shipper potatoes over the highway to Sacramento, Calif., and got a 40-hour delivery compared with a much longer delivery by rail. Motortrucks are used also to bring many commodities including coal from Cle Elum, a point on the Milwaukee and the applicant over 90 miles from Moses Lake, and lumber from points west. Other shippers criticized the Milwaukee because of higher rates to certain destinations, lack of diversion junctions and grain inspection stations and generally slower train schedules particularly in connection with two-line hauls.

The record shows that as a general rule rail distances from Moses Lake to the more important shipping centers and diversion points on the Milwaukee are shorter than via the applicant's railroad and, except to a few unusual destinations, there is a substantial equality of rates between Moses Lake on the Milwaukee and Wheeler about 6 miles from Moses Lake on the applicant's Connell Northern branch. Where there are

differences in the rates, viz, coal with Utah origins, grain to Portland, Oreg., potatoes to California points, and a few others, there is nothing in the record to show that any steps have been taken to correct or otherwise change these alleged inequalities or irregularities. There is no assurance that the applicant if it operated into Moses Lake would equalize its rates with those in effect to and from the Yakima district, the principal competitor of Moses Lake producers and shippers. Furthermore very few if any new routes and new markets for Moses Lake shippers would be opened up by Northern Pacific service. It cannot be said that delays have been above the average or that the Milwaukee was responsible where they did happen. Schedules on all railroads are subject to interruptions particularly when cars are shipped as rollers but there is no assurance that the service which the Moses Lake shippers are requesting and the applicant seeks to render would be any better. The fact that the applicant handled during 1947 over 22,000 carloads of fresh fruits and vegetables originating in the State of Washington does not indicate that it would render to Moses Lake a service superior to that now afforded by the Milwaukee.

More than 23,000 acres of the so-called Moses Lake trading area that will receive water in 1952 adjoin the tracks of the Connell Northern branch. The average distance to the railroad from all points in the area barely exceeds 3 to 4 miles. After irrigation this particular area is expected to produce 237,000 bushels of grain; 98,000 tons of fruit, vegetables, and other specialty farm products; 5,800 head of livestock and also poultry and eggs, most of which would be shipped out. If Moses Lake should become the center of all processing and shipping these products would have to be hauled from some farms as much as 16 miles from the city.

The Moses Lake interveners further contend that the development of processing centers and shipping facilities along this section of the branch is impossible because there are no city water and sewage facilities available as at Moses Lake. The applicant joins in this contention by stating in the return to questionnaire that the cost of developing an adequate water supply and providing means for the disposal of sewage and waste from the plants at some points along this line would be so excessive as to preclude the establishment of processing and canning plants on an economic parity with those at Moses Lake. The evidence shows otherwise, however, and that it is possible to establish plants at Wheeler in competition with those at Moses Lake, the very thing the proponents are trying to avoid. The city of Moses Lake obtains its water supply from two drilled wells that also supply the several potato-processing plants. There is also a drilled well at the experimental farm at Wheeler that is now irrigating 80 acres and is capable of providing enough water for 160 acres. According to the Milwaukee this refutes the contention that there is no water available along the branch. Furthermore, municipal sewage systems are not necessary for the operation of agricultural processing plants because those at Moses Lake do not use the municipal sewage system but like many others throughout the country dispose of their waste by surface runoffs and sumps. Other witnesses while favoring the establishing of a large elevator at Moses Lake admitted that elevators should be and usually are located at strategic points along a

railroad according to the supply of grain in the area so as to reduce the farm haul to a minimum.

Representatives of the Brotherhoods of Railroad Trainmen, Locomotive Firemen and Locomotive Engineers, appeared in behalf of Milwaukee employees and protested granting the application herein for the reason that the pioneering into Moses Lake having been done by Milwaukee employees, the work should be carried on exclusively by them in the future.

The Milwaukee argues on brief that the proposal is nothing more than an attempt to invade its territory, and that to grant the application would be contrary to the policy of the Commission as announced in previous cases. Statistics showing operating results for the past decade were made a part of the record. The mere fact that a carrier seeks to extend its service into an area that has been served exclusively by another does not justify a denial of the application. Carriers have no legal right to exclusive occupancy of a territory and the Commission has permitted additional rail service whenever it has appeared that the interests of shippers required it. Chesapeake & O. Ry. Co. Construction, 267 I.C.C. 665. The record herein shows, however, that at present the interests of shippers at Moses Lake do not require the service of another railroad.

It has not been affirmatively shown that the applicant can furnish better service than is now being rendered by the Milwaukee. Much stress is laid on the improvements that are expected after 1952 and the extent that Moses Lake will grow. If conditions become such that another railroad is necessary, no sound reason exists why application cannot be made at that time or without permission from the Commission, suitable facilities installed along the Connell Northern branch for shippers who wish to avail themselves of Northern Pacific service. The transportation needs of the three irrigation districts ultimately to benefit by the Columbia River project should be considered collectively rather than as proposed in this proceeding. These districts are served by at least three trunk-line railroads. As near as can be determined from maps of record the applicant operates about 100 miles of railroad through the easterly one-half of the combined area; the Great Northern Railway with about 90 miles bisects the northerly one-half; and the Milwaukee serves the southern and a part of the southeastern sections with about 110 miles of line. The Union Pacific Railroad reaches Connell in the southeast corner, and the lines of the Spokane, Portland & Seattle Railway and the applicant parallel the southern portion along the Snake River. Rail-loading facilities if needed could be provided for shippers at any number of stations along these lines including Ephrata and Adrian which presumably will have the same hopes and aspirations for municipal development as Moses Lake. Not only would the arrangement of providing loading stations throughout the area be more convenient for producers hauling their products to railheads but would provide a diversification of transportation and obviate the possibility of one railroad invading the territory of another.

The Milwaukee argues that granting the application would create unsound and uneconomic conditions in transportation by lowering its revenues which it can ill afford. The record

contains data for each year 1938-1947 comparing the freight revenue and freight revenue per mile of line for the system and for the State of Washington, and selected system income and balance-sheet items and operating ratios for the applicant and its own road. There is no doubt that with the applicant operating into Moses Lake, the Milwaukee would handle less traffic through that station, particularly until 1952 when the newly irrigated land comes into production. To what extent the traffic would be divided after that time is problematical. There is the further possibility, however, that the applicant would get a greater share of the traffic from the area if it established shipping facilities along the Connell Northern branch supplemental to those at Moses Lake.

Justification for the construction of a line of railroad in interstate commerce must be established by clear proof that the proposed line is or will be required by the present or future public convenience and necessity. A greater part of the evidence in this proceeding is devoted to showing that there might be a need for Northern Pacific service at Moses Lake if and when the surrounding areas come into full production which at the earliest may not be for another 3 or 4 years. It has not been shown that there is or will be such a public need. The plans for the development of Moses Lake as an industrial, business, and shipping center are commendable and additional transportation facilities might be required in the future. Such hopes and expectations, however, do not constitute sufficient grounds for granting the application at this time.

It is recommended that division 4 find that the present or future public convenience and necessity are not shown to require the construction by the Northern Pacific Railway Company of the branch line of railroad in Grant County, Wash., described herein.

An order denying the application should be entered.

10774

Saint Paul, December 9, 1948

MR. H. M. TREMAINE:

Your letter of the 3rd, transmitting clipping from the SPOKANE CHRONICLE of the 2nd, commenting on our application to build the MOSES LAKE spur:

When Mr. Derrig a year or two ago advocated building a spur I considered it questionable, for the reason given in the newspaper article. It seemed to me that the Northern Pacific served more acreage than did our competitors, and our interests would be better served by keeping them away from our territory.

At that time that appeared to be the view of some of our people, but evidently since then there has been a change of thought.

I am still keeping my "tongue in cheek"!

bb/s

Spokane, Washington
December 3, 1948

Mr. Bernard Blum:

Herewith clipping from the Spokane Chronicle of December 2nd about our application to build a spur track into Moses Lake.

The concluding paragraph has been very much in line with my thought as we discussed when you were in Spokane.

H. M. Trumbauer
District Engineer

HMT:lcb
Enc.

Spokane Chronicle - Dec. 2, 1948

MOSES LAKE RAIL DECISION WAITED

Decision of the interstate commerce commission on application of the Northern Pacific railroad for permission to construct a spur into Moses Lake is not expected for several months, rail officials said here today.

Hearings were conducted in Spokane before Examiner Howard Hosmer October 21 and 22. At that time large quantities of maps, charts and other printed material, in addition to oral testimony, were made a part of the record to be studied in considering the application.

The Milwaukee railroad, now serving Moses Lake, opposed Northern Pacific's entry into that community, contending that service now available is adequate.

Railroad men point out that the Moses Lake case is an important one from the standpoint of future applications.

It has been an ICC policy to refuse line extensions into communities already served by another railroad unless developments of commerce and industry have been so extensive as to require additional services.

Railroaders here point out that if the Northern Pacific is granted entry into Moses Lake from its Connell northern branch line, a precedent will be set, thus reopening demands by other railroads for trackage into many western Washington towns.

Saint Paul, December 2, 1948

MR. J. T. DERRIG:

Your letter of November 9, submitting form 202 for additional help to run out the MOSES LAKE spur:

Later we discussed this by telephone and it was agreed that we would let the matter rest, in the expectation that some help from the regular parties would be available this coming winter.

bb/s

Mr. Blum,

Re the spur proposed to Moses Lake.

There is really only one thing to consider, when comparing lines which are properly located. That is the grade. If 1.40 is wanted then the proper location can be made, the present 1.40 line as located used for comparison is improperly laid out and presents an unrral issue. If the grade of 1.17 which I have proposed for consideration is adopted, then the problems of more properly fitting the line to met Right of Way conditions or grading conditions as developed (and as we always contemplate in founding any line) may be met, if the final decision ('for

which there seems incomplete justification now) be that a 1% grade line is wanted then that must be located in the field or if you wished I could make a projection next wee k,

In other words any grade line you finally adopt can be met, if the proper weight be given in the field to the issues raised. I have walked this line several times and am rash enough to think, that barring the extra length of track which a gradient lighter than 1.17 would impose, the line presented by the 1.17 gradient, with proper final adjustments as described, is the best for all conditions.

H. M. T.

10774

Spokane, Washington
November 30, 1948

Mr. Bernard Blum:

For your file on the recommissioning of the air base between Moses Lake and Ephrata, served by a Government branch connecting to the Milwaukee at Moses Lake, I am attaching hereto a clipping from the Spokesman-Review of November 27th telling of the progress made in the reactivation.

District Engineer

HMT:lcb
Enc.

BIG U. S. AIR BASE RETURNS TO LIFE

Moses Lake Beehive as More Men and Planes Arrive

MOSES LAKE, Wash., Nov. 27.—With one squadron of fighter planes here and the last contingents of officers and men due to arrive Monday, the 325th all-weather fighter wing will be in operation by December 1, Col. Harold E. H. Kofahl, wing commander, announced today.

Kofahl is here to take active command of the wing which is reopening the huge Moses Lake air force base. Twelve F-82 Twin Mustangs of the 317th fighter squadron, commanded by Maj. Tom Clark, flew in Tuesday from Hamilton field, Calif., and six more arrived Wednesday.

Lt. Col. E. J. Bradley Jr., wing executive officer who has been here for 10 days supervising reactivation of the base, returned to Hamilton field Wednesday to wind up the wing's rear echelon there. He will move here permanently some time after December 1, Kofahl said.

Staff Officers Coming

Staff officers due to arrive Friday include Lt. Col. Gordon D. Timmons, commander of the 325th fighter group, and Lt. Col. Frank J. O'Brian, supply and maintenance group commander. Officers and men coming in Monday represent the largest movement of personnel, Kofahl said, and were permitted to wait until Friday before starting here so they could have Thanksgiving day with their families.

PX Is Opened

The post exchange opened this week on a modest scale, and will be developed speedily under the supervision of Capt. Tobias Schindler. The base theater will begin operations December 1, showing first-run motion pictures nightly. A large club for noncommissioned officers and another for officers will be in operation within a month, the wing having been granted $16,000 to get them started.

Instead of setting up a club for NCOs and one for lower ranking men, one large club will be established for all enlisted men, Kofahl revealed.

The wing is scheduled to have one WAC, a first lieutenant who will be public information officer. She is to arrive later, when quarters for her and for air force nurses are prepared, Kofahl said.

Capt. Joseph B. Wildhaver will be the station medical officer, assisted by Capt. Lester L. Wilcox. Equipment for a 50-bed hospital is en route here and the old station hospital is being rehabilitated.

Equipment Arrives

First trainload of equipment, including motor vehicles, arrived Monday night. Until then officers and men were pretty well "grounded" because they had only one staff car and a jeep or two. Tuesday the base refueled its first plane, a C-47 being used to fly in personnel from Hamilton field. The base's immense storage capacity for fuel had been completely filled some time ago, but there was no pump truck to get it to and into the planes. The first truck came in Monday's shipment.

Forty carloads of other equipment also are on their way here, the commander revealed, pointing out that this is "just the beginning."

More Coming by Car

Of the men involved in the week end's large movement into the base, half are being flown up and the rest are driving their cars, Kofahl estimated. The last scheduled air movement from Hamilton field is Monday, when maintenance and supply personnel handling details at that end are due to arrive.

Also due to arrive over the week end is Capt. J. D. Parham, civilian personnel officer, who has been authorized to hire 150 civilians, the wing commander announced. Of the civilian workers, 60 will be "graded," or on salary, and 90 will be "nongraded," or force account workers paid by the hour.

Finance Officer Late

Inasmuch as the wing's finance officer will not arrive until December 6, the first monthly pay roll since the wing began moving will be handled by Fourth air force headquarters at Hamilton field, the colonel pointed out. About $75,000 in checks will be d to the officers and men Deber 1, he said. After that, with finance office set up here, the ular service policy of paying sted men in cash and officers check will be resumed, he said.

Another function which still is not completely set up is the purchasing and contracting office, although a few contracts already have been made for building materials and some are coming up for rehabilitation work on buildings at the base, Kofahl reported.

Major Clark, commander of the fighter squadron, returned to Hamilton field yesterday but is to come here to stay this week end, the wing commander said. Other officers who have been assigned specific duties include Capt. Samuel W. Henry, transportation officer, and 1st Lt. Howard D. Genesen, legal officer.

MORE HOUSING AT MOSES LAKE

Work to Begin on 26 Homes in Knolls Vista Area

MOSES LAKE, Wash., Nov. 27.—Construction will begin within two weeks on 26 new homes in the Knolls Vista section north of Moses Lake, it was announced today by Fred W. Mattson, president of the Knolls Vista Land and Development company.

The development will be handled by the Modern Home Builders of Seattle, which recently finished 100 new homes in the Pasco-Kennewick area and 300 homes in the Magnolia Bluff addition near Seattle, Mattson said.

The announcement was the first definite word of housing activity since the Moses Lake air force base was reactivated. The air force has said there will be 1000 officers and men stationed at the base by December 1.

No Basements

The federal housing authority has approved the 26 homes for construction, Mattson said. Each of them will have two bedrooms, with no basement and no garage, and they will sell at from $6500 to $7500, Mattson revealed. Modern Home Builders is moving its equipment here from Kennewick and foundation work will begin within two weeks.

Indication that the 26 units planned now may be only a beginning was seen in Mattson's announcement that Modern Home Builders has purchased a total of 85 building lots from the Knolls Vista firm and plans to erect houses at a rate in keeping with the demand. The Seattle firm also has an option to buy the remainder of the 729 lots originally laid out in the Knolls Vista development, he said.

While the first units are to be put up for sale, the builders have tentative plans for construction of rental housing later, Mattson reported.

The Knolls Vista company completed 25 homes on its tract 18 months ago and all have been sold. The layout of the tract provides for a small shopping center and two school buildings. It lies just across the lake on the highway toward Ephrata.

Seattle, Wash.
Nov. 9, 1948

717-1

Moses Lake - Proposed spur

Mr. Bernard Blum:

I am attaching hereto Form 202 for additional engineering help for constructing spur track to Moses Lake on account of all of our regular field parties are behind with their current work and it will be necessary to put on additional help to handle the final location of this spur track.

I propose to use Mr. Maris with the above three men. I think it will take about a 30-day period to make the final location as it will be necessary to run out the entire alignment and in locating from the top of the hill down to Moses Lake it will be necessary to cross section the located line in order place it in its final location and minimize the amount of grading.

I have reviewed the location with Mr. Moore and it is our joint recommendation that the line as now located near the turnout from the Connell Northern be located 200 ft. parallel with the section line as Mr. Moore indicates this will not increase the cost of the right of way and it will give us an opportunity in the future to place an industrial spur at this location which will undoubtedly be necessary when the surrounding territory is intensely irrigated.

It may also be necessary to make some slight revision in the location in the vicinity of MP 3 if right of way complications are encountered as this property is sub-divided in small acreage lots.

I propose to use a Rodman from Mr. Tremaine's or Mr. Hayward's party as an Instrumentman. If you have available an experienced Rodman and Chainman I can use them for a 30-day period.

It will also be necessary to make some arrangements for transporting the men to and from work. Do you have a secondhand car available from the New Salem line change that could be used for this purpose?

Assistant Chief Engineer

JTD:c

Seattle, Wash.
Nov. 9, 1948

717-1

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J. T. DERRIG

Assistant Chief Engineer

JTD:c

N. P. 202 10-29

ED-16

AUTHORITY FOR PAYROLL CHANGES

No. JTD #153

Engineering DEPARTMENT Western DIVISION November 9 1948

NAME OR LOCATION	OCCUPATION	PRESENT RATE	PROPOSED RATE	DATE EFFECTIVE
Moses Lake, Washington	Instrumentman		$326.00	At once
" " "	Rodman		$264.00	At once
" " "	Chainman		$239.00	At once

REASON FOR CHANGE: INCREASE OR DECREASE PER MONTH PER ANNUM

The above authority is requested for 30-day period for locating spur track to Moses Lake.

RECOMMENDED:	APPROVED:	APPROVED:
APPROVED:	APPROVED:	APPROVED:
APPROVED:	APPROVED:	VICE PRESIDENT. AUTHORIZED:

FOR THE PRESIDENT.

N. P. 202 10-29

ED 16

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Engineering DEPARTMENT Western DIVISION November 9 1948

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RECOMMENDED:	APPROVED:	APPROVED:
APPROVED:	APPROVED:	APPROVED: VICE PRESIDENT.
APPROVED:	APPROVED:	AUTHORIZED: FOR THE PRESIDENT.

Saint Paul, November 1, 1948

MR. J. T. DERRIG:

Your letter of October 29 reporting on hearing at SPOKANE on our application for construction of spur track to reach MOSES LAKE:

I was advised that the opposition of the Milwaukee was weak and in the opinion of our Law Department, on the basis of the testimony, we would receive approval on our application.

This suggests that definite location of the line, along the lines of Prop. D be established now so as to obtain the benefit of good fall weather.

I would like to see the grade held to 1.2 with compensation if it can be obtained. I would see no harm in some cut at the summit and where the township road is on the intersection it would seem possible to permit a little lowering of the highway provided that can be had with adequate drainage.

Will you please arrange.

bb/s

Seattle, Wash.
Oct. 29, 1948

717-1

Moses Lake - Proposed spur

Mr. Bernard Blum:

At Mr. Eastman's request I attended hearing at Spokane on the 21st and 22nd inst. covering proposed construction of spur to Moses Lake.

This hearing, as you know, was handled by the Law Dept. under direction of Mr. daPonte. Mr. Eastman actively handled the presentation of the N.P. application for the construction of this spur.

The N.P. had about 20 witnesses from the Moses Lake area, all of which requested favorable action on the N.P. application. These witnesses gave verbal testimony; also, supplemented with written reports. The only engineering data submitted was a print of our location and projected map showing the so-called "D" line. The other maps submitted by the City of Moses Lake and its Chamber of Commerce were prepared by their respective organizations and introduced as exhibits. Mr. Eastman did not wish our profile submitted as an exhibit as he indicated the general map was sufficient. In fact, small exhibit map attached to the application seemed to be all that was required.

The N.P. testimonies and data by its witnesses were submitted in a very orderly manner and in my opinion a very conclusive case has been submitted by Mr. Eastman for the record.

The Milwaukee produced no witness from Moses Lake objecting towards the construction of the spur. They did, however, present the testimony of one of their trainman about possible reduction in their forces and also submitted testimony as to revenue produced from the Moses Lake station together with their investment in trackage in that vicinity, endeavoring to show that the proposed extension by the N.P. would be detrimental to their interest from a financial standpoint; further emphasizing in oral testimony that the proposed expenditure by the N.P. for the construction of its line was not justified in accordance with estimate dated Oct. 19, 1948, totaling $215,074. Copy of this estimate was forwarded you with my letter of October 19th.

For your information I am attaching hereto copy of statement

submitted by the Milwaukee's General Freight Agent, Mr. Paul Wilson, showing number car load shipments received at Moses Lake together with statement showing average load, 1943 to 1947 inclusive. There is also attached statement prepared by the Milwaukee showing carload shipment by commodity, 1938 to 1947 inclusive. This data, I presume, will be incorporated in the brief which both roads are to submit to the ICC on or before December 6th.

For your files I am also attaching copy of the location map marked Exhibit 7 and estimate marked Exhibit 8 which was the only data submitted at this hearing by the Engineer Department.

Assistant Chief Engineer

JTD:c

cc JFA
JTM

Seattle, Wash.
Oct. 29, 1948

717-1

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J. T. DERRIG

Assistant Chief Engineer

JTD:c

cc JFA
JTM

STATEMENT, SHOWING BY COMMODITIES, NUMBER OF CARLOAD SHIPMENTS RECEIVED AT AND FORWARDED FROM MOSES LAKE, WASHINGTON DURING THE YEARS 1938 TO 1947, INCLUSIVE, TOGETHER WITH GROSS REVENUES RECEIVED FROM ALL SHIPMENTS RECEIVED AT AND FORWARDED FROM MOSES LAKE DURING THE SAME YEARS

Finance Docket 16119
Exhibit
Witness: Paul Wilson

	1938 Out	1938 In	1939 Out	1939 In	1940 Out	1940 In	1941 Out	1941 In	1942 Out	1942 In	1943 Out	1943 In	1944 Out	1944 In	1945 Out	1945 In	1946 Out	1946 In	1947 Out	1947 In	Total Out	Total In
Fruit & Vegetables	26	2	15	1	21		29		250 ~~208~~		346	17	837	33	1880	88	2070	124	2568	107	8042 ~~7996~~	372
Coal		9		5		4		3		26		178		174		17		18		22		456
Lumber & Other Forest Products		1								183	2	81	1	13		1		22	2	29	5	330
Oil & Gas		28		15		9		14		10	33	345	5	132	3	19		51		63	41	686
Cement										318		120		4		14		50		81		1707
Fertilizer																32				18		50
Wood		8		7		3		7		22		32		30		33		39		30		211
Machinery	1	1								9	19	36	2	4	3	2		19	1	63	26	134
Pipe						2										3		6		2		13
Grain Products												2		18	3	25	6	13		4	9	62
Iron & Steel										39		19	6			3		1		4	6	66
Agricultural Implements														1		1		1		3		6
Furniture											2	16		2			4	2		1	6	21
Lime										1										3		4
Sheep	31		9	5			6		25		27		7		5	8				1	110	14
Cattle												4	8	3	5	4		8			13	19
Horses & Mules						2					1		1		3		1				6	2
Asphalt & Road Oil		23		13				3	3													39
Hay & Straw									~~19~~			3					18				21 ~~67~~	3
Wool											1										1	
Motor Vehicles											21	104	57	9							78	113
Ammunition											1	9									1	9
Brick												9		8				3				20
Sand & Gravel												1										1
Condensed Milk & Canned Goods												13	16	12							16	25
Meat & Packing House Products												4		5			2				7	4
Eggs												3	20	22							20	25
Poultry												1	9		3		1				13	1
Miscellaneous	1	1	1	3		1		2		53	84	260	30	82	6	10	7	59	3	53	131	524
TOTALS	58	73	25	49	21	21	35	29	278	661	537	2377	1004	547	1911	260	2109	416	2574	468	8552	4917
Total Pounds Forwarded	1816915		890867		886795		1269393		93044334		16442394		3471646593		70330662		95879137		107769951		339337041	
Total Pounds Received	4602209		3047682		1033162		1498096		51396535		2483820 54		391446964		15376673		24866493		31746349		422094217	
Forwarded Revenue	$12,788		$4,886		$3,646		$2,872		$35,736		$132,057		$188,846		$469,388		$719,337		$841,453		$2,411,010	
Received Revenue	$13,278		$10,486		$3,612		$3,209		$181,710		$706,850		$184,936		$ 53,768		$100,368		$177,590		$1,435,808	
TOTAL REVENUE	$26,066		$15,372		$7,258		$6,081		$217,446		$838,907		$373,782		$523,156		$819,705		$1,019,043		$3,846,818	

STATEMENT SHOWING AVERAGE NUMBER OF CARLOAD SHIPMENTS FORWARDED FROM AND RECEIVED AT MOSES LAKE, WASHINGTON BY MONTHS DURING THE TEN-YEAR PERIOD 1938 TO 1947, INCLUSIVE DURING THE FIVE-YEAR PERIOD 1938 TO 1942, INCLUSIVE, AND DURING THE FIVE-YEAR PERIOD 1943 TO 1947, INCLUSIVE

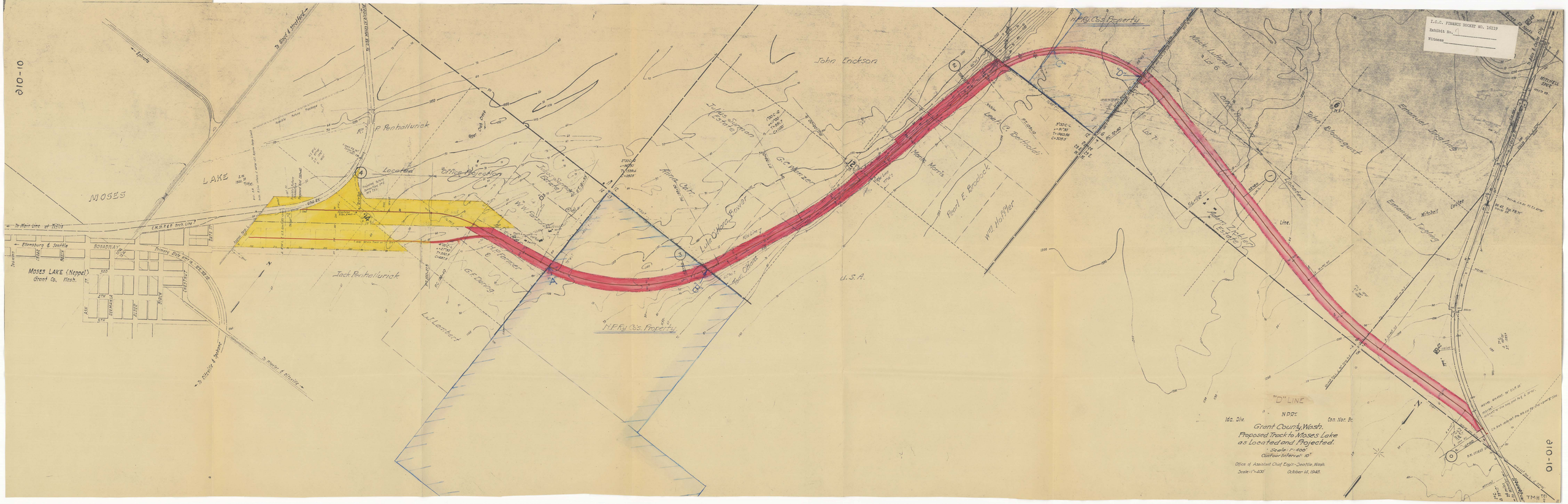
Finance Docket 16119
Exhibit No.
Witness: Paul Wilson

	1938 - 1947			1938 - 1942			1943 - 1947		
	Out	In	Total	Out	In	Total	Out	In	Total
January	44.4	38.7	83.1	3.0	1.8	4.8	85.8	75.6	161.4
February	23.6	47.4	71.0	4.6	2.0	6.6	42.6	92.8	135.4
March	16.8	44.3	61.1	4.4	1.6	6.0	29.2	87.0	116.2
April	14.8	64.3	79.1	5.8	3.8	9.6	23.8	124.8	148.6
May	13.0	56.0	69.0	11.4	3.2	14.6	14.6	108.8	123.4
June	7.0	30.5	37.5	4.4	3.8	8.2	9.6	57.2	66.8
July	282.1	24.0	306.1	21.4	5.4	26.8	542.8	42.6	585.4
August	231.1	25.5	256.6	2.0	3.2	5.2	460.2	47.8	508.0
September	61.0	38.2	99.2	1.8	8.2	10.0	120.2	68.2	188.4
October	62.1	31.8	93.9	13.6	24.0	37.6	110.6	39.6	150.2
November	58.0	40.2	94.2	6.6	46.8	53.4	101.4	33.6	135.0
December	45.3	50.8	96.1	4.4	62.8	67.2	86.2	38.8	125.0

Finance Docket 16119
Exhibit No.
Witness: Paul Wilson

STATEMENT SHOWING NUMBER OF CARLOAD SHIPMENTS FORWARDED FROM AND RECEIVED AT MOSES LAKE WASHINGTON DURING EACH MONTH OF TEN-YEAR PERIOD, 1938 TO 1947, INCLUSIVE

	1938		1939		1940		1941		1942		1943		1944		1945		1946		1947	
	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	In
January	4	1	1	0	2	2	2	2	6	4	22	264	106	19	54	21	134	26	113	48
February	4	5	8	2	1	0	4	1	6	2	42	322	37	7	35	31	34	50	65	54
March	7	2	5	2	2	1	1	0	7	3	17	241	10	19	24	58	17	49	78	68
April	7	9	2	1	1	4	1	4	18	1	6	447	18	45	4	18	26	53	65	61
May	8	4	8	4	1	1	6	4	34	3	29	392	19	68	8	25	2	20	15	39
June	15	3	0	3	0	2	0	2	7	9	6	155	6	57	0	18	14	31	22	25
July	0	4	0	16	2	1	0	5	105	1	144	83	363	45	719	18	607	22	881	45
August	0	10	0	2	5	0	0	1	5	3	57	134	98	46	615	13	855	32	676	14
September	0	17	1	9	0	3	0	4	8	8	42	164	112	105	167	13	138	34	142	25
October	8	11	0	4	3	3	11	1	46	101	21	75	99	64	92	10	120	26	221	23
November	3	5	0	5	3	3	1	4	26	217	106	56	57	41	76	18	88	22	180	31
December	2	2	0	1	1	1	9	1	10	309	45	44	79	31	117	17	74	51	116	51
TOTAL	58	73	25	49	21	21	35	29	278	661	537	2377	1004	547	1911	260	2109	416	2574	484


I.C.C. FINANCE DOCKET NO. 16219
Exhibit No.
Witness
MOSES LAKE
MOSES LAKE (Neppel)
Grant Co. Wash.
Moses Lake
Ellensburg & Seattle
To Main Line of Tiffin
C.M.St.P.&P. Track Line
Broadway Ave.
Primary State Hwy. No. 10
Chestnut
Jack Penhallurick
R. P. Penhallurick
Located
Office Direction
W.W. Faroath
M.P. Farmer
G.F. Doring
W.J. Lambert
John Erickson
Julia Simpson (Estate)
G.C. Munzer
Anna Ostt
Lulu Okkal Power
Mark Morris
Pearl E. Braddock
W.D. Hoffler
M.P.Ry.Co's Property
U.S.A.
"C"
"D"
Mack Luttrell
Lot 6
Lot 7
Oak Street
John Bloomquist
Emanuel Trobling
Mitchell
Center
Line.
Adam Stiller Estate
To Ephrata
To Soap Lake & Coulee City
To Wenatchee & Chelan
To Quincy & Spokane
To Othello & Pasco
To Ritzville & Spokane
"D" LINE
N.P.Dr.
Ida. Div.
Cas. Nav. Bl.
Grant County, Wash.
Proposed Track to Moses Lake
as Located and Projected.
Scale 1"=400'
Contour Interval 10'
Office of Assistant Chief Engr.-Seattle, Wash.
Scale 1"=400'
October 14, 1943.
TMH

I.C.C. FINANCE DOCKET NO. 16119

Exhibit No. 8

Witness _____

NORTHERN PACIFIC RAILWAY COMPANY

Estimate of Cost of Proposed Extension of Line from Point At or Near Mitchell Spur, Washington, on Connell Northern Branch, to Moses Lake, Washington, as per Sketch dated Office of Assistant Chief Engineer, Seattle, Washington, October 14, 1948.

Main Spur or Branch - 22,040 track feet
Moses Lake service track - 4,000 track feet
Total - 26,040 = 4 miles and 4920 ft.

Maximum grade - 1.2 grade

ADD & BETTS

ADDITIONS

		Labor	Material
Right of way, including acquisition			$ 10,000
Grading - 400 C.Y. solid rock	1.25	$ 500	
2,000 C.Y. loose rock	.40	800	
37,600 C.Y. com. excavation	.30	11,280	
40,100 C.Y. com. borrow	.20	8,020	
200,000 C.Y. overhaul	.01	2,000	
352 Lin. ft. 36" RCP	3.50/5.50	1,232	1,936
112 Lin. ft. 48" RCP	4.00/900	448	1,008
350 C.Y. excavation for culverts	$2	700	
Track work - 22,040 ft. track main spur complete with ballast	$2/$3	44,080	66,120
4000 ft. track service Moses Lake complete with ballast	$1.75/2.70	7,000	10,800
2 switches complete 90#		500	1,840
Fencing - 38,000 lin. ft.	0.12/0.05	4,560	1,900
Cattle Guards, etc.		500	500
Station facilities		7,500	5,500
Telegraph line		2,000	2,000
Grade crossings		2,200	350
Road crossing signal		1,170	2,330
Contingencies			10,000
Engineering - 7%		6,300	
		$100,790	$114,284
			100,790

Total Est. Cost - - - - - - - - - - - - - $215,074

Office of Asst. Chief Engineer
Seattle, Washington
October 19, 1948

Seattle, Wash.
Oct. 19, 1948

717-1

Moses Lake - Proposed spur

Mr. D. H. Eastman:

Confirming my discussion with you this morning in reference to estimate for the cost of spur track leading to Moses Lake.

I revised the estimate as of this date, duplicate copies attached, increasing the items for telegraph line to $4000 and station facilities to $13,000. The telegraph estimate was prepared some time ago and Mr. Mackenroth's office thinks that the item should be slightly increased and I arranged accordingly. In respect to station facilities, the estimate was predicated on providing a freight station only, size approximately 20x40, which Mr. Kopp agrees should be ample for that location.

In revising the estimate I have deleted the words "main line" to read "main spur".

J. T. DERRIG

Assistant Chief Engineer

JTD:c

cc JFA
BB
JTM

2 ~~xxxxxxxxx~~ copies of estimate attached.

IDAHO DIV. - CONNELL NORTHERN BRANCH
MITCHELL SPUR
Val. Sec. - Wash. #12

Estimate of cost proposed spur and trackage to Moses Lake, as per sketch dated Office of Assistant Chief Engineer, Seattle, Washington, October 14, 1948.

Main Spur - 22,040 track feet
Moses Lake service track- 4,000 track feet
Total - 26,040 = 4 miles and 4920 ft.

Maximum grade - 1.2 grade

ADD & BETTS

ADDITIONS

		Labor	Material
Right of way, including acquisition			$ 10,000
Grading - 400 C.Y. solid rock	1.25	$ 500	
2,000 C.Y. loose rock	.40	800	
37,600 C.Y. com. excavation	.30	11,280	
40,100 C.Y. com. borrow	.20	8,020	
200,000 C.Y. overhaul	.01	2,000	
352 Lin. ft. 36" RCP	3.50/5.50	1,232	1,936
112 Lin. ft. 48" RCP	4.00/900	448	1,008
350 C.Y. excavation for culverts	$2	700	
Track work - 22,040 ft. track main spur complete with ballast	$2/$3	44,080	66,120
4000 ft. track service Moses Lake complete with ballast	$1.75/2.70	7,000	10,800
2 switches complete 90#		500	1,840
Fencing - 38,000 lin. ft.	0.12/0.05	4,560	1,900
Cattle Guards, etc.		500	500
Station facilities		7,500	5,500
Telegraph line		2,000	2,000
Grade crossings		2,200	350
Road crossing signal		1,170	2,330
Contingencies			10,000
Engineering - 7%		6,300	
		$100,790	$114,284
			100,790
Total Est. Cost			$215,074

Office of Asst. Chief Engineer
Seattle, Washington
October 19, 1948

TELEGRAM

N.P. RY. ST. PAUL
TELEGRAPH OFFICE

1948 OCT 19 PM 8 27

NP203CF V SEATTLE 19 506P

B BLUM STP

MR EASTMAN HAS REQUESTED ME TO ATTEND HEARING AT SPOKANE THURSDAY IN CONNECTION WITH MOSES LAKE SPUR IN THE EVENT HE WISHES TO SUBMIT LOCATION MAP LINE "D" ARRANGING TO LEAVE FOR SPOKANE TONIGHT ON NO 2 TO CONFER WITH HIM AND DAPONTE HAVE ALSO REQUESTED TREMAINE TO BE AVAILABLE D-10

J T DERRIG.

TELEGRAM

OCT
20
1948

Train 4, YS Division, Oct. 18, 1948

MR. J. T. DERRIG (Seattle)
cy J.T.Derrig (Spokane, c/o H. M. Tremaine)

You have copy of Mr. Judson's wire J-181 to me, giving his approval of proposition D for the line of railway to serve MOSES LAKE:

Following the hearing at Spokane the line should be run out on the ground to obtain such modifications as are possible to improve it.

It seems to me that there is enough distance to make a slight improvement in the 1.2% uncompensated grade shown on the profile for Prop. D and at the same time get substantially a grade crossing at the township road.

I do not believe it necessary that the natural ground where you cross the township road has to be exactly at the present grade of the road, but a slight cut can be made if necessary.

I would see no harm in lowering the road a few feet. The time to do it of course is before the road is improved.

bb/s

N.P. RY. EXECUTIVE
TELEGRAPH OFFICE

1948 OCT 18 AM 8 07

TELEGRAM

GI7NP M STPAUL 18 850A

B BLUM CAR 4 TRAIN 4 YELL DIVN

MOSES LAKE LINE DESIGNATED AS LINE D AS SHOWN ON PRINT YOUR OFFICE DATED OCTOBER 14 IS APPROVED FOR THE PURPOSES OF THE HEARING WITH UNDERSTANDING THAT THERE WILL PERHAMS BE SOME MINOR REVISIONS WHEN THE FINAL LOCATION IS MADE IN THE FIELD PLEASE ARRANGE TO FURNISH MR MACFARLANE SUCH EXHIBITS AS HE WILL DESIGNATE AND HAVE THEM READY BEFORE THE HEARING WHICH IS TO BE HELD OCTOBER 21 ORIG JTD COPY RSM BB J-181

W W JUDSON..

TELEGRAM

TELEGRAM

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 10774 M.

St.Paul, Minn. Oct.18, 1948 10 50 am

J.T.Derrig Seattle

Statement of costs for various branch lines in State of Washington and original cost of Connell Northern branch referred to your airmail

letter Oct.16 were prepared by the Valuation Engineer May 20, 1948 for Accounting Dept. and are correct. Copy of estimate of cost of branch

line from Mitchell Spur to Moses Lake Exhibit "E" in return to questionnaire was sent airmail Saturday to you. P183

HRP:e PINK Bernard Blum

Seattle, Wash.
Oct. 16, 1948

AIR MAIL

Wash. Central & Connell Branches -
Valuation figures

Mr. Bernard Blum:

Attached statements handed me by Mr. Eastman date showing valuation figures on branch line construction, Cheney to Connell, over the Washington Central and Connell Branches.

Please confirm if these figures are correct; also, send me detail statements of the valuation cost which I understand you have furnished Mr. daPonte. I would like to have this information without fail by airmail Tuesday morning.

sent air mail Saturday 10/16

Assistant Chief Engineer

JTD:c

May 20, 1948 for accounting dept figures

Seattle, Wash.
Oct. 16, 1948

AIR MAIL

Wash. Central & Connell Branches -
Valuation figures

Mr. Bernard Blum:

Attached statements handed me by Mr. Eastman date showing valuation figures on branch line construction, Cheney to Connell, over the Washington Central and Connell Branches.

Please confirm if these figures are correct; also, send me detail statements of the valuation cost which I understand you have furnished Mr. daPonte. I would like to have this information without fail by airmail Tuesday morning.

J. T. DERRIG

Assistant Chief Engineer

JTD:c

I.C.C. Finance Docket No. 16119

Exhibit No. _____

Witness _____

NORTHERN PACIFIC RAILWAY COMPANY

Statement of Costs for Various Branch Lines in State of Washington

Costs are based upon I.C.C. Basic Valuation Engineering Report Cost of Reproduction New as of June 30, 1917 (1910-1914 period price basis) plus reported cost of subsequent additions and betterments, less retirements, to December 31, 1947.

Branch Line	Main Track Mileage	Estimated Cost
Washington Central Branch, from Cheney to Adrian and from Odair to Coulee	120.140	$3,119,561
Connell Northern Branch, from Connell to Adco	60.948	1,471,410
Seattle Branch, from Davenport to Eleanor	17.909	257,079
Ritzville Branch, from Bassett Jct. to Schragg	12.538	198,853
Total	220.535	$5,046,903

I.C.C. Finance Docket No. 16119

Exhibit No. _____

Witness _____

NORTHERN PACIFIC RAILWAY COMPANY

Statement of Original Cost of Connell Northern Branch

Cost as included in Capital Account of Connell Northern Branch from Connell to Adco, Washington (but not including Ritzville Branch), including cost of original construction, plus additions and betterments, less retirements, to December 31, 1947.

Original construction (Started June 25, 1909, physically completed Nov. 1, 1910)	$1,268,806.60
Net additions and betterments	115,377.07
Total:	$1,384,183.67

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Portland, Oct 15, 1948 H M Tremaine - Spokane

Arriving Spokane train 6 Saturday. Would like to go to Moses Lake.

Advise car 4 Portland. B-154

B. Blum

Oct. 15, 1948

B. B.

Revised maps of Moses Lake Spur attached; also 3 copies of estimate "B" and "C". Copies of estimate "D" handed you last night by J.T.D.

MOSES LAKE

ESTIMATE OF COST OF PROPOSED SPUR & TRACKAGE TO MOSES LAKE

				B LINE			C LINE		
				QUANTITIES	LABOR	MATERIALS	QUANTITIES	LABOR	MATERIALS
Right of Way inc. Acquisition						$ 10,000			$ 10,000
Grading	S.R.	@	1.25	1,500	$ 1,875		500	$ 625	
	L.R.	@	0.40	4,600	1,840		1,200	480	
	Com.	@	0.30	88,800	26,640		22,110	6,633	
	Borrow Com.	@	0.20	35,900	7,180		42,040	8,408	
	O.H.	@	0.01	900,000	9,000		200,000	2,000	
B. T. & C.	36" R.C.P.	@	3.50/5.50	338	1,183	1,859	352	1,232	1,936
	48" "	@	4/9.00	112	448	1,008	112	448	1,008
	Cu.Yd.Exc.Culverts		2.00	350	700		350	700	
Track Work-Main line spur comp. with ballast			$ 2/3	21,813 L.F.	43,626	65,439	21,730 L.F.	43,460	65,190
Moses Lake Service Track " "			1.75/2.70	4,000	7,000	10,800	4,000	7,000	10,800
4 Switches Comp.	90#		250/920	2 switches	500	1,840		500	1,840
Fencing			12/ 05	38,000 L.F.	4,560	1,900	38,000 L.F.	4,560	1,900
Cattle Guards					500	500		500	500
Station Facilities					3,500	2,500		3,500	2,500
Tel. Line					1,500	1,500		1,500	1,500
Overhead Hy. Brg.Timber Complete					5,570	7,800		5,570	7,800
	Treated Material	60,000				144			144
	Iron	2,400 lbs. @ .06				350			350
	Other Materials								
Other Xings.					1,650	220		1,650	220
Contingencies						10,000			10,000
Engr. 7%					535			535	
					$125,807	$115,860		$95,301	$115,688
						125,807			95,301
						$241,667			$208,989

	B	C
MAIN LINE	21,813 L.F.	21,730 L.F.
MOSES LAKE SERVICE TRACK	4,000	4,000
	25,813 = 4 Mi. 4693 L.F.	25,730 = 4 Mi. 4610 L.F.

Off.Asst.Ch.Engr.
Seattle, Wash.
October 11, 1948

MOSES LAKE

ESTIMATE OF COST OF PROPOSED SPUR & TRACKAGE TO MOSES LAKE

				B LINE			C LINE		
				QUANTITIES	LABOR	MATERIALS	QUANTITIES	LABOR	MATERIALS
Right of Way inc. Acquisition						$ 10,000			$ 10,000
Grading	S.R.	@	1.25	1,500	$ 1,875		500	$ 625	
	L.R.	@	0.40	4,600	1,840		1,200	480	
	Com.	@	0.30	88,800	26,640		22,110	6,633	
Borrow	Com.	@	0.20	35,900	7,180		42,040	8,408	
	O.H.	@	0.01	900,000	9,000		200,000	2,000	
B. T. & C.	36" R.C.P.	@	3.50/5.50	338	1,183	1,859	352	1,232	1,936
	48" "	@	4/9.00	112	448	1,008	112	448	1,008
	Cu.Yd.Exc.Culverts		2.00	350	700		350	700	
Track Work-Main line spur comp. with ballast			$ 2/3	21,813 L.F.	43,626	65,439	21,730 L.F.	43,460	65,190
Moses Lake Service Track " "			1.75/2.70	4,000	7,000	10,800	4,000	7,000	10,800
4 Switches Comp.	90#		250/920	2 switches	500	1,840		500	1,840
Fencing			12/ 05	38,000 L.F.	4,560	1,900	38,000 L.F.	4,560	1,900
Cattle Guards					500	500		500	500
Station Facilities					3,500	2,500		3,500	2,500
Tel. Line					1,500	1,500		1,500	1,500
Overhead Hy. Brg.Timber Complete									
	Treated Material	60,000			5,570	7,800		5,570	7,800
	Iron	2,400 lbs. @ .06				144			144
	Other Materials					350			350
Other Xings.					1,650	220		1,650	220
Contingencies						10,000			10,000
Engr. 7%					535			535	
					$125,807	$115,860		$95,301	$115,688
						125,807			95,301
						$241,667			$208,989

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MAIN LINE	21,813 L.F.	21,730 L.F.
MOSES LAKE SERVICE TRACK	4,000	4,000
	25,813 = 4 Mi. 4693 L.F.	25,730 = 4 Mi. 4610 L.F.

Off.Asst.Ch.Engr.
Seattle, Wash.
October 11, 1948

M O S E S L A K E

ESTIMATE OF COST OF PROPOSED SPUR & TRACKAGE TO MOSES LAKE

				B LINE			C LINE		
				QUANTITIES	LABOR	MATERIALS	QUANTITIES	LABOR	MATERIALS
Right of Way inc. Acquisition						$ 10,000			$ 10,000
Grading	S.R.	@	1.25	1,500	$ 1,875		500	$ 625	
	L.R.	@	0.40	4,600	1,840		1,200	480	
	Com.	@	0.30	88,800	26,640		22,110	6,633	
	Borrow Com.	@	0.20	35,900	7,180		42,040	8,408	
	O.H.	@	0.01	900,000	9,000		200,000	2,000	
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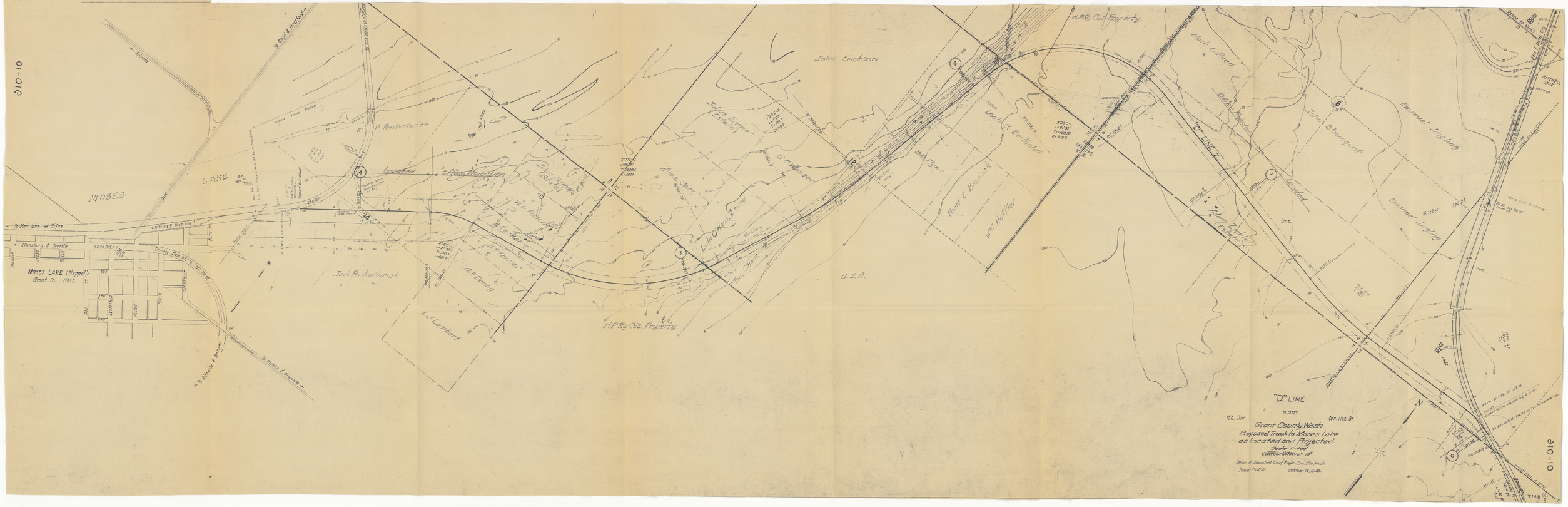
Fencing			12/ 05	38,000 L.F.	4,560	1,900	38,000 L.F.	4,560	1,900
Cattle Guards					500	500		500	500
Station Facilities					3,500	2,500		3,500	2,500
Tel. Line					1,500	1,500		1,500	1,500
Overhead Hy. Brg.Timber Complete									
	Treated Material		60,000		5,570	7,800		5,570	7,800
	Iron		2,400 lbs. @ .06			144			144
	Other Materials					350			350
Other Xings.					1,650	220		1,650	220
Contingencies						10,000			10,000
Engr. 7%					535			535	
					$125,807	$115,860		$95,301	$115,688
						125,807			95,301
						$241,667			$208,989

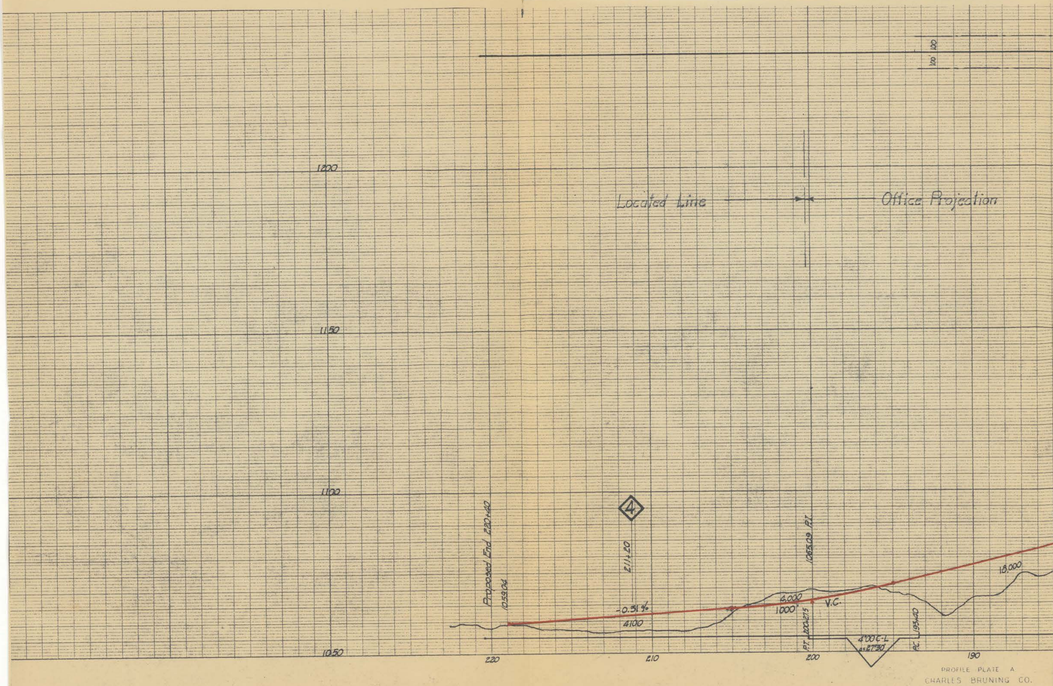
MAIN LINE
MOSES LAKE SERVICE TRACK

B
21,813 L.F.
4,000
25,813 = 4 Mi. 4693 L.F.

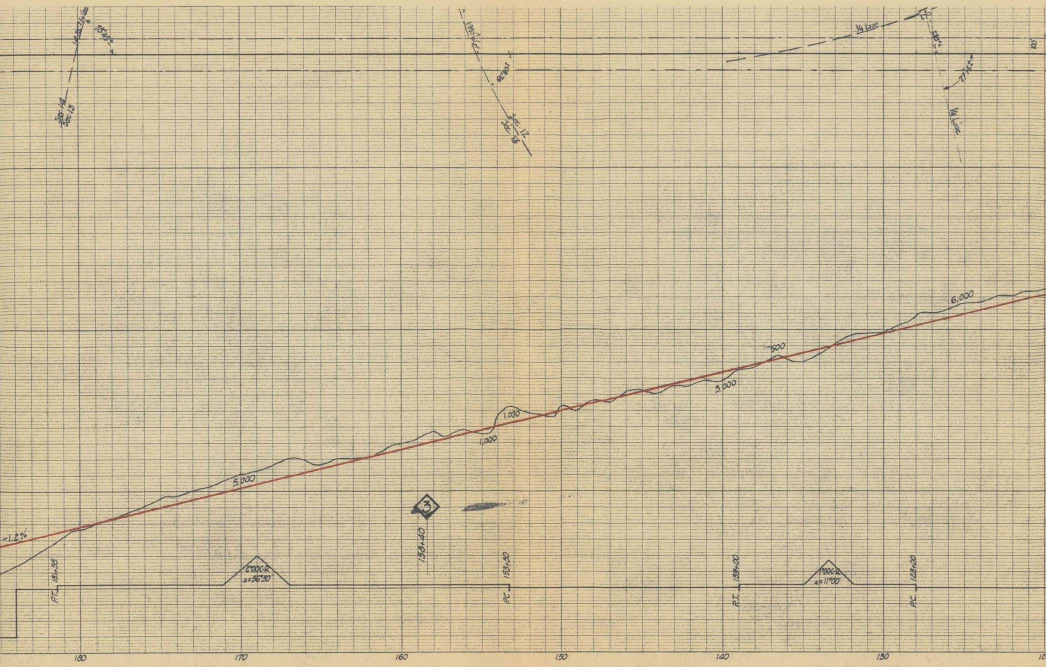
C
21,730 L.F.
4,000
25,730 = 4 Mi. 4610 L.F.

Off.Asst.Ch.Engr.
Seattle, Wash.
October 11, 1948


MOSES LAKE
Moses Lake (Neppel)
Grant Co. Wash.
Ellensburg & Seattle
To Main Line at Tiffin
C.M.St.P.&P. Belt Line
BROADWAY AVE.
Primary Tick on N. Sec. line
Stevens
Reese
Division
Chestnut
Ash
Sycamore
Walnut
Maple
Locust
Alder
4th
5th
Jack Penhallurick
Loc. Tel.
Loc. Tel. Co.
Ellensburg & Seattle
Moses Lake & Ritzville
Ritzville & Seattle
Loc. Tel. Co.
Loc. Tel. Co.
Loc. Tel. Co.


100'
100'
1200
Located Line
Office Projection
1150
1100
1050
4
Proposed End 220+40
1059.04
211+20
1065.09 P.I.
-0.31 %
4100
4,000
1000'
V.C.
18,000
P.T. 200+27.5
4°00' C-L
Δ=27°30'
P.C. 193+40
220
210
200
190

PROFILE PLATE A
CHARLES BRUNING CO.
MADE IN U.S.A.


Sec. 14
Sec. 13
18'45'±
1930'± to Cor.
62'30'±
Sec. 12
Sec. 13
¼ Line
120'±
77'15'±
¼ Line
100'
6,000
500
3,000
1,000
1,000
5,000
-1.2%
3
158+40
P.T. 181+55
2°00'C-R
Δ=56°30'
P.C. 153+30
P.T. 139+00
1°00'C-R
Δ=11°00'
P.C. 128+00
180
170
160
150
140
130

PROFILE
CHARLES
MADE

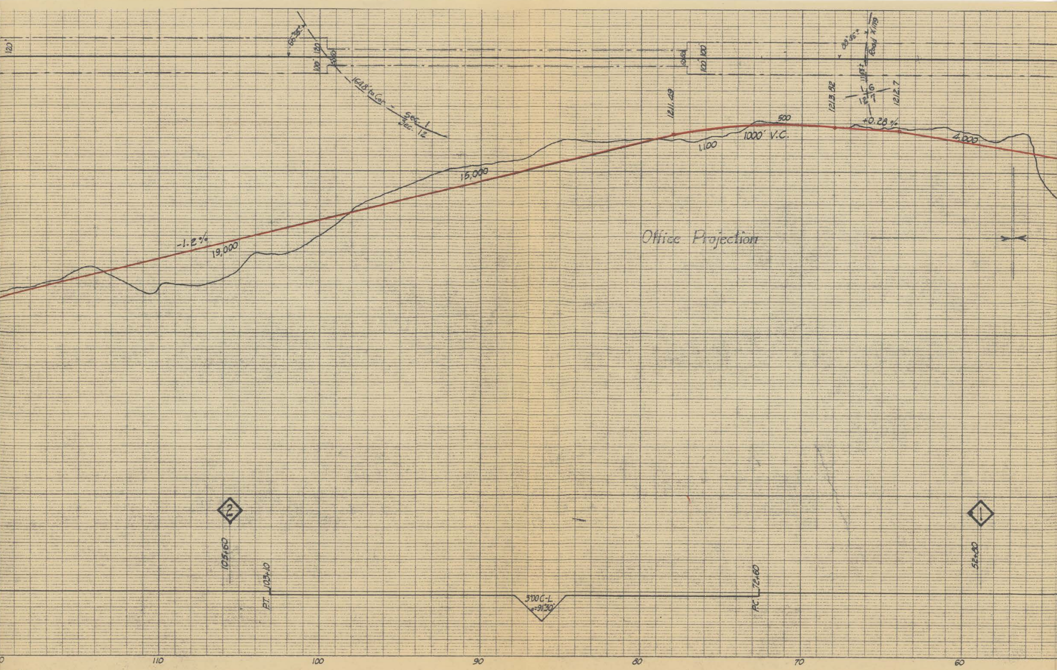
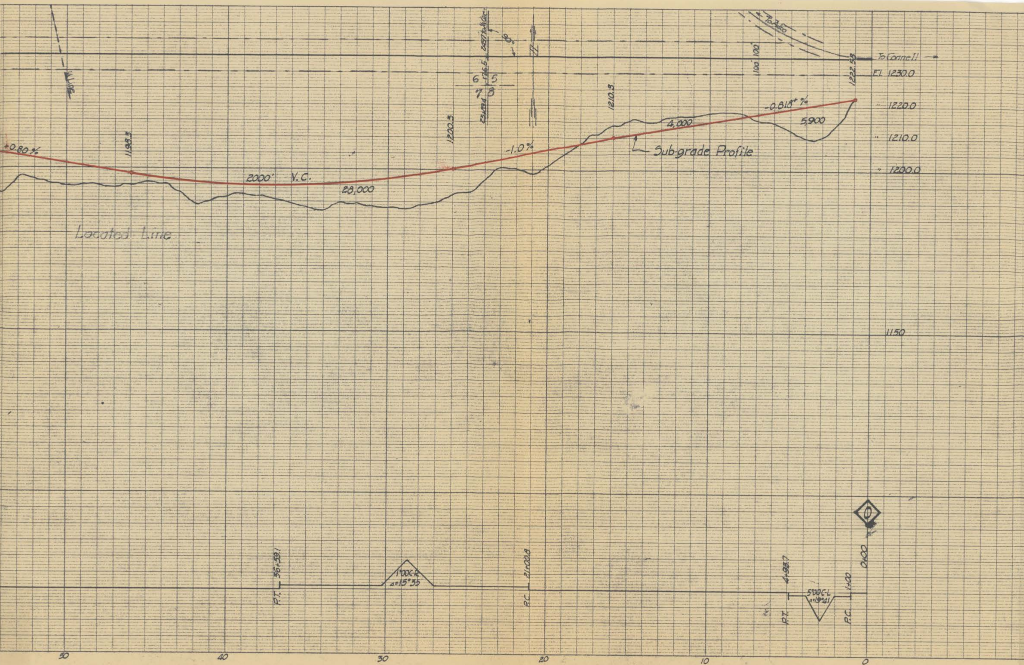

120'
66°38'±
100' 120
50 50
1648' to Cor.
Sec. 1
Sec. 12
50 50
100' 100
88°35'±
Road X1119
1183±
1211.49
1213.82
12 6
7
1212.7
500
+0.28 %
1,100
1000' V.C.
4,000
15,000
-1.2 %
19,000
Office Projection
2
1
105+60
52+80
P.T. 103+10
3°00' C-L
Δ=91°30'
P.C. 72+60
110
100
90
80
70
60

PLATE A
RUNING CO.
N U.S.A


To Adco
To Connell
100' 100'
1222.58
El. 1230.0
1220.0
1210.0
1200.0
1150
6 5
7 8
1176.5
23+08.4
1210.5
1200.5
1198.3
-0.818+ %
5,900
4,000
Sub-grade Profile
-1.0%
+0.80%
2000' V.C.
28,000
Located Line
P.T. 36+59.1
1°00' R
Δ=15°35'
P.C. 21+00.8
P.T. 4+93.7
5°00' C-L
Δ=19°41'
P.C. 1+00
0+00
50
40
30
20
10
0

PROFILE PLATE A
CHARLES BRUNING CO.
MADE IN U.S.A.

12

N.P. Ry.

Idaho Div. Connell Northern Branch
Proposed Track from M.P. 41+3900 to

MOSES LAKE, WASH.

office

PROPOSITION "D" (Office Projection) & Field Location

Scale: Vert. 1" = 20'
Horz. 1" = 400'

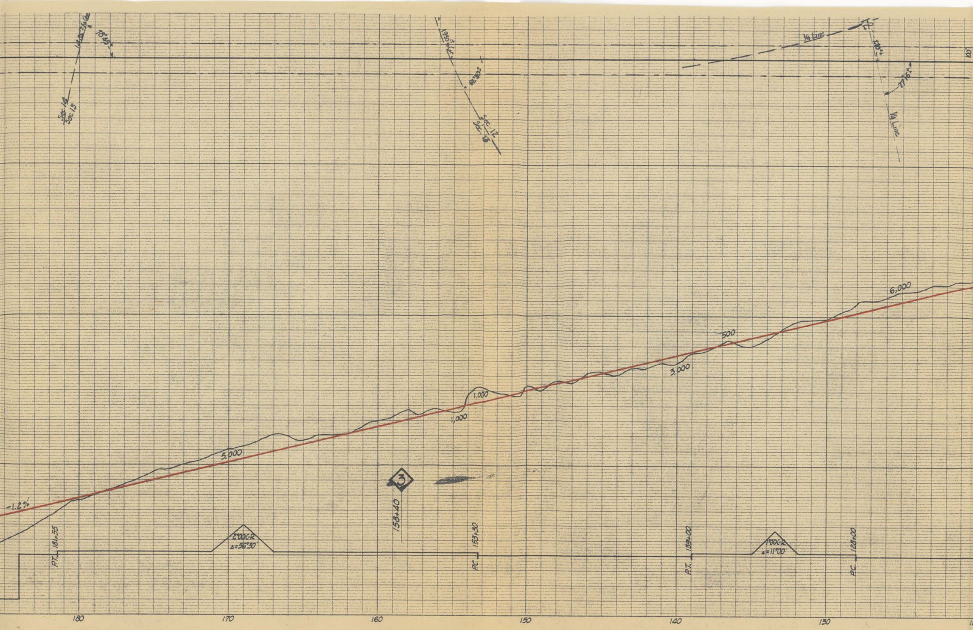
Office of Assistant Chief Engr.-Seattle, Wash.
October 14, 1948.

PROFILE PLATE A
CHARLES BRUNING CO.
MADE IN U.S.A.

MOSES LAKE
Located
Projection
P. Penhallurick
Jack Penhallurick
MOSES LAKE (Neppel)
Grant Co. Wash.
Ellensburg & Seattle
To Main Line of Mills
C.M.St.P.&P. Tech. Line
Primary Elev. 1041 B.L. datum
B. Basin & Northern
B. Wenatchee & Pacific
N.P.Ry. C's. Property
John Erickson
Mrs. Stephen Estate
G.A. Monzel
B.A. Flynn
Pearl E. Babcock
Wm. Hostler
Lee A. C. Berthelot
Mack Luttrell
Clara Penhallurick
John Bloomquist
Emanuel Trustee
Mitchell
Center Line
"D" LINE
N.P.Ry.
Ida. Div.
Con. Nor. Br.
Grant County, Wash.
Proposed Track to Moses Lake
as Located and Projected.
Scale 1" = 400'
Office of Assistant Chief Engr.-Seattle, Wash.
Scale 1" = 400'
October 16, 1943.
U.S.A.
310-10
1 of 1

100'
100
1200
Located Line
Office Projection
1150
1100
1050
4
Proposed End 220+40
1059.04
211+20
1065.09 P.I.
-0.31%
4100
4,000
1000'
V.C.
18,000
P.T. 200+27.5
P.C. 193+40
4°00' C-L
Δ=27°30'
220
210
200
190

PROFILE PLATE A
CHARLES BRUNING CO.
MADE IN U.S.A


Sec. 14
Sec. 15
1405.36±
18.45±
1930±Cor.
68.90±
Sec. 12
Sec. 13
1/4 Line
1/4 Line
128±
17.75±
100'
6,000
500
3,000
1,000
1,000
5,000
-1.2%
3
158+40
181+55
P.T.
2°00C-R
Δ=56°30'
153+30
P.C.
139+00
P.T.
1°00C-R
Δ=11°00'
128+00
P.C.
180
170
160
150
140
130

PROFILE
CHARLES
MADE

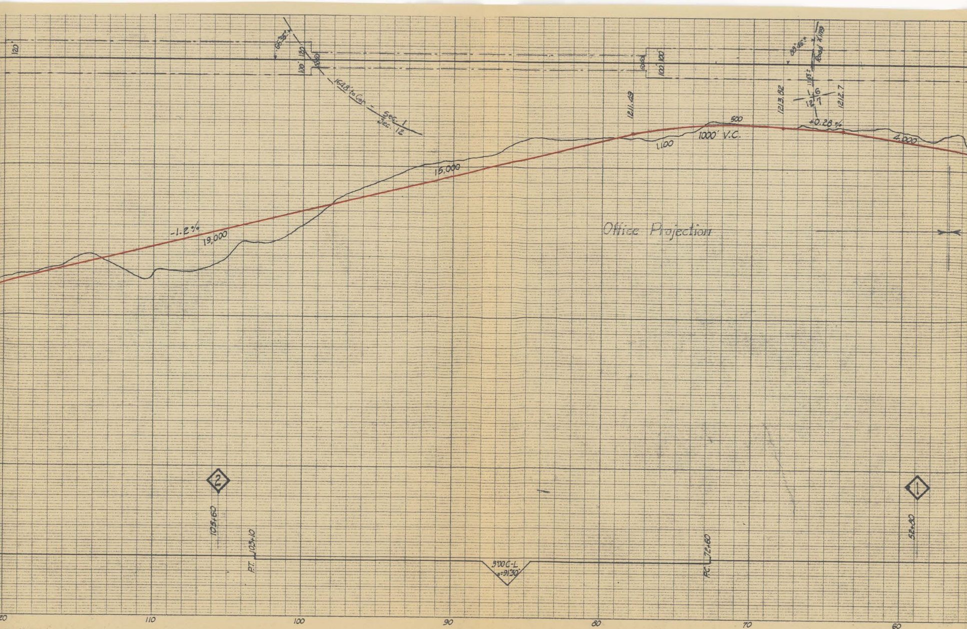
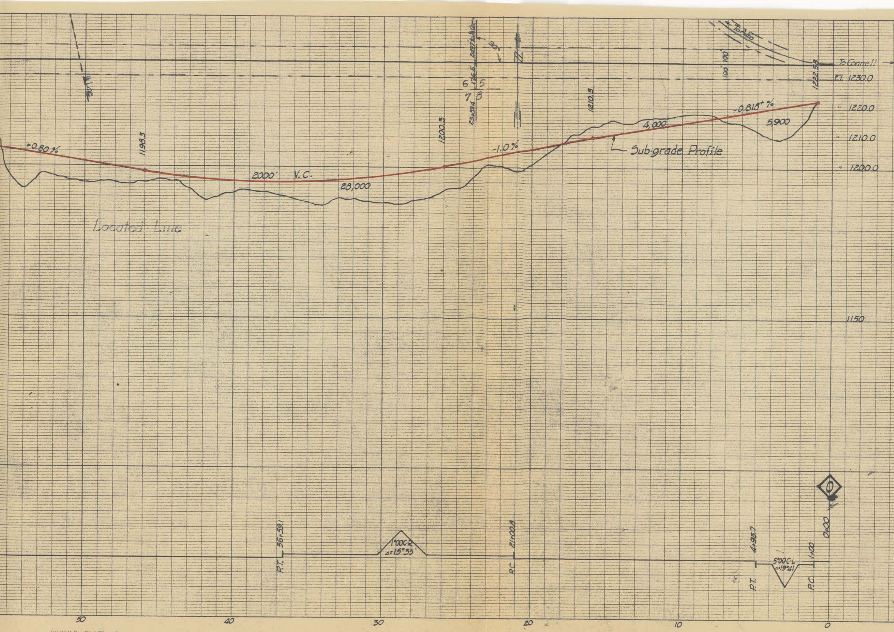

120'
66°35'±
120
100'
1648' to Cor. – Sec. 1 / Sec. 12
100' 100
1211.49
1213.82
89°46'±
Road X1119
1212.7
12
6
7
+0.28 %
500
1000' V.C.
1,100
4,000
15,000
-1.2 %
19,000
Office Projection
2
105+60
P.T. 103+10
500' C-L
Δ=91°30'
P.C. 72+60
1
52+80
20
110
100
90
80
70
60

PLATE A
BRUNING CO.
IN U.S.A


+0.80%
1193.5
2000' V.C.
28,000
1200.5
-1.0%
1210.5
4,000
Sub-grade Profile
-0.818+%
5,900
1222.58
To Connell
El. 1230.0
" 1220.0
" 1210.0
" 1200.0
1150
100' 100'
6 5
7 8
90°
Located Line
P.T. 36+59.1
1°00' C.R.
Δ=15°35'
P.C. 21+00.8
P.T. 4+98.7
5°00' C.L.
Δ=19°41'
P.C. 1+00
0+00
50
40
30
20
10
0

N.P. Ry.

Idaho Div. Connell Northern Branch
Proposed Track from M.P. 41+3900 to

MOSES LAKE, WASH.

PROPOSITION "D" (Office Projection) & Field Location

Scale: Vert. 1"=20'
Horz. 1"=400'

Office of Assistant Chief Engr.-Seattle, Wash.
October 14, 1948.

PROFILE PLATE A
CHARLES BRUNING CO.
MADE IN U.S.A

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