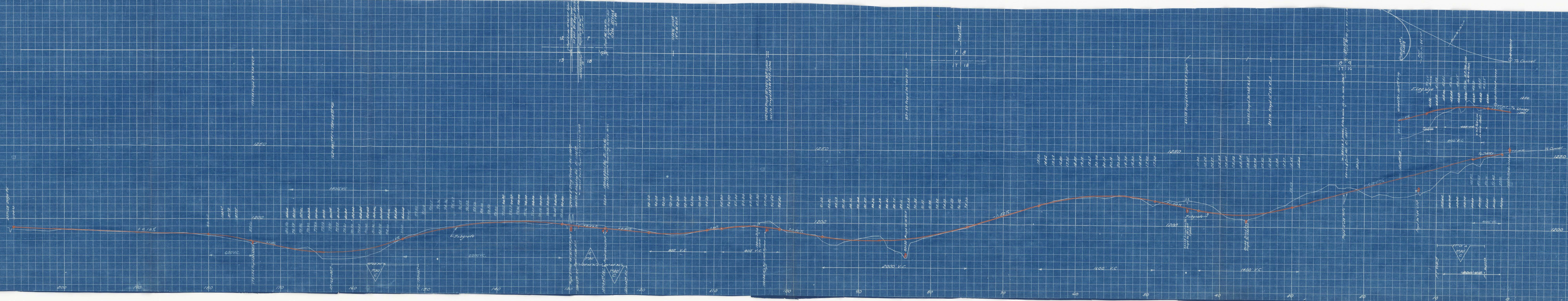




Northern Pacific Railway Company.
Engineering Department Records.

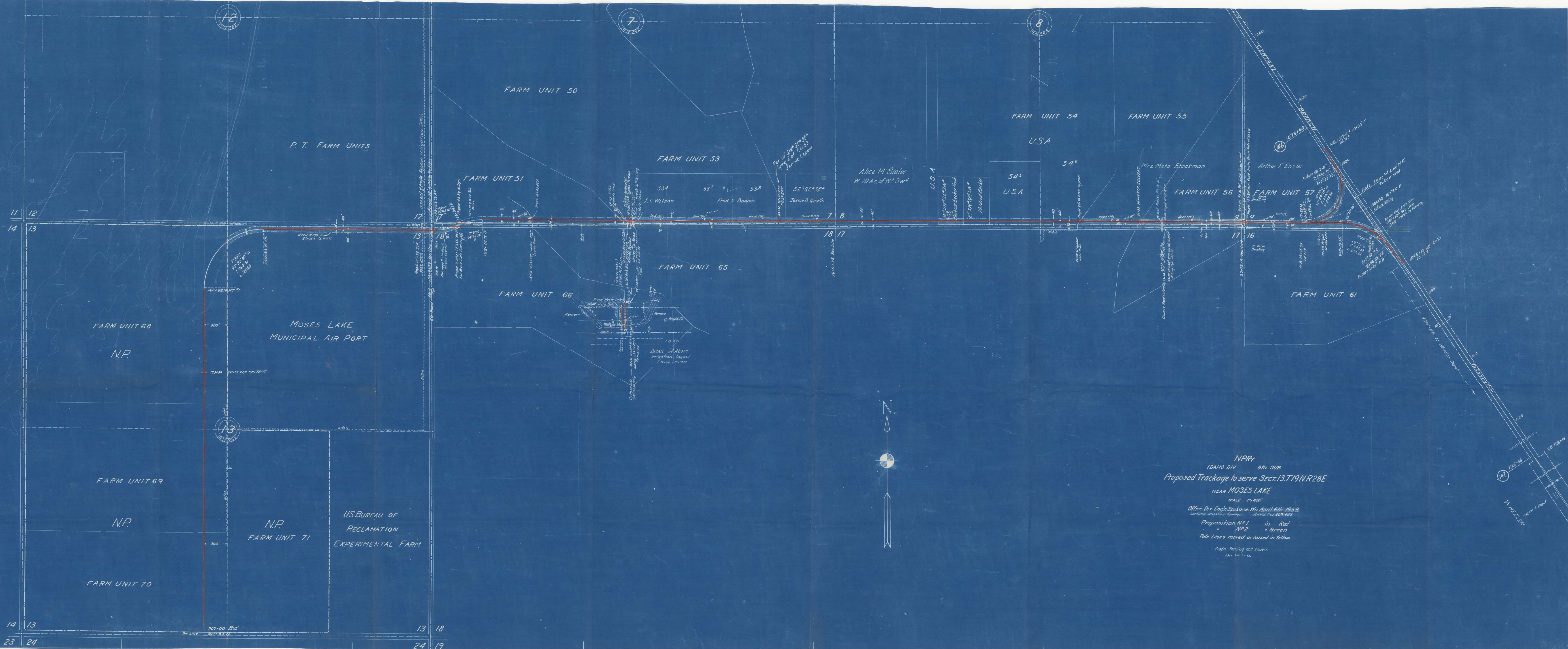
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PROPOSITION No. 1

Idaho Div. *NPR* 4th Subdiv.
MOOSE LAKE (Nr.)
Subgrade Profile of Prop'd Trackage To Serve Sect 1
1" = 400' Hor.
1" = 20' Vert.
Office of Div. Engr. Spokane, Wn. Apr. 6, 1953
For the Revid. July 23, 1953
Additional Irrigation Openings Revid. Oct. 26, 1953



RIGHT OF WAY CHANGE MEMORANDUM

10774

Memo No. 151 Deed No. 185 Adrian to Connell

Plat No. 53.1

C. F. No. 21642 Part 2

A.F.E. No. 19

L-5

State Washington County Grant

St. Paul, Minn. Oct. 30 19 53 Division Idaho

Improv. Sketch Easement to Northern Pacific Ry. Co. for
spur track to industry site near Moses Lake.

By easement, W-13372, dated August 31, 1953, Opal Willms and Fritz Willms, her husband, granted the N.P. Ry. Co. a 50-foot strip of right of way across Farm Unit No. 50, in Irrigation Block 41 of the Columbia Basin Project, Sec. 7, T-19-N, R-29-E, W.M.; attached is sketch showing easement area colored red.

Copy attached.

Consideration \$75.00

Easement was recorded on Sept. 9, 1953 in Vol. 108 of Deeds, Page 449, Grant County Auditor's Fee No. 208824.

RAA
NOTE: Revised Connell--Adrian Right of Way Plat No. 53.1 attached for interested departments.

T.R.G.
Noted
a.H.B.
11/2/53

Copies to:-

✓ Chief Engr., St. Paul
Asst. Ch. Engr., Seattle
Distr. Engr., Spokane
W. Mgr. Ind'l Properties, Seattle
Asst. Tax Comm'r, Seattle
Supt., Spokane

J. E. THAMES,
General Manager Industrial Properties

RECEIVED
FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
WASHINGTON, D. C. 20535
JAN 10 1953

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WASHINGTON, D. C. 20535
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WASHINGTON, D. C. 20535
JAN 10 1953

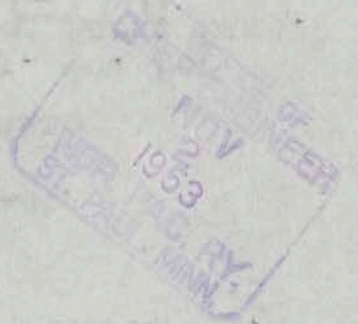
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U. S. DEPARTMENT OF JUSTICE
WASHINGTON, D. C. 20535
JAN 10 1953

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WASHINGTON, D. C. 20535
JAN 10 1953

RECEIVED
FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
WASHINGTON, D. C. 20535
JAN 10 1953



The Grantors, OPAL WILLMS and FRITZ WILLMS, her husband, of Tonasket, Washington, for and in consideration of the sum of Seventy-five and no/100 Dollars (\$75.00) hereby grant to the NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, its successors and assigns, Grantee, an easement to use, as a right of way for a railway spur track or tracks, the following described premises in Section seven (7), Township nineteen (19) north, Range twenty-nine (29) east of the Willamette Meridian, in the County of Grant and State of Washington, to-wit:

The north fifty (50) feet of the south one hundred ten (110) feet (measured at right angles to the south line of said Section 7) of Farm Unit 50 in Irrigation Block 41 of the Columbia Basin Project, according to the official plat of said Block 41 filed in the office of the Grant County Auditor and recorded in Book 1 of Columbia Basin Project Plats at Page 1 in the plat records of said county.

The Grantors hereby acknowledge full settlement of all claims for damages sustained by reason of the location, construction, maintenance, improvement and operation of a railway over the above described premises.

Said easement is granted subject to the following condition:

1. The Grantee will fence the north line of the above described right of way if requested by the Grantors.

Dated this 31st day of August 1953.

Opal Willms

Fritz Willms

STATE OF WASHINGTON)
(ss
County of Okanogan)

On this day personally appeared before me OPAL WILLMS and FRITZ WILLMS, her husband, to me known to be the individuals described in and who executed the within and foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

Given under my hand and official seal this 31st day of August 1953.

Clara B. Londry
Notary Public in and for the State
of Washington, residing at
Tonasket in said State.

SEAL

Recorded 9/9/53
Vol. 108 of Deeds, Page 449
Grant Co. Aud. Fee No. 208824

Real Estate Excise Tax \$.75
Paid 9/9/53
Receipt 8305

RIGHT OF WAY CHANGE MEMORANDUM

Memo No. 152 Deed No. 186 Adrian to Connell

Plat No.

C. F. No. 21642.2

A. F. E. No.

19

State Washington

County Grant

St. Paul, Minn. Oct. 30 19 53

Division Idaho

Improv. Sketch Franchise from Grant County covering three grade crossings across our industrial spur track serving Sec. 13, near Moses Lake.

By franchise, W-13376, dated Sept. 28, 1953, Grant County, by its Board of County Commissioners, granted the N.P. Ry. Co. right to cross Road 41-1A between Sec.'s 8 and 9; Road 496 between Sec.'s 7 and 18, T-19-N, R-29-E, W.M.; and the Airport Road (P.A.S. #8 1009) between Sec. 13, T-19-N, R-28-E, W.M. and Sec. 18, T-19-N, R-29-E, W.M. Franchise granted for a period of 50 years.

Copy attached.

NOTE: Franchise accepted by N.P. Ry. Co. by acceptance W-13376-A, dated Oct. 13, 1953.

NOTE: Revised Connell--Adrian R/W Plats 52, 53, 53.2, and 53.3 attached for interested departments.

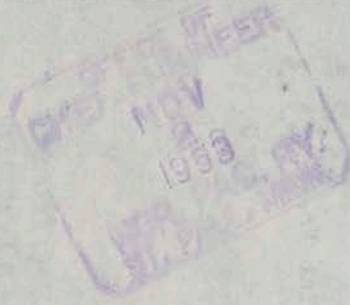
RAA
T.R.B.
noted
AKB
11/2/53

Copies to:-

Chief Engr., St. Paul
 Asst. Ch. Engr., Seattle
 Distr. Engr., Spokane
 W. Mgr. Ind'l Properties, Seattle
 Asst. Tax Comm'r, Seattle
 Supt., Spokane

J. E. THAMES,
 General Manager Industrial Properties

10774
 52, 53, 53.1,
 53.2 &
 53.3
 L-5



UNIT OF HVA CHARGE MEMORANDUM

NOV 2 1958

7-13376
R E S O L U T I O N

A resolution granting to NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, its successors and assigns, a franchise to construct, maintain and operate a railroad spur track upon and across the Grant County road No. 41-1A, as said road is now located in Sections 8 and 9 in Township 19 North, Range 29 East of the Willamette Meridian, Grant County road No. 496, as said road is now located in Sections 7 and 18, Township 19 North, Range 29 East of the Willamette Meridian, and Grant County road known as Airport Road (F.A.S. No. S1009) as said road is now located in Sections 7 and 18, Township 19 North, Range 29 East of the Willamette Meridian, and Sections 12 and 13, Township 19 North, Range 28 East of the Willamette Meridian, in Grant County, Washington.

The Board of County Commissioners of Grant County, Washington, does hereby resolve as follows:

Section 1. The franchise is hereby granted to the Northern Pacific Railway Company, a Wisconsin corporation, its successors and assigns, to construct, maintain and operate a railroad spur track upon and across Grant County roads Nos. 41-1A, 496, and Airport Road (F.A.S. No. S1009). Said three crossings are indicated by RED lines on the plats marked Exhibits "A" and "B" attached hereto and made a part hereof, and are more fully described as follows:

- a. (41-1A) A standard gauge railroad spur track, in upon and across said road No. 41-1A, the center line of said track crossing said road along a line approximately parallel with and distant seventy (70) feet north, measured at right angles, from the south lines of Sections 8 and 9.
- b. (496) A standard gauge railroad spur track in, upon, along and across said road No. 496, the center line of said track extending from a point on the north line of said road, distant approximately four hundred (400) feet east, measured along said north line, from the west line of Section 7 to a point on the south line of said road distant approximately two hundred seventy (270) feet east, measured along said south line, from west line of Section 18.
- c. (Airport Road (F.A.S. No. S1009) A standard gauge railroad spur track in, upon and across said Airport Road (FAS No. S1009) the center line of said track crossing said road along a line approximately parallel with and distant seventy (70) feet south, measured at right angles, from the north lines of Section 13, T 19 N, R 28 E.W.M. and Section 18, T 19 N, R 29 E.W.M.

Section 2. Said spur track shall be constructed and maintained on a level with the grades of said roads as now established or as said grades may hereafter be changed. The Railway Company shall maintain the travelled portion of said roads with planking between the rails and for one foot on each side thereof.

Section 3. In the event said Railway Company should remove said spur track, it shall place the portions of said roads formerly occupied by said track in as good condition as the adjoining portions of said roads.

Section 4. The franchise hereby granted shall be for a period of fifty (50) years and be effective from and after the date of passage of this resolution provided the said Railway Company makes acceptance hereof in writing within sixty (60) days after said date of passage.

PASSED this 20th day of September, 1953.

Gaydon Hicks
Chairman

F. G. Ludolph
Commissioner

Albert Widner
Commissioner

BOARD OF COUNTY COMMISSIONERS
GRANT COUNTY, WASHINGTON.

ATTEST:

By Madelyn Meller
Clerk of the Board

W-13376-A

To the Honorable Board of County Commissioners of Grant County,
Washington:

The Northern Pacific Railway Company, a Wisconsin corporation, the grantee named in Resolution of the Board of County Commissioners of Grant County, Washington, passed September 28, 1953, entitled:

A resolution granting to NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, its successors and assigns, a franchise to construct, maintain and operate a railroad spur track upon and across the Grant County road No. 41-1A, as said road is now located in Sections 8 and 9 in Township 19 North, Range 29 East of the Willamette Meridian, Grant County road No. 496, as said road is now located in Sections 7 and 18, Township 19 North, Range 29 East of the Willamette Meridian, and Grant County road known as Airport Road (F.A.S. No. S1009) as said road is now located in Sections 7 and 18, Township 19 North, Range 29 East of the Willamette Meridian, and Sections 12 and 13, Township 19 North, Range 28 East of the Willamette Meridian, in Grant County, Washington,

does hereby accept the franchise granted by said resolution together with all the terms, conditions and provisions thereof.

IN WITNESS WHEREOF, the Northern Pacific Railway Company has caused its name to be signed by its officer thereunto duly authorized this 13th day of October, 1953.

Witnesses:

Roger J. Crosby

M. H. Nixon

NORTHERN PACIFIC RAILWAY COMPANY,

By Dean H. Eastman
Vice President

I certify that the foregoing acceptance of Resolution dated September 28, 1953, was filed in my office this 15th day of Oct., 1953.

C. A. Hawley

County Auditor
Grant County, Washington. (notary sl)

WASHINGTON

1060

CENTRAL

1070

BRANCH

1073+60

H.B. 1077+114 : 0+00 Y.
Ld. 72.9

1080

FARM UNIT 55

Mrs. Meta Brockman
D.R. "

Arthur F. Enzler
Gertrude V. "

Future H.B. 2+21.7
2+94.62 PT.
3+27.62 PC.

FARM UNIT 56

FARM UNIT 57

□ Farm Dwelling

12+30 C.
110+54+20+4
T. 679.70
L. 895.24

36+35 36+48 R.C.P. Drain

23+04 P.C. & Tel. Line To be raised

Propd. 24+14+19

Propd. 12+28 R.C.P. Road Drain Each Side of Road

70' 40' 40' 30'

8

9

40' 110'

17

16

□ Farm Dwelling

22+75 19+50 S.C. Line

H.B. 15+15.99
Ld. 72.9

Sam Palmerton
Merle C. "

12+50 Propd.
36+48 R.C.P.

9+81.18 PT.

7+30 C.
49° 01' Δ
T. 348.53
L. 653.56

3+27
Future

FARM UNIT 61

N



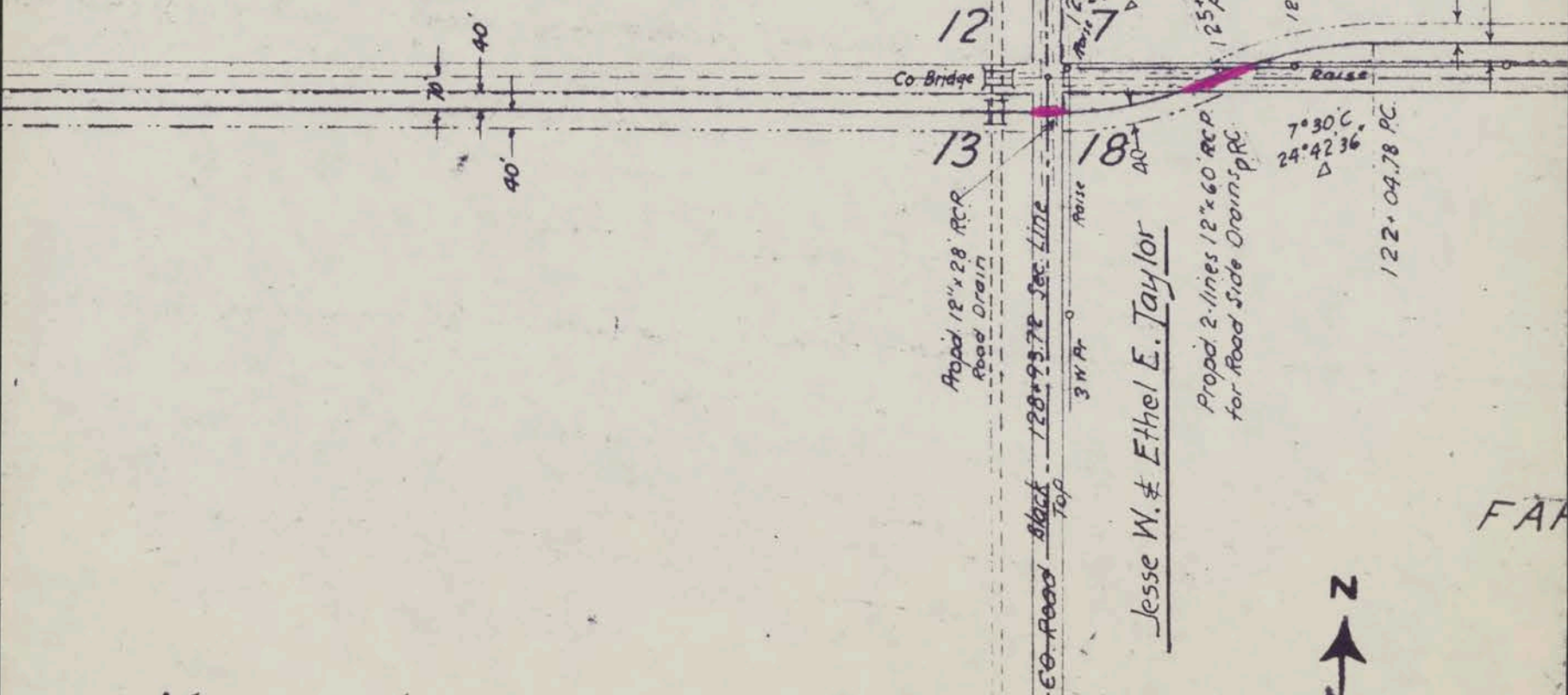
Scale. 1" = 400 ft.



Exhibit "A"

P. T. FARM UNITS

FARM UNIT



MOSES LAKE

MUNICIPAL AIR PORT

Scale. 1" = 400 ft.

Exhibit "B"



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Butte, Oct. 29, 1953

J T Derrig - Seattle

Now have authority to proceed with construction of industry spur track to Sec. 13 Moses Lake. When will I receive specs. and proposal form for review? You should submit requisition at once for culvert pipe also furnish Ekberg field data needed for special design of main irrigation siphon. P-294

H R Peterson



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

2:10 P.M.

ST PAUL MINNESOTA
OCTOBER 29 1953

H R PETERSON
CAR 4 BUTTE

NOW HAVE LETTER WWJ DATE AUTHORIZING CONSTRUCTION OF SPUR WHEELER TO MOSES
LAKE YOUR LETTER TO J T DERRIG SEPTEMBER SECOND REQUESTED HIM TO

PREPARE SPECIFICATIONS AND PROPOSAL FOR GRADING AND SUBMIT FOR REVIEW WHICH
HAVE NOT BEEN RECEIVED FILE IN MAIL POUCH TODAY ALSO GIVING

COPY TO W H JAHN AND G L SMITH G-292

T R GIBSON

cc - Mr. W. H. Jahn)
 Mr. G. L. Smith) Please see your copy my letter to Mr.
 Derrig, September 2.

St. Paul, Minn., October 29, 1953.

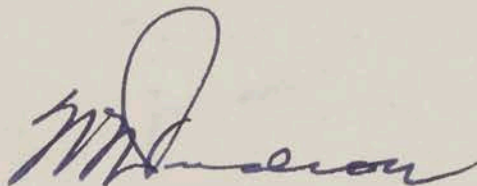
Mr. H. R. Peterson:

Referring to my letter of September 1 in regard to construction of a spur track from near Wheeler to Section 13 near Moses Lake on the Washington Central Branch.

We now have a number of industries who want to locate on this property and the construction having Board approval it is desired to construct as soon as possible.

It is my understanding the right of way has been purchased and I believe you have all the necessary information to call for bids for grading. The track will be constructed in accordance with Proposition 1 as shown on the map dated Division Engineer, Spokane, April 6, 1953. There are some details about the industrial arrangement at the end of this line, but that can be settled while the construction of the main spur is being carried on.

Please arrange to call for bids for the grading as soon as possible. I wish you would be giving some thought as to what rail we can use for the construction of this line.



cc- Mr. J. F. Alsip

OFFICE OF
CHIEF ENGINEER
OCT
29
1953
NOR. PAC. RY.
ST. PAUL, MINN.

93

Seattle, Washington
October 23, 1953


717-1

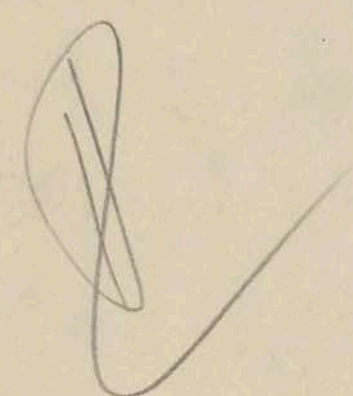
Mr. H. R. Peterson:

Moses Lake - Proposed trackage to
serve Section 13

For your information, I am attaching copy of Mr.
Moore's letter October 21st to Mr. Stanton in reference to
proposed industrial sites, Section 13, near Wheeler.

JTD:jo


Assistant Chief Engineer



----- D. H. SHOEMAKER
----- P. R. GIBSON
----- J. D. WORTHING
----- W. R. BJOTKLUND
----- C. E. EKBERG
----- S. W. LAW
----- G. L. SMITH
----- H. M. SCHUDLICH
----- S. H. KNIGHT
----- W. H. JAHN
----- L. B. CURTISS
----- R. A. SKOGLUN



11-1

RECEIVED
OCT 26 1961

RECEIVED
OCT 26 1961

RECEIVED
OCT 26 1961

RECEIVED
OCT 26 1961

717-1

Seattle, October 21, 1953.

Via airmail.

Mr. E. E. Stanton,
Vice President,
St. Paul, Minnesota.

You telephoned us yesterday about section 13, 19 north, 26 east at Kootenai Lake.

All right of way for the trackage to reach this section has been secured excepting one small parcel owned by U.S.A. which it has agreed to convey and deed is being processed. We have a resolution from the Board of County Commissioners permitting us to cross the county roads.

I attach Mr. Dorrige's letter of October 20th 1953 and print of AFE estimate dated August 31, 1953 showing cost of constructing a spur track to serve this section. This estimate covers the single track from head block to section 207+00 on the south line of section 13, plus the cost of the lag of the way. Total estimated cost is \$236,720.

Mr. Thomas has furnished us a print showing suggested development of section 13 which I have discussed with Mr. Dorrige. Mr. Alsip returns from his vacation today and we will ask him for his view of the proposed plan. I would like to show this proposed development plan to all those listed below so that we will be sure that it meets their approval.

We have on hand the following applicants for sites in section 13:

- a) A. T. Warrinska, doing business as Emmerette Metals, who wishes to erect a 50'x100' steel warehouse for storage and distribution of steel arch building materials and steel pipe. He would like an indefinite term lease on a site 150' wide along the county road and 200' deep.
- b) McAllister-Trunkey Company wants site upon which to construct a one-story concrete block warehouse 55' wide and 60' long, estimated to cost \$25,000.00. It wants railway company to finance 75% of cost, on 15 year contract, at 5% interest.
- c) Elliott Bay Lumber Company has shown considerable interest and Mr. Warrinska has been requested to contact them to furnish estimated

OFFICE OF
ASST. GEN. INGR.
OCT 22 1953
N. P. RY. CO.
SEATTLE, WASH.

Mr. E. D. Stanton
Page No. 2

cost of constructing necessary building. Applicant wants a building containing 15,000 square feet with some outside storage space. It will require a lease for at least five years.

- d) Pacific Garble Robinson Co. is still interested in a produce handling facility for next year.

(Signed) J. L. MOORE

Western Manager
Industrial Properties.

JLM-L

enc.

cc: Mr. D. H. Robinson
Mr. J. F. Alsup
Mr. R. D. Bone
Mr. J. L. Harris

g

RIGHT OF WAY CHANGE MEMORANDUM

Memo No. 146 Deed No. 181 Adrian to Connell

10774
51, 53
Plat No. & 53.1

C. F. No. 21642-2

A.F.E. No. 19

State Washington County Grant

St. Paul, Minn. Oct. 21 19 53 Division Idaho

Improv. Sketch Easements to Northern Pacific Ry. Co. for
spur track near Moses Lake.

By easement W-13360, dated September 25, 1953, Sam Palmerton & wife granted the N.P. Ry. Co. a strip of right of way 50 feet southerly of spur track in the NE $\frac{1}{4}$ NW $\frac{1}{4}$, Sec. 16, T-19-N, R-29-E, W.M. and further described as Farm Unit No. 61 in Irrigation Block 41 of the Columbia Basin Project.

Copy attached.

Consideration \$1,000.00 and other conditions.

Deed was recorded on Oct. 5, 1953 in Book 109 of Deeds, Page 64, Grant County Auditor's File No. 210268.

Deed No. 182 Adrian to Connell

By easement W-13367, dated September 11, 1953, Alice M. Sieler, a widow, granted the Northern Pacific Ry. Co. an 80-foot strip of right of way of the west 70 acres of the W $\frac{1}{2}$ SW $\frac{1}{4}$, Sec. 8, T-19-N, R-29-E, W.M. Attached is sketch showing easement colored red.

Copy attached.

Consideration \$250.00 and other conditions.

Easement was recorded On Sept. 29, 1953 in Book 108 of Deeds, Page 770 Grant County Auditor's file No. 209886

Deed No. 183 Adrian to Connell

By easement, W-13364, dated September 10, 1953, Mildred Becker Bailey & Edw. I. Bailey, her husband, granted the N.P. Ry. Co. an 80-foot strip of right of way in the E $\frac{1}{2}$ SE $\frac{1}{4}$, Sec. 8, T-19-N, R-29-E, W.M. Attached is sketch showing easement area colored red.

Copy attached.

Consideration \$100.00 and other conditions.

Easement was recorded on Sept. 29, 1953 in Book 108 of Deeds, Page 771 Grant County Auditor's file 209889.

Copies to

J. E. THAMES,

General Manager Industrial Properties

T.R.B.
Recorded
a.H.B.
10/23/53

RIGHT OF WAY CHANGE MEMORANDUM

Memo No.

Deed No.

Plat No.

C. F. No.

A. F. E. No.

19

State

County

St. Paul, Minn.

19

Division

Improv. Sketch

Deed No. 184 Adrian to Connell

By easement W-13370, dated September 15, 1953, Fred S. Bowen & Bella Bowen, his wife, granted the N.P. Ry. Co. an 80-foot strip of right of way across part of Farm Unit 53 and part of the SW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$, Sec. 7, T-19-N, R-29-E, W.M. Sketch attached shows easement area colored red.

Copy attached.

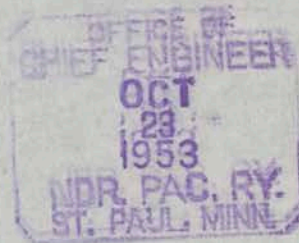
Consideration \$250.00 and other conditions.

Easement was recorded on September 29, 1953 in Book 108 of Deeds, Page 772, Grant County Auditor's file 209890.

NOTE: Revised Connell to Adrian Branch right of way plats 51, 53, and 53.1 attached for interested departments.

Copies to: ✓ Chief Engineer, St. Paul
Asst. Ch. Engineer, Seattle
Distr. Engr., Spokane
W. Mgr. Ind'l Properties, Seattle
Asst. Tax Comm'r, Seattle
Supt., Spokane

J. E. THAMES,
General Manager Industrial Properties



RECEIVED
ST. PAUL, MINN.
OCT 23 1953
NDR, PAC. RY.
ST. PAUL, MINN.

RECEIVED

ST. PAUL, MINN.

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ST. PAUL, MINN.

The Grantors, SAM PALMERTON and MERLE C. PALMERTON, his wife, of Moses Lake, Washington, for and in consideration of the sum of One Thousand and no/100 (\$1,000.00) hereby grant to the NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, its successors and assigns, Grantee, an easement to use, as a right of way for a railway spur track or tracks, the following described premises in Section sixteen (16), Township nineteen (19) north, Range twenty-nine (29) east of the Willamette Meridian, in the County of Grant and State of Washington, to-wit:

That portion of Farm Unit 61 in Irrigation Block 41 of the Columbia Basin Project, according to the official plat of said block filed in the office of the Grant County Auditor on April 11, 1951 and recorded in Book 1 of Columbia Basin Project plats at Page 6 in the plat records of said county, lying northeasterly of a line concentric with and distant 50 feet southwesterly, measured radially, from the center line of that certain railway track which is to be located and constructed upon, over and across the northeasterly portion of said Farm Unit 61.

In explanation the above described premises are indicated by RED color on the map marked Exhibit "A" attached hereto and made a part hereof.

The Grantors hereby acknowledge full settlement of all claims for damages sustained by reason of the location, construction, maintenance, improvement and operation of a railway over the above described premises.

Said easement is granted subject to the following conditions:

1. The Grantee will make any necessary changes in irrigation system without interruption of water during irrigation season.
2. The Grantee will pay reasonable market value for any crops on above described right of way, but such payment will not be in excess of \$200.00.
3. The Grantee agrees to pay any taxes, water charges and United States Bureau of Reclamation construction costs on above described right of way.

Dated this 25 day of September, 1953.

State Doc. Stamps \$1.00
Fed Doc. Stamps \$1.10
Real Estate Excise Tax Paid
Grant Co. Treas. #8602

Sam Palmerton

Merle C. Palmerton

STATE OF WASHINGTON)
County of Grant) ss

On this day personally appeared before me SAM PALMERTON and MERLE C. PALMERTON, his wife, to me known to be the individuals described in and who executed the within and foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

Given under my hand and official seal this 25 day of September 1953.

D. T. Lindsey
Notary Public in and for the State
of Washington, residing at
Moses Lake in said State.

(notary

Recorded 10/5/53
Vol. 109 Deeds Page 64
Grant Co. Aud. #210268

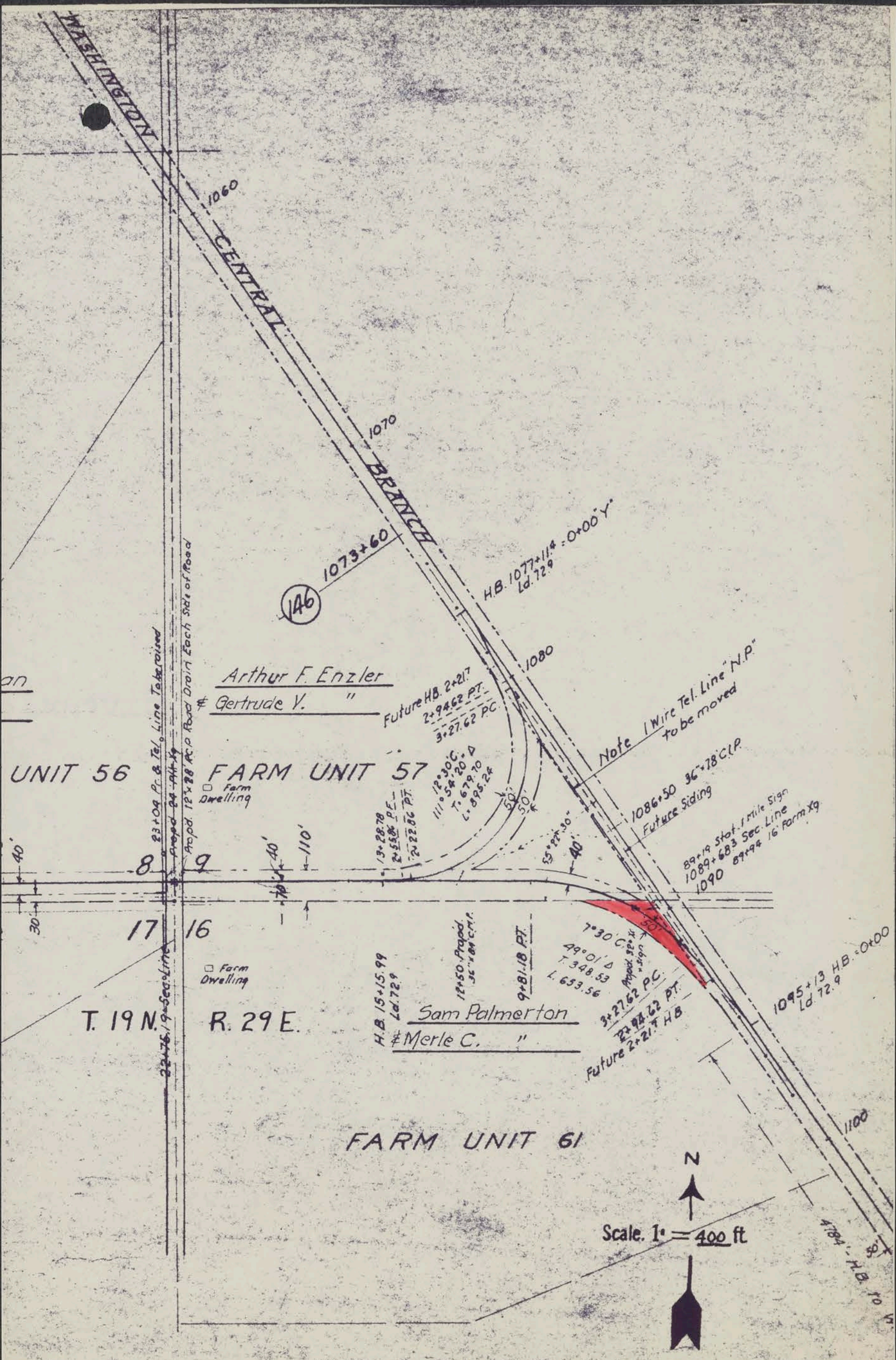


Exhibit "A"

The Grantors, MILDRED BECKER BAILEY and EDWARD I. BAILEY, her husband, of La Habra, California, for and in consideration of the sum of One Hundred and no/100 Dollars (\$100.00) hereby grant to the NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, its successors and assigns, Grantee, an easement to use, as a right of way for a railway spur track or tracks, the following described premises in Section eight (8) of Township Nineteen (19) north, Range twenty-nine (29) east of the Willamette Meridian, in the County of Grant and State of Washington, to-wit:

That certain tract or strip of land eighty (80) feet in width, being the north 80 feet of the south one hundred ten (110) feet of the East half of the Southwest Quarter of the Southeast Quarter of the Southwest Quarter (E $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ SW $\frac{1}{4}$) of said Section 8.

The Grantors hereby acknowledge full settlement of all claims for damages sustained by reason of the location, construction, maintenance, improvement and operation of a railway over the above described premises.

Said easement is granted subject to the following conditions:

1. The Grantee will install one farm crossing at a location satisfactory to the Grantors, and,
2. The Grantee agrees that the Grantors may connect on to said spur track or tracks with a sub-spur track at the Grantor's expense, to serve the Grantors' land.

Dated this 10th day of September 1953.

Mildred Becker Bailey

Edward I. Bailey

STATE OF CALIFORNIA)
(ss
County of Orange)

On this day personally appeared before me MILDRED BECKER BAILEY and EDWARD I. BAILEY, her husband, to me known to be the individuals described in and who executed the within and foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

Given under my hand and official seal this 10th day of September 1953.

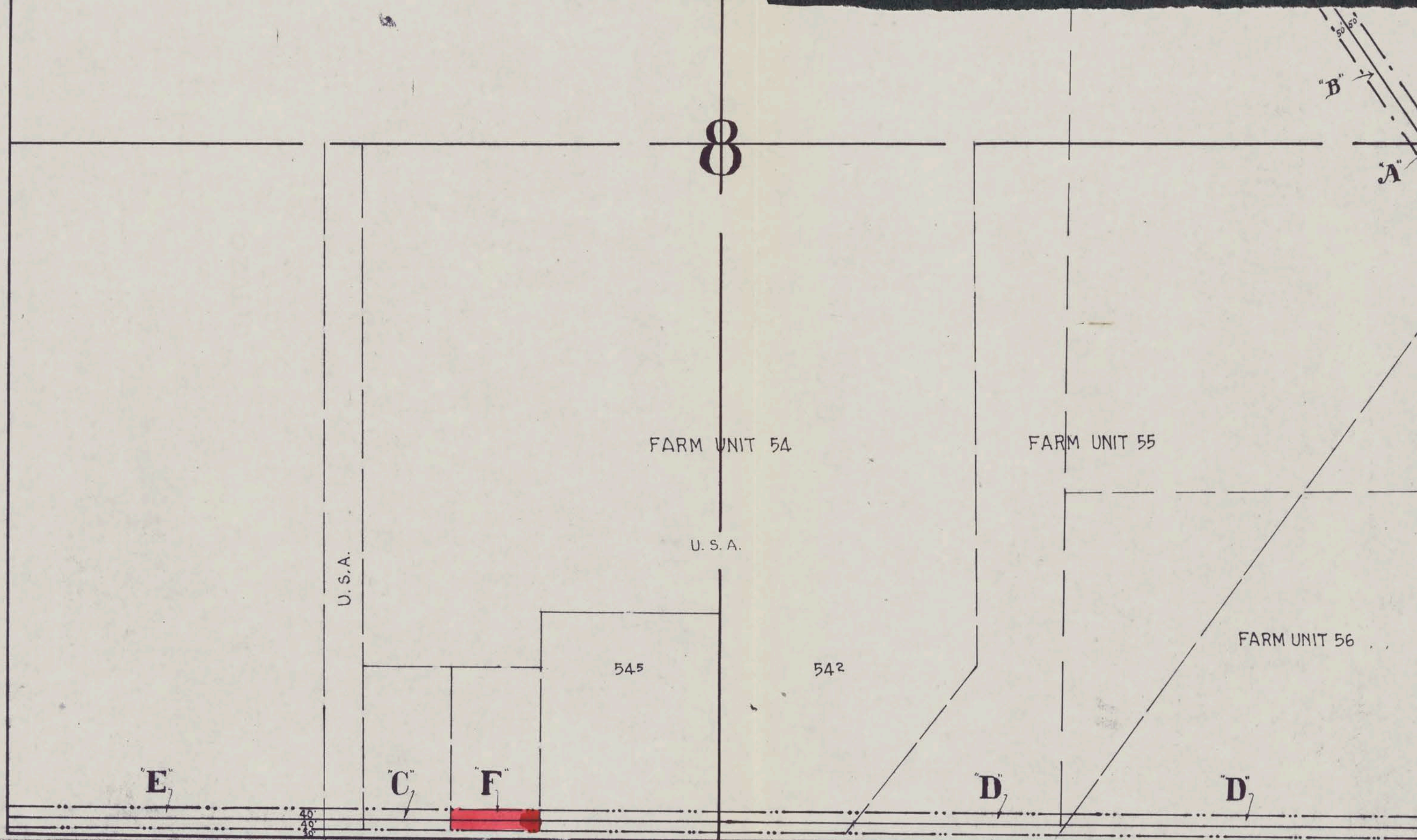
L. C. Wicker

Notary Public in and for the State
of California, residing at
County of Orange in said State.
My commission expires March 24, 1956.

(SEAL)

Filed for record 9/29/53 Grant Co. Aud.
in Book 108, page 771
Auditor's Fee #209889

Real Estate Excise Tax pd 9/15/53 Grant Co. Treas. \$1.00



	Deed No.	Grantor	Grantee	Title	Acres	Date	When and Where recorded	Brief Description	Cor. File	W. Memo.
A	95	H. G. Lyons + Wife	C. N. Ry. Co.	War. Deed	0.10	Dec. 6, 1909	Jan. 14, 1910. Vol. 1, p. 424 - Deeds	R/W in NE ⁴ SE ⁴	6553	421/10
B	100	C. E. Lyons + Hus.	do	do	8.76	do	do p. 415 - "	100' R/W across NE ⁴	"	409/10
C	177	Earl Houk & Florence Becker Houk	N. P. Ry. Co.	Easement		Aug. 14, 1953	Sept. 9, 1953 Book 108 Deeds, P. 455	80' R/W across W ² SW ⁴ SE ⁴ SW ⁴	21642-2	130/53
D	179	Meta Brockman & D. R. Brockman	do.	do.		Aug. 14, 1953	Sept. 9, 1953 Book 108 Deeds, P. 444	80' R/W across Farm Units 55 & 56	do.	138/53
E	182	Alice M. Sieler	do.	do.		Sept. 11, 1953	Sept. 29, 1953 Book 108 Deeds - P. 770	80' R/W across W. 70 Ac. W ² SW ⁴	do.	146/53

W-13365

W-13362

W-13367

The Grantor, ALICE M. SIELER, a widow, of Moses Lake, Washington, for and in consideration of the sum of Two Hundred Fifty and no/100 Dollars (\$250.00) hereby grants to the NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, its successors and assigns, Grantee, an easement to use, as a right of way for a railway spur track or tracks, the following described premises in Section eight (8) of Township nineteen (19) north, Range twenty-nine (29) east of the Willamette Meridian, in the County of Grant and State of Washington, to-wit:

The north eighty (80) feet of the south one hundred ten (110) feet of the west seventy (70) acres of the west half of the southwest quarter (W $\frac{1}{2}$ SW $\frac{1}{4}$) of Section 8, Township 19 North, Range 29 East of the Willamette Meridian.

PROVIDED, HOWEVER, that should the Grantee fail to construct its railway track or tracks on said above described premises within five (5) years from the date hereof, this grant shall be null and void.

The Grantor hereby acknowledges full settlement of all claims for damages sustained by reason of the location, construction, maintenance, improvement and operation of a railway over the above described premises.

Said easement is granted subject to the following conditions:

1. The Grantee will provide one farm crossing over the above described tract of land and its railway track, or tracks, and will maintain said farm crossing.
2. The Grantee will make any necessary rearrangement in the irrigation system serving the Grantor's land adjoining the above described right of way and if such system is not installed when the track, or tracks, are laid and it becomes necessary in the future that an irrigation pipe be used beneath the tracks of the Grantee, the Grantee will provide such pipe so that there will be no interference to irrigation of the Grantor's adjoining land.
3. The Grantee will install any necessary drainage pipe or pipes beneath its tracks so that natural drainage will not be interfered with.

Dated this 11 day of September 1953.

Alice M. Sieler

STATE OF WASHINGTON)
) ss
 County of Grant)

On this day personally appeared before me ALICE M. SIELER, to me known to be the individual described in and who executed the within and foregoing instrument, and acknowledged that she signed the same as her free and voluntary act and deed, for the uses and purposes therein mentioned.

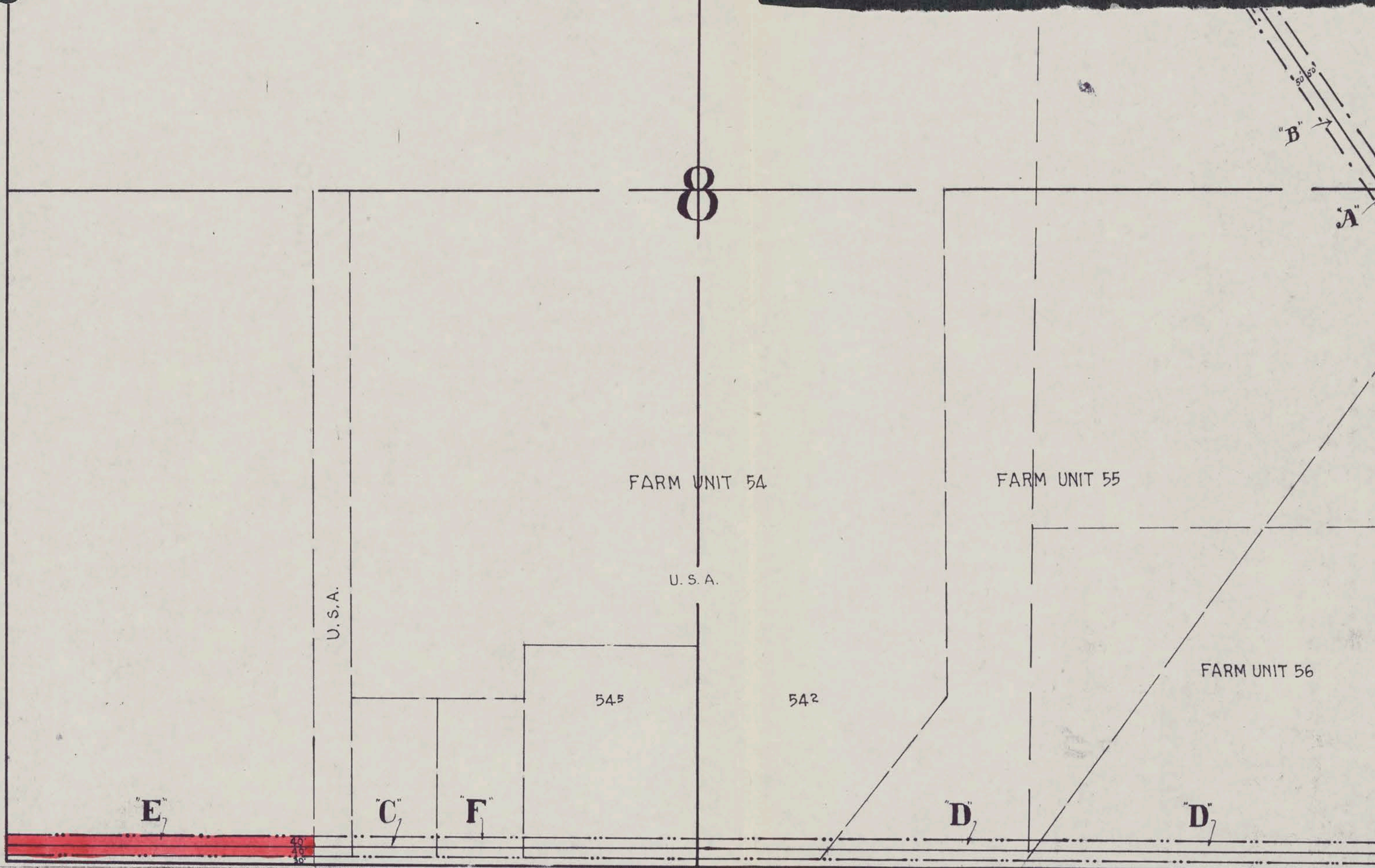
Given under my hand and official seal this 11 day of September 1953.

(SEAL)

D. T. Lindsey
 Notary Public in and for the State
 of Washington, residing at Moses
 Lake in said State.

Filed for record 9/29/53 Grant Co. Aud.
 in Book 108 at page 770
 Auditor's Fee #209886

Real Estate Excise Tax pd Grant Co. Treas. \$2.50



	Deed No.	Grantor	Grantee	Title	Acres	Date	When and Where recorded	Brief Description	Cor. File	W. Memo.
A	95	H. G. Lyons & Wife	C. N. Ry. Co.	War. Deed	0.10	Dec. 6, 1909	Jan. 14, 1910. Vol. 1, p. 424 - Deeds	R/W in NE ⁴ SE ⁴	6553	421/10
B	100	C. E. Lyons & Hus.	do	do	8.76	do	do p. 415 - "	100' R/W across NE ⁴	"	409/10
C	177	Earl Houk & Florence Becker Houk	N. P. Ry. Co.	Easement		Aug. 14, 1953	Sept. 9, 1953 Book 108 Deeds, P. 455	80' R/W across W ² SW ⁴ SE ⁴ SW ⁴	21642-2	130/53
D	179	Meta Brockman & D. B. Brockman	do	do		Aug. 14, 1953	Sept. 9, 1953 Book 108 Deeds, P. 455			

The Grantors, FRED S. BOWEN and BELLA BOWEN, his wife, of Olympia, Washington, for and in consideration of the sum of Two Hundred Fifty and no/100 Dollars (\$250.00) hereby grant to the NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, its successors and assigns, Grantee, an easement to use, as a right of way for a railway spur track or tracks, the following described premises in Section seven (7) of Township nineteen (19) north, Range twenty-nine (29) east of the Willamette Meridian, in the County of Grant and State of Washington, to-wit:

The north eighty (80) feet of the south one hundred ten (110) feet of that portion of Farm Unit 53 in Irrigation Block 41 of the Columbia Basin Project, according to the official plat of said Block 41 filed in the office of the Grant County Auditor on April 11, 1951, and recorded in Book 1 of Columbia Basin Project Plats at Page 6 in the plat records of said county, lying within the Southeast Quarter of the Southwest Quarter of the Southeast Quarter (SE $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$) and the Southwest Quarter of the Southeast Quarter of the Southeast Quarter (SW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$) of Section 7, Township 19 north, Range 29 east of the Willamette Meridian;

Also,

The north eighty (80) feet of the south one hundred ten (110) feet of that portion of said Southwest Quarter of the Southeast Quarter of the Southeast Quarter (SW $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$) of said Section 7 lying east of the east line of said Farm Unit 53.

The Grantors hereby acknowledge full settlement of all claims for damages sustained by reason of location, construction, maintenance, improvement and operation of a railway over the above described premises.

Said easement is granted subject to the following conditions:

1. The Grantee shall install one farm crossing at a location satisfactory to the Grantors.

Dated this 15th day of Sept 1953.

Fred S. Bowen

Bella Bowen

STATE OF WASHINGTON)
) ss
County of Thurston)

On this day personally appeared before me FRED S. BOWEN and BELLA BOWEN, his wife, to me known to be the individuals described in and who executed the within and foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

Given under my hand and official seal this 15th day of Sept 1953.

Narcissa M. Reed

Notary Public in and for the State
of Washington, residing at Olympia
in said State. Lacey

(SEAL)

Filed for record 9/29/53 Grant Co. Aud.
in Book 108 at page 772.
Auditor's Fee #209890

Real Estate Excise Tax pd 9/29/53 Grant Co. Treas. \$2.50

Doc
Stamps
50¢
55¢

Seattle, Washington
October 20, 1953

717-1

Mr. ~~J. T. Moore:~~

Moses Lake - Proposed trackage to serve
Section 13

In compliance with your verbal request for estimated cost of construction of spur track to section 13, near Wheeler.

I am attaching two copies of proposed AFE estimate prepared by Valuation Engineer on usual basis for the cost of constructing this track, this estimate dated August 3rd, 1953, totalling \$236,720. The estimate as prepared covers the cost of the main spur only to Station 207 as indicated on District Engineer's sketch dated April 6, 1953, Proposition 1.

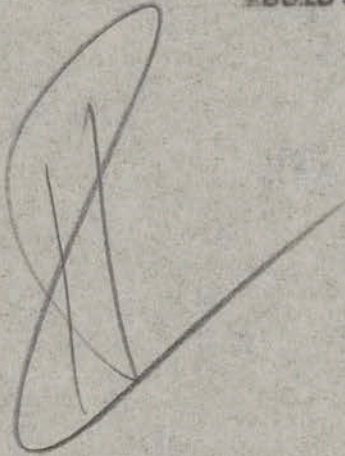
It is my understanding Mr. Thames prepared development plan for some additional trackage within section 13 proper and in the event additional spur track is constructed then estimate referred to should be increased accordingly.

J. T. DERRIG

Assistant Chief Engineer

JTD:jo

cc: HRP



~~_____~~ D. H. SHOEMAKER
~~_____~~ P. R. GIBSON
~~_____~~ J. D. WORTHING
~~_____~~ W. R. BJORKLUND
~~_____~~ C. E. EKBERG
~~_____~~ S. W. LAW
~~_____~~ G. L. SMITH
~~_____~~ H. M. SCHUDLICH
~~_____~~ S. H. KNIGHT
~~_____~~ W. H. JAHN
~~_____~~ L. B. CURTISS
~~_____~~ R. A. SKOPELUN

OFFICE OF
CHIEF ENGINEER
OCT 23
1953
NOR. PAC. RY.
ST. PAUL, MINN.

卷之四

777-161-0142, 1-800-999-9999

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THE UNIVERSITY OF CHICAGO

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THE UNIVERSITY OF CHICAGO

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Figure 1.3

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1890-1891

NORTHERN PACIFIC RAILWAY COMPANY

Idaho Division

Connell Northern Branch

State of Washington

WHEELER (near)

Valuation Section No. 12

Estimate of cost of constructing trackage to serve Section No. 13 near Moses Lake as per sketch dated April 6, 1953.

Proposed Work:

Construct main spur - 20700 ft.
 " wye leg 1329 ft.
 Relay 250 ft. of Connell Northern Branch main track
 Construct new fencing
 Install syphons and culverts
 Install crossings
 Adjust grade of county road at crossing at Sta. 22+66
 Raise power and telephone lines
 Acquire necessary right of way

Additions and Betterments

Additions

Non-Depreciable Property

Right of way		35,200
Raise power and telephone lines	600	400
Adjust road grade at Sta. 22+66	500	
Excavation 20650 Cu.Yd.	8,260	
Borrow (Truck Haul) 24500 " "	36,750	
Overhaul 151000 " "	3,020	
Water for compaction 2700 M. Gal	8,100	
Construct 21609 ft. of 100# track, treated ties, pitrun gravel ballast	37,920	69,340
Construct two 100#-#9 turnouts, each with 90 ft. of track	700	2,705
Construct one 100# - #9 turnouts with 180 ft. of track	550	1,520
Install road crossings	500	500
Engineering	9,690	

Depreciable Property

Acct. #5 - Pipe Culverts

Place necessary culverts and irrigation pipes	5,500	5,500
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Acct. #13 - Fences

Right of way fences, including necessary cattle guards	4,000	3,000
Engineering	950	

Betterments

Non-Depreciable Property

Rail, S.E. 100# - 500 lin. ft. 7.44 S.T.		150
Fastenings		250
Compr. Joints		110
	117,940	118,675
		117,040
		235,715

Operating Expense

Incidental Expense

Replace cross ties with switch ties	150	
Relay 250 ft. of track	315	
Relocate N.P. telegraph pole line	450	300
Engineering	90	
	1,005	300
		1,005
		1,305

Salvage

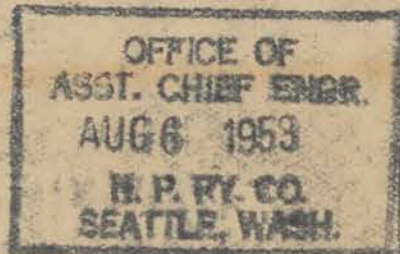
Non-Depreciable Property

S.E. track material		300
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Retirement

Non-Depreciable Property

Current Cost - Operating Expense		280
Original " - " "		50
		330



S U M M A R Y

New Work	235,715
Operating Expense	<u>1,305</u>
	237,020
Less Salvage	<u>300</u>
Net Amount	236,720

Not Joint Account

Office of Valuation Engineer
St. Paul, Minnesota
August 3, 1953

10774

RIGHT OF WAY CHANGE MEMORANDUM

Memo No. 138 Deed No. 179 Adrian to Connell
C. F. No. 21642 A.F.E. No. 19

53,53-1
Plat No. L-5

State Washington County Grant

St. Paul, Minn. Oct. 12 19 53 Division Idaho

Improv. Sketch Easement to N.P. Ry. Co. for spur track near Moses Lake.

By easement, W-13362, dated August 14, 1953, Meta Brockman and D. R. Brockman, her husband, granted the N. P. Ry. Co. an 80-foot strip of right of way across Farm Units 55 & 56 in the Southeast Quarter (SE $\frac{1}{4}$) Section 8, Township 19 North, Range 29 East, W.M.

Note: Easement was recorded on Sept. 9, 1953 in Book 108 Deeds, Page 444, Grant County Auditor's File 208819.

Consideration \$800.00 and installation of one farm crossing and 10-inch concrete pipe for irrigation.
Copy attached.

DEED No. 180 Adrian to Connell

By easement, W-13371, dated August 31, 1953, James I. Wilson and Hulda J. Wilson, his wife, granted the N. P. Ry. Co. an 80-foot strip of right of way across Farm Unit 53 in the Southeast Quarter (SE $\frac{1}{4}$) Section 7, Township 19 North, Range 29 East, W.M.

Copy attached.

Consideration \$125.00 and one farm crossing.

NOTE: Easement was recorded on September 9, 1953 in Book 108 of Deeds, Page 448, Grant County, Auditor's file 208823.

NOTE: Revised Connell-to-Adrian Branch Right of Way Plats 53 and 53.1 attached for interested departments.

Copies to: Chief engr., St. Paul
Asst. Ch. Engr., Seattle
Distr. Engr., Spokane
W. Mgr. Ind'l Properties, Seattle
Asst. Tax Comm'r, Seattle
Supt., Spokane

J. E. THAMES,
General Manager Industrial Properties

T.R.G.
noted
a.x.B.
10/14/53

W-13362

The Grantors META BROCKMAN and D. R. BROCKMAN, her husband, of Rockford, Washington, for and in consideration of the sum of Eight Hundred and no/100 Dollars (\$800.00) hereby grant to the NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, its successors and assigns, Grantee, an easement to use, as a right of way for a railway spur track or tracks, the following described premises in Section eight (8) of Township nineteen (19) north, Range twenty-nine (29) east of the Willamette Meridian, in the county of Grant and State of Washington, to-wit:

That certain tract or strip of land 80 feet in width, being the north 80 feet of the south 110 feet of that portion of said Section 8, lying within Farm Units 55 and 56 in Irrigation Block 41 of the Columbia Basin Project, according to the official plat of said Block 41, filed in the office of the Grant County Auditor on April 11, 1951 and recorded in Book 1 of Columbia Basin Project Plats at Page 6 in the plat records of said county.

The Grantors hereby acknowledge full settlement of all claims for damages sustained by reason of the location, construction, maintenance, improvement and operation of a railway over the above described premises.

Said easement is granted subject to the following conditions:

1. Grantee will install one farm crossing and one ten (10) inch concrete pipe for irrigation in locations satisfactory to the Grantors.

Dated this 14th day of August 1953.

Meta Brockman

D. R. Brockman

STATE OF WASHINGTON }
County of Spokane } ss

On this day personally appeared before me META BROCKMAN and D. R. BROCKMAN, her husband, to me known to be the individuals described in and who executed the within and foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

Given under my hand and official seal this 14th day of August, 1953.

SEAL

Claude F. Flower
Notary Public in and for the State
of Washington, residing at Rockford
in said State.

Recorded 9/9/53
Vol. 108 of Deeds, Page 444
Grant Co. Aud. Fee #208819

Real Estate Excise Tax \$8.00
Paid 9/9/53 Grant Co. Treas.
Receipt 8299

State Doc. Stamp \$1.00
Fed. Doc. Stamp \$1.00

W-13371

The Grantors, JAMES I. WILSON and HULDA J. WILSON, his wife, of Crescent City, California, for and in consideration of the sum of One Hundred Twenty-five and no/100 Dollars (\$125.00) hereby grant to the NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, its successors and assigns, Grantee, an easement to use, as a right of way for a railway spur track or tracks, the following described premises in Section seven (7) of Township nineteen (19) north, Range twenty-nine (29) east of the Willamette Meridian, in the County of Grant and State of Washington, to-wit:

The north eighty (80) feet of the south one hundred ten (110) feet of that portion of Farm Unit 53 in Irrigation Block 41 of the Columbia Basin Project, according to the official plat of said Block 41 filed in the office of the Grant County Auditor on April 11, 1951 and recorded in Book 1 of Columbia Basin Project Plats at Page 6 in the plat records of said county, lying within the SW $\frac{1}{4}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$ of said Section 7.

The Grantors hereby acknowledge full settlement of all claims for damages sustained by reason of the location, construction, maintenance, improvement and operation of a railway over the above described premises.

Said easement is granted subject to the following conditions:

1. The Grantee will provide one farm crossing at a convenient point to be agreed upon with the Grantors.

Dated this 31st day of Aug 1953.

State Stamps 50¢
Fed. Stamps 55¢

James I. Wilson

Hulda J. Wilson

STATE OF CALIFORNIA)
(ss
County of Del Norte)

On this day personally appeared before me JAMES I. WILSON and HULDA J. WILSON, his wife, to me known to be the individuals described in and who executed the within and foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

Given under my hand and official seal this 31st day of Aug 1953.

My commission expires
Nov 24 1956

Seal

Ed Schene

Notary Public in and for the State
of California, residing at
Crescent City in said State.
Del Norte Co

Recorded 9/9/53
Vol. 108 of Deeds, Page 448
Grant Co. Aud. Fee #208823

Real Estate Excise Tax \$1.25
Paid 9/9/53 Grant Co. Treas.
Receipt 8302

10774

MR. J. T. DERRIG:

Your note of the 1st, asking for a transparency of map
dated September 18th, industrial development of Section 13,
MOSES LAKE:

This transparency was mailed to you from here on October 2.

- H R Peterson
10/5/53
Saint Paul

g/s

Seattle, Washington
October 1, 1953

WPA Hooglen
Mr. H. R. Peterson:

Moses Lake - Development of Section 13

Mr. Moore handed me print of your sketch dated
September 18th, covering industrial development Section 13,
Moses Lake.

Please send me transparent of that map.

JTD:jo

J. R. Denny
Assistant Chief Engineer

H. R. P.

*This transparency was mailed
to J. T. D. on Oct. 2, 1953*

*Hooglen
10/1*

OFFICE OF
CHIEF ENGINEER
OCT
5
1953
NOR. PAC. RY.
ST. PAUL, MINN.

CHIEF ENGINEER

RECEIVED

CHIEF ENGINEER

RECEIVED

CHIEF ENGINEER

CHIEF ENGINEER

RIGHT OF WAY CHANGE MEMORANDUM

10774

Memo No. 129 Deed No. 176 Adrian to Connell

Plat No. 53-2
L-5

C. F. No. 21642-2

A. F. E. No. 19

State Washington

County Grant

St. Paul, Minn. Sept. 22 19 53

Division Idaho

Improv. Sketch

Easement to N.P. Ry. Co. for spur track
near Moses Lake.

By easement, W-13374, dated August 19, 1953
Jesse W. Taylor and Ethelna E. Taylor, his wife, granted the
N. P. Ry. Co. an 80-foot strip of right of way in the NW $\frac{1}{4}$ NW $\frac{1}{4}$
Sec. 18, Township 19 North, Range 29 East, Willamette Meridian
and further described as Farm Unit 66 in Irrigation Block 41
of the Columbia Basin Project.

Copy attached.

Consideration \$275.00 and replacement of head ditch along
southerly edge of above-described right of way.

NOTE: Easement was recorded on Sept. 9, 1953, Book 108 of
Deeds, Page 446, Grant County, Auditor's File 208822.

NOTE: New Connell-Adrian R/W Plat 53-2 attached for inter-
ested departments.

Handwritten:
R.R. 9
Noted
a.k.b.
9/29/53

Copies to:-

Chief Engr., St. Paul
Asst Chief Engr., Seattle
Distr. Engr., Spokane
W. Mgr. Ind'l Properties, Seattle
Asst. Tax Comm'r, Seattle
Supt., Spokane

J. E. THAMES,
General Manager Industrial Properties

The Grantors, JESSE W. TAYLOR and ETHELNA E. TAYLOR, his wife, of Grandview, Washington, for and in consideration of the sum of Two Hundred Seventy-five and no/100 Dollars (\$275.00) hereby grant to the NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, its successors and assigns, Grantee, an easement to use, as a right of way for a railway spur track or tracks, the following described premises in Section eighteen (18), Township Nineteen (19) north, Range twenty-nine (29) east of the Willamette Meridian, in the County of Grant and State of Washington, to-wit:

That portion of the south eighty (80) feet of the north one hundred ten (110) feet of Farm Unit 66 in Irrigation Block 41 of the Columbia Basin Project, according to the official plat of said block filed in the office of the Grant County Auditor on April 11, 1951 and recorded in Book 1 of Columbia Basin Project Plats at Page 6 in the plat records of said county, lying northerly of a line parallel with and distant 40' southerly, measured at right angles, from the centerline of that certain railway track which is to be located and constructed upon, over and across said Farm Unit 66.

In explanation hereof the above described premises are indicated by RED color on the Map marked Exhibit "A" attached hereto and made a part hereof.

The Grantors hereby acknowledge full settlement of all claims for damages sustained by reason of the location, construction, maintenance, improvement and operation of a railway over the above described premises.

Said easement is granted subject to the following condition:

1. The Grantee will replace head ditch along southerly edge of above described right of way.

Dated this 19 day of August 1953.

Jesse W. Taylor

Ethelna E. Taylor

STATE OF WASHINGTON)
 (ss
County of Yakima)

On this day personally appeared before me JESSE W. TAYLOR and ETHELNA E. TAYLOR, his wife, to me known to be the individuals described in and who executed the within and foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

Given under my hand and official seal this 19 day of August 1953.

SEAL

John H. Sloan
Notary Public in and for the State
of Washington, residing at
Sunnyside in said State.



FARM UNIT 50

FARM UNIT 51

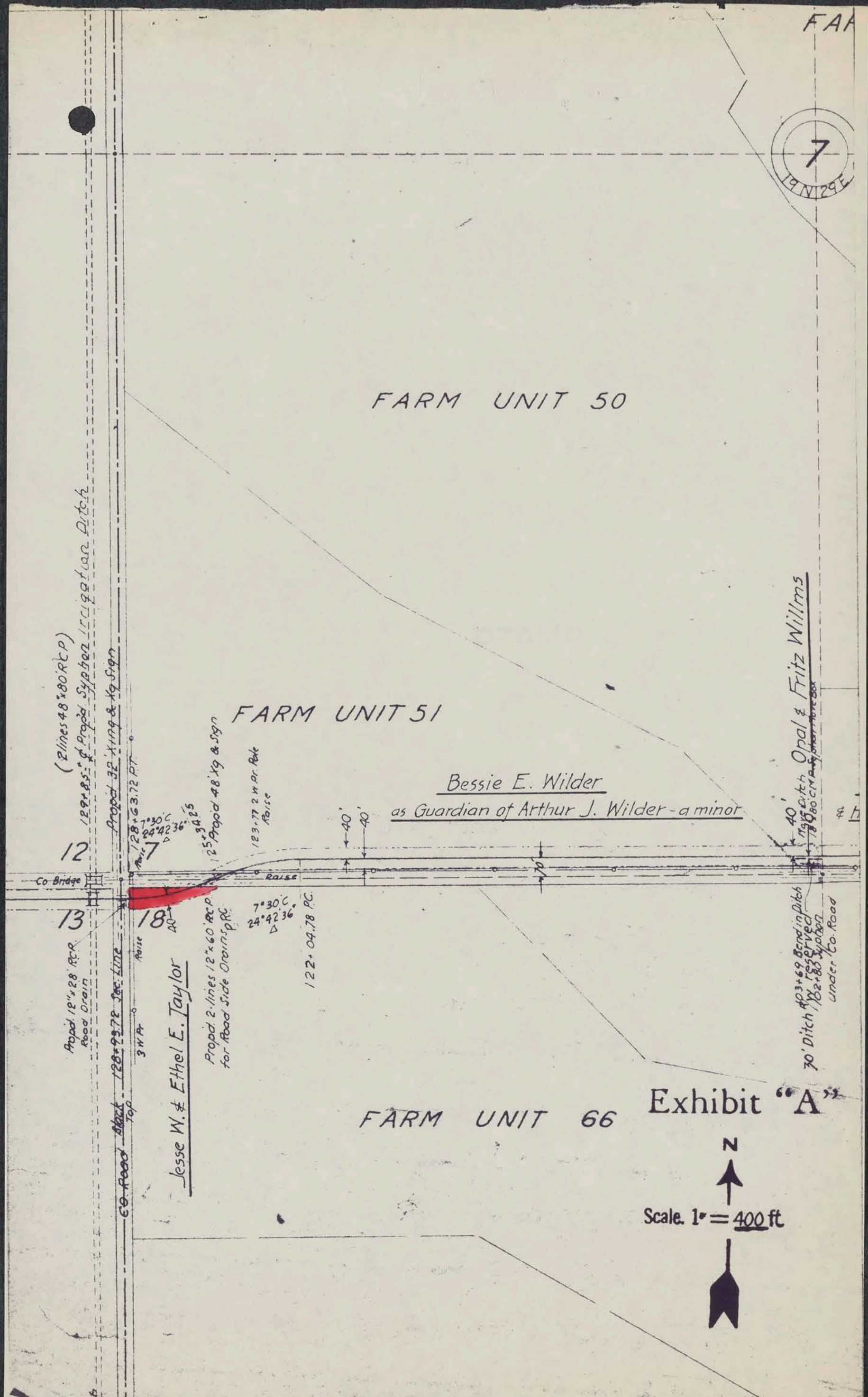
Bessie E. Wilder
as Guardian of Arthur J. Wilder - a minor

Opal & Fritz Willms

FARM UNIT 66

Exhibit "A"

Scale. 1" = 400 ft



DIRECTOR OF
ENGINEERING
SEP
23
1953
HON. PAC. RY.
ST. PAUL, MINN.

RIGHT OF WAY CHANGE MEMORANDUM

10774
53-1
L-5

Memo No. 128 Deed No. 175 Adrian to Connell

Plat No.

C. E. No. 21642-2

A. F. E. No. 19

State Washington

County Grant

St. Paul, Minn. Sept. 22 19 53

Division Idaho

Improv. Sketch Easement to N.P. Ry. Co. for spur track near Moses Lake.

By easement, W-13368, dated August 24, 1953, Jessie B. Qualls and James F. Qualls, her husband, granted the N. P. Railway Company an 80-foot strip of right of way across the SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$ of Sec. 7, Township 19 North, Range 29 East, W.M. Easement was recorded on September 9, 1953 in Book 108 Deeds, Page 444, Grant County Auditor's file 208820.

Consideration \$150.00 and installation of one (1) farm crossing.

Copy attached.

Note: New Connell-Adrian Branch R/W Plat No. 53-1 attached for interested departments.

RAA
T.R. 9
noted
a HB.
9/29/53

Copies to:-
☒ Chief Engr., St. Paul
 Asst. Chief Engr., Seattle
 Distr. Engr., Spokane
 W.M. IN'dl Properties, Seattle
 Asst. Tax Comm'r., Seattle
 Supt., Spokane

J. E. THAMES,
 General Manager Industrial Properties

W-13368

The Grantors, JESSIE B. QUALLS and JAMES F. QUALLS, her husband, of Olympia, Washington, for and in consideration of the sum of One Hundred Fifty and no/100 Dollars (\$150.00) hereby grant to the NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, its successors and assigns, Grantee, an easement to use, as a right of way for a railway spur track or tracks, the following described premises in Section seven (7) of Township nineteen (19) north, Range twenty-nine (29) east of the Willamette Meridian, in the County of Grant and State of Washington, to-wit:

That certain tract or strip of land eighty (80) feet in width, being the north 80 feet of the south one hundred ten (110) feet of the Southeast Quarter of the Southeast Quarter of the Southeast Quarter (SE $\frac{1}{4}$ SE $\frac{1}{4}$ SE $\frac{1}{4}$) of said Section 7.

The Grantors hereby acknowledge full settlement of all claims for damages sustained by reason of the location, construction, maintenance, improvement and operation of a railway over the above described premises.

Said easement is granted subject to the following conditions

1. The Grantee will provide one (1) farm crossing at a convenient point to be agreed upon with the Grantors.

Dated this 24 day of August 1953.

James F. Qualls

Jessie B. Qualls

STATE OF WASHINGTON)
(ss
County of Thurston)

On this day personally appeared before me JESSIE B. QUALLS and JAMES F. QUALLS, her husband, to me known to be the individuals described in and who executed the within and foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

Given under my hand and official seal this 24th day of August 1953.

SEAL

C. G. Quarnstrom
Notary Public in and for the State
of Washington, residing at
Olympia, in said State.

Doc stamps 50¢
55¢

Filed for record 9-9-1953 in Book
108 of Deeds Page 444 Grant County
Auditor fee no. 208820

OFFICE OF
CHIEF ENGINEER
SEP 1959
NORFOLK, VA.
U.S. NAVY

RIGHT OF WAY CHANGE MEMORANDUM

Memo No. 130 Deed No. 177 Adrian To Connell
C. F. No. 21642-2 A.F.E. No. 19

Plat No.

53
L-5

State Washington County Grant

St. Paul, Minn. Sept. 22 19 53 Division Idaho

Improv. Sketch Easement to N.P. Ry. Co. for spur track
near Moses Lake.

By easement W-13365, dated August 14, 1953, Earl Houk and Forence Becker Houk, his wife, granted the N.P. Ry. Co. an 80-foot strip of right of way in the $W\frac{1}{2}SW\frac{1}{4}SE\frac{1}{4}SW\frac{1}{4}$, Sec. 8, Township 19 North, Range 29 East, W.M.

Copy attached.

Consideration \$100.00 and installation of one farm crossing, and right to connect to said spur with a subspur at grantor's expense.

NOTE: Easement was recorded on Sept. 9, 1953, Book 108 Deeds, Page 455, Grant Co. Auditor's File 208832.

NOTE: Revised Connell-Adrian R/W Plat No. 53 attached for interested departments.

Copies to:-

Chief Engr., St. Paul
Asst. Ch. Engr., Seattle
Distr. Engr., Spokane
W. Mgr. Ind'l Properties, Seattle
Asst. Tax Comm'r, Seattle
Supt., Spokane

J. E. THAMES,
General Manager Industrial Properties

Handwritten:
R.R. 9/29/53
noted
a. HB
9/29/53

RESEARCH
FOR
COTTON
FIBER
U.S.A.

OFFICE OF
CHIEF ENGINEER
SEP
23
1953
NOR. PAC. RY.
ST. PAUL, MINN.

W-13365

The Grantors, EARL HOUK and FLORENCE BECKER HOUK, his wife, of Port Angeles, Washington, for and in consideration of the sum of One Hundred and no/100 Dollars (\$100.00) hereby grant to the NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, its successors and assigns, Grantee, an easement to use, as a right of way for a railway spur track or tracks, the following described premises in Section eight (8), Township nineteen (19) north, Range twenty-nine (29) east of the Willamette Meridian, in the County of Grant and State of Washington, to-wit:

That certain tract or strip of land eighty (80) feet in width, being the north 80 feet of the south one hundred ten (110) feet of the West half of the Southwest Quarter of the Southeast Quarter of the Southwest Quarter ($W\frac{1}{2}SW\frac{1}{4}SE\frac{1}{4}SW\frac{1}{4}$) of said Section 8.

The Grantors hereby acknowledge full settlement of all claims for damages sustained by reason of the location, construction, maintenance, improvement and operation of a railway over the above described premises.

Said easement is granted subject to the following conditions:

1. The Grantee will install one farm crossing at a location satisfactory to the Grantors, and,
2. The Grantee agrees that the Grantors may connect on to said spur track or tracks with a sub-spur track at the Grantors' expense, to serve the Grantors' land.

Dated this 14th day of August, 1953.

Houk

Florence Becker Houk

STATE OF WASHINGTON)
 (ss
County of Clallam)

On this day personally appeared before me EARL HOUK and FLORENCE BECKER HOUK, his wife, to me known to be the individuals described in and who executed the within and foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

Given under my hand and official seal this 14th day of August 1953.

Maude Montgomery

Notary Public in and for the State
of Washington, residing at
Port Angeles in said State.

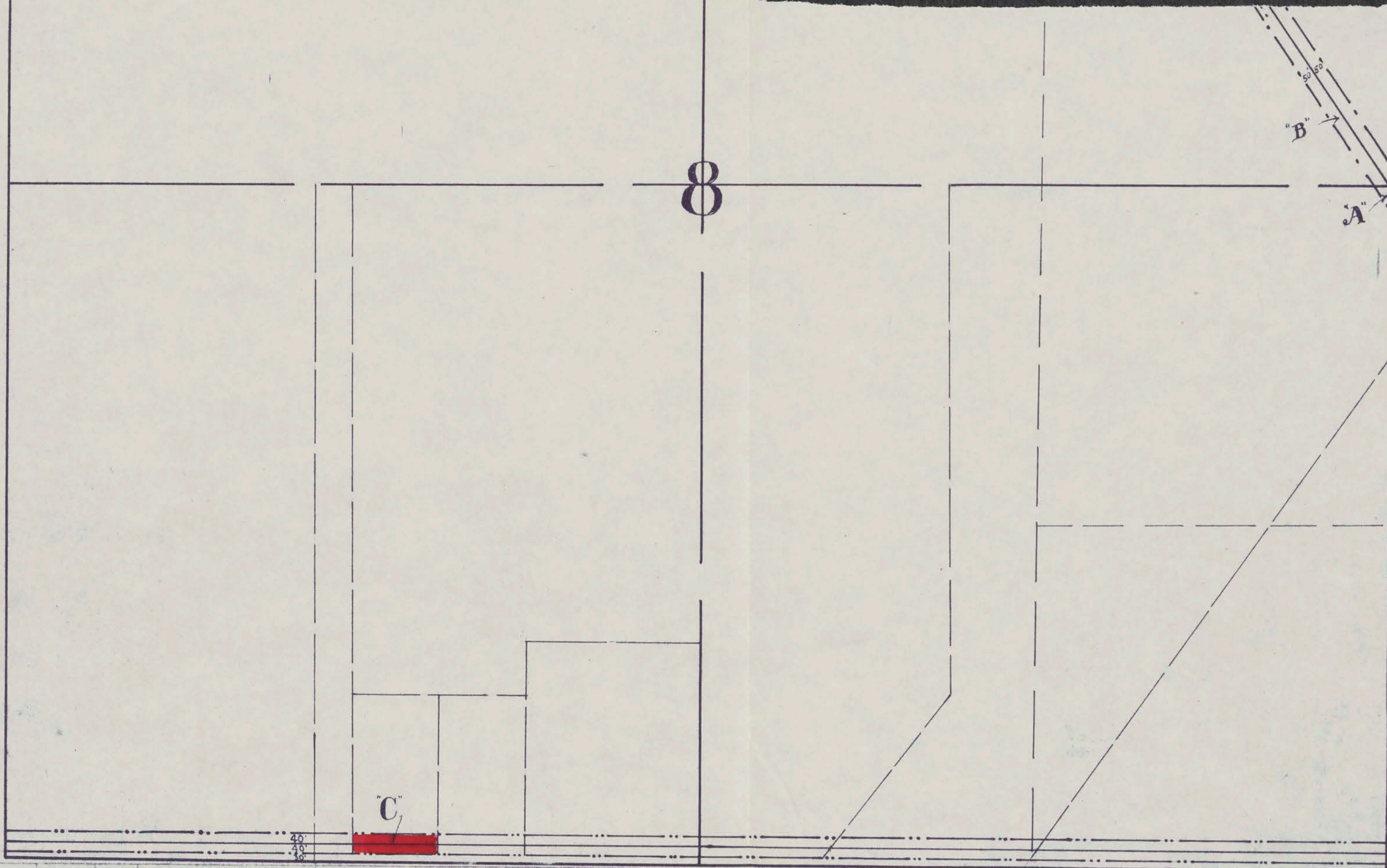
Filed for record 9-9-1953

records Grant Cou.

book 108 of Deeds pg. 455

Auditor's fee

208832



	Deed No.	Grantor	Grantee	Title	Acres	Date	When and Where recorded	Brief Description	Cor. File	By Memo.
A	95	H. G. Lyons & Wife	C. N. Ry. Co.	War. Deed	0.10	Dec. 6, 1909	Jan. 14, 1910. Vol. 1, p. 424 - Deeds	R/W in NE ⁴ SE ⁴	6553	421/10
B	100	C. E. Lyons & Hus.	do	do	8.76	do	do p. 415 - "	100' R/W across NE ⁴	"	409/10
C	177	Earl Houk & Florence Becker Houk	N. P. Ry. Co.	Easement		Aug. 14, 1953	Sept. 9, 1953 Book 108 Deeds, P. 455	80' R/W across W ² SW ⁴ SE ⁴ SW ⁴	21642-2	130/53
D										

Saint Paul, October 2, 1953

MR. J. T. DERRIG:

Referring to recent correspondence about proposed industrial spur track from WHEELER to Section 13, at MOSES LAKE:

Please advise status of additional Engineering Department work to be handled at this time in connection with completion of survey, including information as to waterway openings, preparation of grading specifications, etc.

P/a

cc-Mr. J. A. Young

10774

Seattle, Washington
September 11, 1953

717-1

Mr. H. R. Peterson:

Wheeler - Trackage to serve Section 13

In respect to the handling of grading work and track work for Section 13, near Wheeler, Mr. Alsip, under date of September 10th, advises as follows:

"I know of no reason after the grading is done that our extra gang cannot do all the track laying the same as we did to the U&I factory."

Accordingly, we have arranged to prepare specifications and proposal for the handling of the grading work only.

JTD:jo

J. H. Herring
Assistant Chief Engineer

☒ D. H. SHORMAKER
☒ P. R. GIBSON
☒ J. D. WORTHING
☒ W. R. BJORKLUND
☒ C. E. EKBERG
☒ S. W. LAW
☒ G. L. SMITH
☒ H. M. SCHUDLICH
☒ S. H. KNIGHT
☒ W. H. JAHN
☒ L. B. CURTISS
☒ R. A. SKOOGLEN

H. R. P.
9/17

OFFICE OF
VALUATION ENGINEER
SEP 17 1953
NOR. PAC. RY.
ST. PAUL, MINN.

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OFFICE OF
VALUATION ENGINEER
SEP 17 1953
NOR. PAC. RY.
ST. PAUL, MINN.

Seattle, Washington
September 9, 1953

717-1

Mr. H. R. Peterson:

Moses Lake - Trackage to Serve Section 13

Your letter September 2nd in regard to proposed spur track leading to Section 13 near Wheeler.

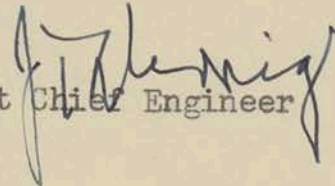
I have taken the question up with Mr. Alsip as to whether he is in a position to handle track work with Division Forces and I will advise you as soon as I have his decision.

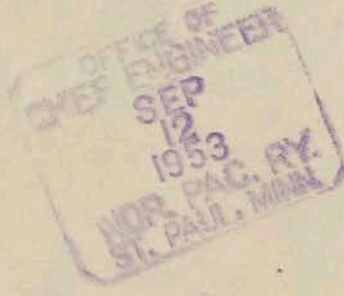
In regard to the culvert and siphon work, I am inclined to think that it will be necessary for the Bridge Engineer to prepare a special plan for the siphon for the main ditch in the northwest corner of Section 13. I will have this feature checked up in the field and also have Mr. Young contact the Reclamation Bureau and determine their requirements.

In the meantime, I will arrange to have plans and specifications prepared for handling the grading work and submit same to you for approval.

JTD:jo

Assistant Chief Engineer





RIGHT OF WAY CHANGE MEMORANDUM

10774
53-3
L-5

Memo No. 123 Deed No. 173 Adrian to Connell
C. F. No. 21642-2 A.F.E. No. 19

Plat No.

State Washington County Grant

St. Paul, Minn.

Sept. 8 19 53

Division Idaho

Improv. Sketch

Easement to Northern Pacific Railway Company for spur track at Moses Lake.

By easement, W-13375, dated August 11, 1953, The City of Moses Lake and Moses Lake Aero Club granted the N.P. Ry. Co. an 80-foot strip of right of way in the Northeast Quarter (NE $\frac{1}{4}$) of Sec. 13, Township 19 North, Range 28 East, W.M.

Consideration \$1.00
Copy attached.

Easement was recorded on August 21, 1953 in Book 108 of Deeds, Page 194, Grant County Auditor's File No. 207847.

Note: New R/W plat attached for interested departments.

[Handwritten signature]
T.R.G.
noted
a.H.B.
9/10/53

Copies to:-

✓ Chief Engr., St. Paul
Asst. Chief Engr., Seattle
Distr. Engr., Spokane
W. Mgr. Ind'l Properties, Seattle
Asst. Tax Comm'r, Seattle
Supt., Spokane

J. E. THAMES,
General Manager Industrial Properties

The Grantors, THE CITY OF MOSES LAKE, a municipal corporation, and MOSES LAKE AERO CLUB, a Washington corporation, for and in consideration of the sum of One and no/100 Dollars (\$1.00), receipt of which is hereby acknowledged, do hereby GRANT to the NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, its successors and assigns, Grantee, an easement to use as a right of way for a railway spur track or tracks, the following described premises in Section thirteen (13), Township nineteen (19) north, Range twenty-eight (28) east of the Willamette Meridian, in the County of Grant and State of Washington, to-wit:

A tract or strip of land eighty (80) feet wide, being all that portion of the Northeast Quarter of said Section lying between two lines parallel with and distant forty (40) feet, measured at right angles, from and on each side of the following described center line:

Beginning at the point of intersection of the East line of said NE $\frac{1}{4}$ with a line parallel with and distant seventy (70) feet South, measured at right angles, from the North line of said NE $\frac{1}{4}$; thence West along said parallel line a distance of 2189.47 feet to a point of curve; thence on a curve to the left, having a radius of 764.5 feet, a distance of 1205 feet to a point in the Northwest Quarter of said Section.

Subject to right of way for county road over the East 30 feet thereof.

In explanation the above described strip of land is indicated by RED color on the map marked Exhibit "A" attached hereto and made a part hereof.

PROVIDED, HOWEVER, that should the Grantee fail to construct said railroad track or tracks within five (5) years from the date hereof, this easement shall be null and void and all rights hereunder shall revert to the Grantors herein.

The Grantors hereby acknowledge full settlement of all claims for damages sustained by reason of the location, construction, maintenance, improvement and operation of a railway over, along and across said premises.

The Grantee will provide a fence along the south line of said above described right of way at any time if such fence is required by the Grantors.

This easement is granted upon the condition that the Grantee will not install any facilities on said above described right of way which do not meet with the approval of the Civil Aeronautics Administration in the operation of the airport located in the Northeast quarter of said Section 13.

Dated this 11th day of August 1953.

CITY OF MOSES LAKE

Approved: Ralph Kenison
City Attorney

By C. M. McCosh
Mayor

Attest: Mabel Waterman (SEAL)
City Clerk

Recorded Aug 21, 1953 in
Vol. 108 of Deeds Page 194
Records Grant County Wash.
Auditor's File No. 207847.

MOSES LAKE AERO CLUB

By Mel Zornes
President

Attest: John D. Hockstatter
Secretary

STATE OF WASHINGTON)
) (ss
County of Grant)

On this 13th day of August, 1953, before me personally appeared C. M. McCOSH and MABEL WATERMAN, to me known to be the Mayor and City Clerk of the City of Moses Lake, one of the corporations that executed the within and foregoing instrument, and acknowledged said instrument to be the free and voluntary act and deed of said City of Moses Lake, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument and that the seal affixed is the corporate seal of said City of Moses Lake.

In Witness Whereof, I have hereunto set my hand and affixed my official seal the day and year last above written.

Phyllis Ekanger

Notary Public (SEAL)

STATE OF WASHINGTON)
) (ss
County of Grant)

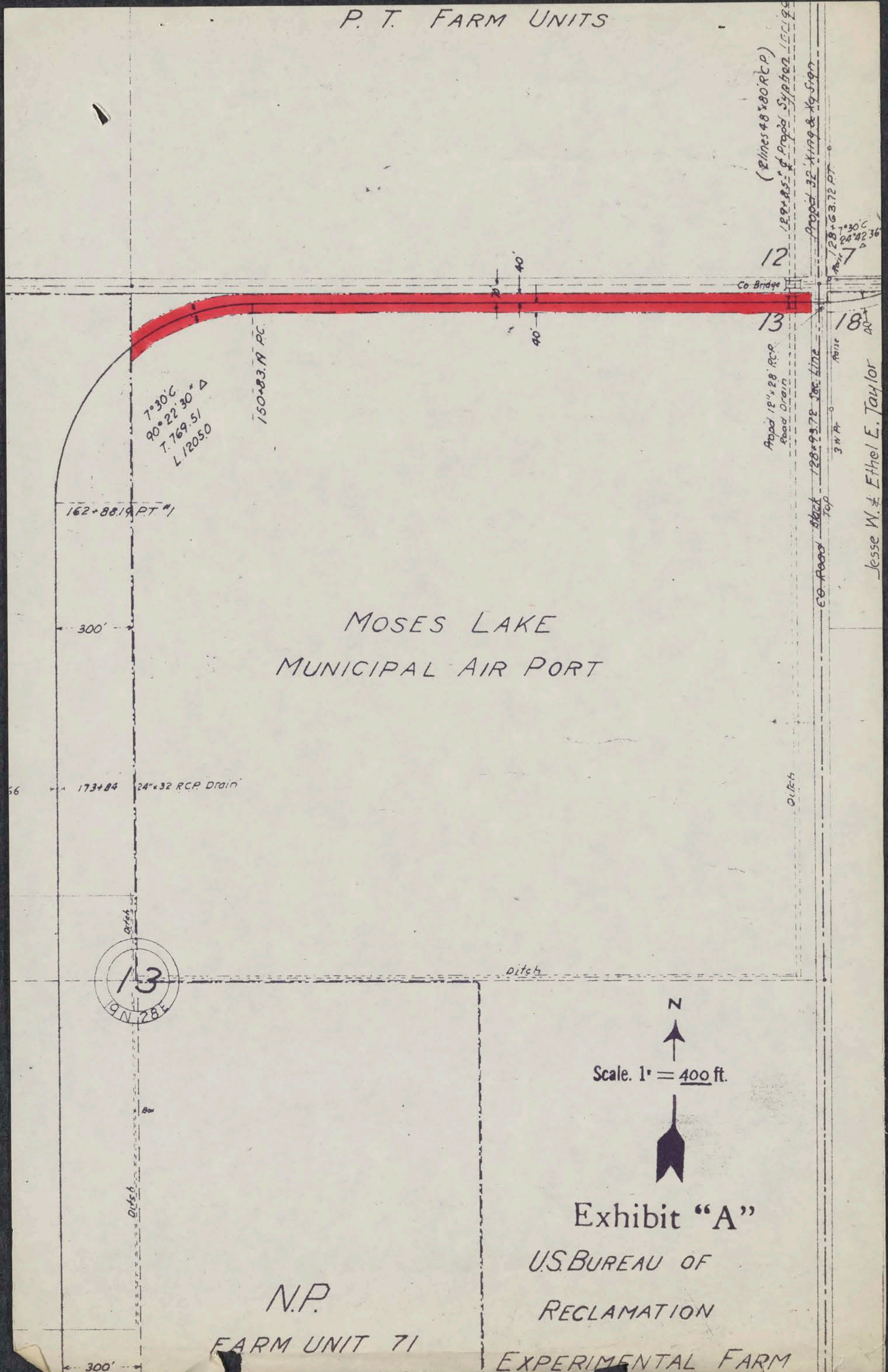
On this 13th day of August, 1953, before me personally appeared MEL ZORNES and JOHN D. HOCKSTATTER, to me known to be the President and Secretary of the Moses Lake Aero Club, one of the corporations that executed the within and foregoing instrument, and acknowledged said instrument to be the free and voluntary act and deed of said Moses Lake Aero Club, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument and that the seal affixed is the corporate seal of said Moses Lake Aero Club.

In Witness Whereof, I have hereunto set my hand and affixed my official seal the day and year last above written.

Phyllis Ekanger

Notary Public
(SEAL)

P. T. FARM UNITS



7°30' C
90°22'30" D
T. 769.51
L. 1205.0

150+83.19 PC

162+88.19 PT #1

300'

MOSES LAKE
MUNICIPAL AIR PORT

66

173+84 24" x 32 RCP Drain

13
19N 28E

ditch

ditch



Scale. 1" = 400 ft.



Exhibit "A"

U.S. BUREAU OF
RECLAMATION

N.P.
FARM UNIT 71

EXPERIMENTAL FARM

(Lines 48 x 80 RCP)

128+85.5" of Propd Siphon 150' x 12"

Propd 32' King & Co Sign

128+63.72 PT

7°30' C
24°42'36" D

Jesse W. & Ethel E. Taylor

Saint Paul, September 2, 1953

MR. J. T. DERRIG:

Mr. Judson's letter of September 1 advised as follows:

"The Board authorized the construction of a spur track from Wheeler to Moses Lake on the Washington Central Branch.

It is not desired to start construction at this time, but to have all preparations taken care of in the way of engineering work that are necessary; and when sufficient industries have been located, the construction could start without delay".

Will you please prepare proposal and blank contract forms, also specifications, for grading, and submit to me for review: this to be handled promptly so that complete forms will be available at whatever time the job is to be progressed. Presume you will arrange for any additional field survey to determine culvert openings required, etc.

You may wish to have undated requisition prepared and available for release when necessary, to cover culvert pipes, fencing, and all other materials that may be required for roadbed and right of way exclusive of track.

Mr. Smith is receiving copy of this letter so that he will submit at the proper time requisition to cover all track materials.

Mr. Jahn also receiver copy of this letter and will arrange to submit AFE promptly on further advice to proceed with construction.

In the mean time you may wish to discuss informally with Mr. Alsip, to determine if the track-laying will be handled by Railway extra gang, or if necessary to contract.

I assume that Mr. Moore is handling all matters pertaining to right of way. There will also be matters pertaining to raising of power and communication lines, adjustment of road grades and agreements in connection with the installation of culverts for irrigation canals, as well a road crossings over the new track - at the time we are ready to start construction.

cc-Mr. G. L. Smith

Mr. W. H. Jahn

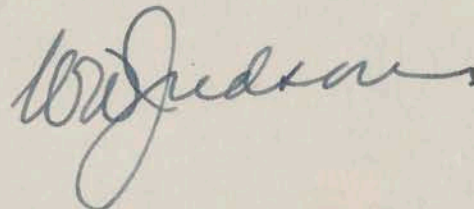
p/s

St. Paul, Minn., September 1, 1953.

Mr. H. R. Peterson:

The Board authorized the construction of a spur track from Wheeler to Moses Lake on the Washington Central Branch.

It is not desired to start construction at this time, but to have all preparations taken care of in the way of engineering work that is necessary, and when sufficient industries have been located, the construction could start without delay.



..... D. H. SUAREZ
..... P. R. GIBSON
..... J. D. WORTHING
..... W. R. BJORKLUND
..... C. E. EKBERG
..... S. W. LAW
..... G. L. SMITH
..... H. M. SCHUDLICH
..... S. H. KNIGHT
..... W. H. JAHN
..... L. B. CURTISS
..... R. A. SKOGLUN

OFFICE OF
ENGINEER
SEP
2
1953
NOR. PAC. RY.
ST. PAUL, MINN.

10774

Saint Paul, August 4, 1953

MR. J. T. DERRIG:

For your information and file attached is one copy of Mr. Jahn's estimate dated August 3, total gross amount \$237,020 for proposed trackage to serve Sec. 13, prop. 1, as shown on District Engineer's sketch dated April 6, and profile, revised July 23, near MOSES LAKE.

p/s

att.

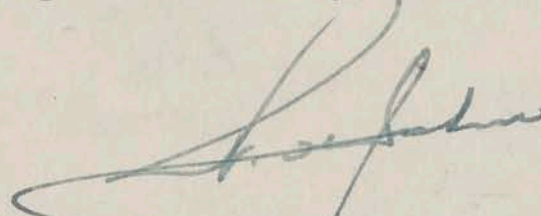
*Cy of est 8/3 handed
Mr. Stanton 8/12 to
bring his file up to date
HWP 8/12*

St. Paul, Minnesota
August 3, 1953

Mr. H. R. Peterson:

I am sending you herewith a revised estimate of cost, in four copies, for trackage to serve Section No. 13 near Moses Lake, Washington as per sketch dated April 6, 1953. The estimate has been revised to conform with the new grades shown on revised profile as mentioned in Mr. Derrig's wire D-358 to you. The estimate has been set up in AFE estimate form.

Mr. Derrig's wire and your file returned herewith.



Valuation Engineer

WHJ:K
Att.

Handwritten notes, mostly illegible due to fading and bleed-through.

Handwritten text, possibly a signature or title, mostly illegible.

• *Handwritten word, possibly "MORNING".*

• *Vertical handwritten text on the right side of the page, possibly a list or notes.*

• *Vertical handwritten text on the far right side of the page.*

RECEIVED
AUG 9 1953
WEBB, PAUL, JR.
ST. LOUIS, MO.

NORTHERN PACIFIC RAILWAY COMPANY

Idaho Division

Connell Northern Branch

WHEELER (near)

State of Washington

Valuation Section No.12

Estimate of cost of constructing trackage to serve Section No. 13 near Moses Lake as per sketch dated April 6, 1953.

Proposed Work:

Construct main spur - 20700 ft.
 " wye leg 1329 ft.
 Relay 250 ft. of Connell Northern Branch main track
 Construct new fencing
 Install syphons and culverts
 Install crossings
 Adjust grade of county road at crossing at Sta. 22+66
 Raise power and telephone lines
 Acquire necessary right of way

Additions and Betterments

Additions

Non-Depreciable Property

Right of way		35,200
Raise power and telephone lines	600	400
Adjust road grade at Sta. 22+66	500	
Excavation	20650 Cu.Yd.	8,260
Borrow (Truck Haul)	24500 " "	36,750
Overhaul	151000 " "	3,020
Water for compaction	2700 M. Gal	8,100
Construct 21669 ft. of 100# track, treated ties, pitrun gravel ballast	37,920	69,340
Construct two 100#-#9 turnouts, each with 90 ft. of track	700	2,705
Construct one 100# - #9 turnouts with 180 ft. of track	550	1,520
Install road crossings	500	500
Engineering	9,690	

Depreciable Property

Acct. #6 - Pipe Culverts

Place necessary culverts and irrigation pipes	5,500	5,500
---	-------	-------

Acct. #13 - Fences

Right of way fences, including necessary cattle guards	4,000	3,000
Engineering	950	

Betterments

Non-Depreciable Property

Rail, S.H. 100# - 500 lin. ft. 7.44 G.T.		150
Fastenings		250
Compr. Joints		110
	117,040	118,675
		117,040
		235,715

Operating Expense

Incidental Expense

Replace cross ties with switch ties	150	
Relay 250 ft. of track	315	
Relocate N.P. telegraph pole line	450	300
Engineering	90	
	1,005	300
		1,005
		1,305

Salvage

Non-Depreciable Property

S.H. track material		300
---------------------	--	-----

Retirement

Non-Depreciable Property

Current Cost - Operating Expense		280
Original " - " "		50
		330

S U M M A R Y

New Work	235,715
Operating Expense	<u>1,305</u>
	237,020
Less Salvage	<u>300</u>
Net Amount	236,720

Not Joint Account

Office of Valuation Engineer
St. Paul, Minnesota
August 3, 1953

NORTHERN PACIFIC RAILWAY COMPANY

Idaho Division

Connell Northern Branch

WHEELER (near)

State of Washington

Valuation Section No.12

Estimate of cost of constructing trackage to serve Section No. 13 near Moses Lake as per sketch dated April 6, 1953.

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Additions and Betterments

Additions

Non-Depreciable Property

Right of way		35,200
Raise power and telephone lines	600	400
Adjust road grade at Sta. 22+66	500	
Excavation 20650 Cu.Yd.	8,260	
Borrow (Truck Haul) 24500 " "	36,750	
Overhaul 151000 " "	3,020	
Water for compaction 2700 M. Gal	8,100	
Construct 21669 ft. of 100# track, treated ties, pitrun gravel ballast	37,920	69,340
Construct two 100#-#9 turnouts, each with 90 ft. of track	700	2,705
Construct one 100# - #9 turnouts with 180 ft. of track	550	1,520
Install road crossings	500	500
Engineering	9,690	

Depreciable Property

Acct. #6 - Pipe Culverts

Place necessary culverts and irrigation pipes	5,500	5,500
---	-------	-------

Acct. #13 - Fences

Right of way fences, including necessary cattle guards	4,000	3,000
Engineering	950	

Betterments

Non-Depreciable Property

Rail, S.H. 100# - 500 lin. ft. 7.44 G.T.		150
Fastenings		250
Compr. Joints		110
	117,040	118,675
		117,040
		235,715

Operating Expense

Incidental Expense

Replace cross ties with switch ties	150	
Relay 250 ft. of track	315	
Relocate N.P. telegraph pole line	450	300
Engineering	90	
	1,005	300
		1,005
		1,305

Salvage

Non-Depreciable Property

S.H. track material		300
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S U M M A R Y

New Work	235,715
Operating Expense	<u>1,305</u>
	237,020
Less Salvage	<u>300</u>
Net Amount	236,720

Not Joint Account

Office of Valuation Engineer
St. Paul, Minnesota
August 3, 1953

W.H. Jones
Please if you can handle can send to
H.R.P. 7/29

N.P. RY. ST. PAUL
TELEGRAPH OFFICE

1953 JUL 28 PM 7 14

NP108CF W SEATTLE 28 429P

H R PETERSON STP

TREMAINES LETTER JULY 24TH WITH REVISED PROFILE LEADING TO SECTION
13 NEAR MOSES LAKE. RECOMMEND WE APPROVE THE REVISED PROFILE AND
INCREASE ESTIMATE FOR GRADING QUANTITIES SUFFICIENT TO TAKE CARE OF
ADJUSTING COUNTY ROAD AT STATION 22 TO MEET THE ELEVATION OF NEW
RAILROAD GRADE IF CONSTRUCTED. I ASSUME YOU NOW HAVE SUFFICIENT
INFORMATION TO COMPLETE AFE ESTIMATE. IF NOT PLEASE ADVISE ADDITIONAL
DATA YOU REQUIRE D-358

J T DERRIG.

JUL
29
1953

[illegible]

10774-2
Spokane, Washington
July 24, 1953

JA 7/24 7/27
to note
HMP 7/26
Mr. J. T. Derrig:

Wheeler - Trackage to serve Section 13

In answer to your letter of July 6, 1953 in connection with the suggested grade revisions as shown in yellow on print attached to your letter.

Mr. O'Hearne has shown the suggested grade revisions on the profile revised July 23, 1953, and has obtained revised estimate of quantities as follows:

Excavation	-	20,650 c.y. at 0.40	-	\$ 8,260
Borrow (truck haul)	-	24,500 c.y. at 1.50	-	36,750
Overhaul	-	151,000 units 0.02	-	3,020
Water for Compaction	-	2,700 M gal. 3.00	-	<u>8,100</u>

Total - EST. COST OF GRADING - - - - - \$56,130

This compares with \$79,910 as estimated on our estimate dated April 17, 1953, or a net savings of \$23,780 or nearly 30% of the original.

However, in this connection, it should be noted that the County road crossing at Sta. 22+66 has not been met at the proper elevation to comply with the proposed grade to which the County proposes to place black top in connection with this year's road improvement program. I am attaching copy of letter from Mr. Pete Hemstead, Assistant County Road Engineer, Grant County, whose office is at Moses Lake, in which he states that the top of road elevation at the crossing is to be 1227.16', which will put our top of rail as now revised about 1.5' below the top of road. I should add here that Grant County and the Railway surveys are both on Bureau of Reclamation elevation datum, which coincides with Northern Pacific datum in this locality.

There is no apparent objection to the grade revision in the vicinity of Station 140.

(Signed) H. M. TREMAINE
District Engineer

JPT:lob
cc-Mr. H. R. Peterson (1)
Mr. W. D. O'Hearne (1)
Encs. (1)

C
O
P
Y

Office of the
COUNTY ROAD ENGINEER
GRANT COUNTY

C
O
P
Y

James H. Dodson
Phone 151

EPHRATA, WASHINGTON

March 23, 1953

Mr. J. P. Titus
Northern Pacific R.R.
Spokane, Washington

Dear Mr. Titus:

In reply to your verbal question as of March 23, the tangent grade 70' North of the section corner common to Sections 8, 9, 16 and 17, T. 19, R. 29, is 1227.15' in elevation. The following information may help you in case you shift your line farther north. The above mentioned section corner is 0+00, our line running north on a 5.36% grade to Sta. 1+50 where the vertical curve begins. The elevation at 0+00 is 1223.40'.

I hope that this information will be of help to you.

Very truly yours,

/s/ Pete Hemstead

Moses Lake, Wn.

Idaho Div. - W.C. Branch
WHEELER
Val. Sec. - Wash. #12

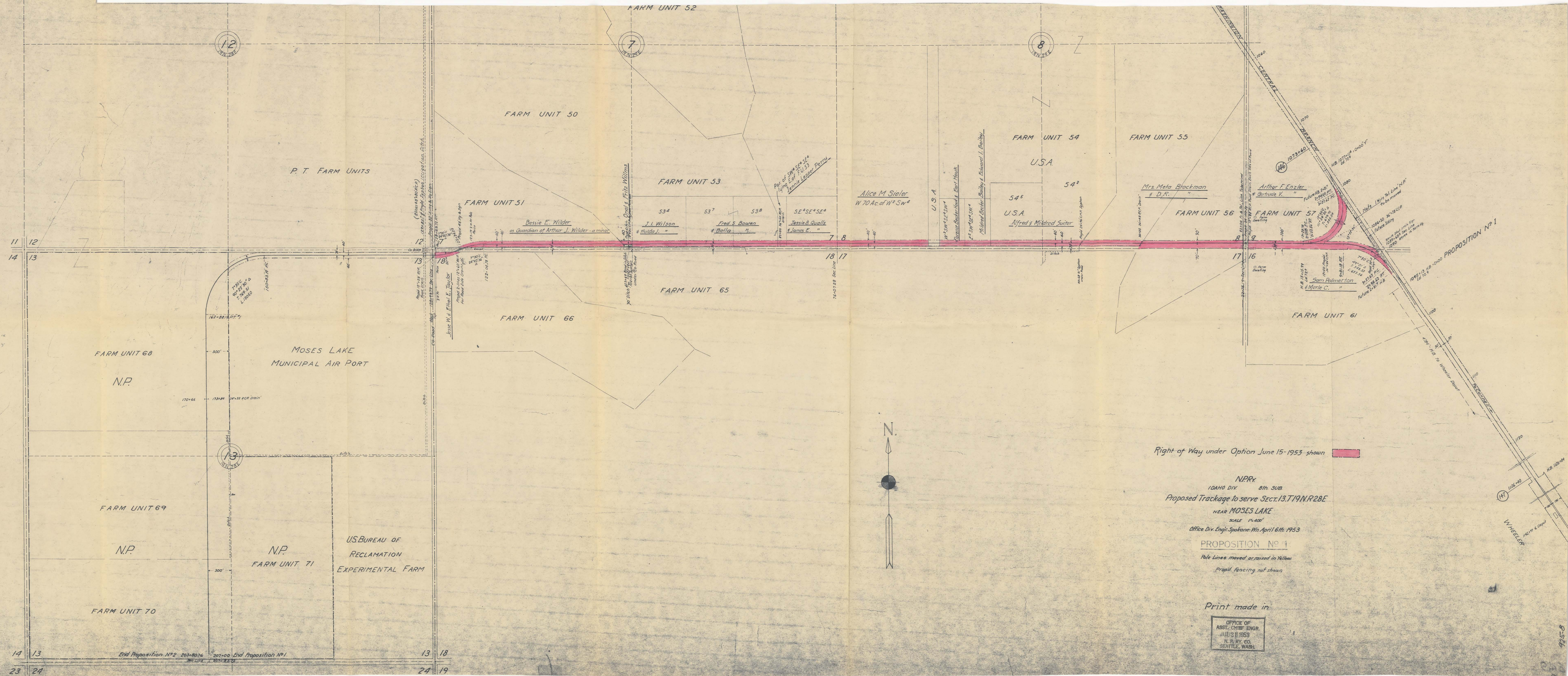
Estimate of cost proposed trackage to serve Section 13.

		Prop. #1 (Red Line)	Prop. #2 (Green Line)
Grading - Excavation 26,300 cu.yds.	.40	\$ 10,520	
Borrow 35,900 cu.yds.	1.50	53,850	
Overhaul - 267,000 yds.	.02	5,340	
Water compaction - 3400 M-Gal.	3.00	10,200	
- Excavation 35,430 cu.yds.	.40		\$ 14,170
Overhaul - 296,500 yds.	.02		5,930
Water compaction - 1080 M-Gal.	3.00		3,240
Track Work - Place 3 switches complete, using 90# material, treated switch ties, and 6" of ballast		4,600	4,600
Build balance of trackage, using 90# material, treated cross ties, and 6" of ballast		114,000	112,600
Culvert Pipe - Placing necessary drain pipes, and irrigation culverts		11,000	13,000
Road Xings - Place necessary crossings, complete		1,000	1,500
Power & Telephone Lines - Raise to proper clearance		1,000	1,000
N.P. Telegraph Line - Move poles and raise		750	750
Right of Way Fence - Average 1 side full length, including necessary cattle guards		7,000	7,000
Contingencies		5,000	5,000
Engineering		<u>4,000</u>	<u>4,000</u>
Total Estimated Cost Prop. #1		\$228,260	
Total Estimated Cost Prop. #2			\$172,790

Note: The above estimate does not include cost of right of way with its appurtenances.

Office of District Engineer
Spokane, Washington
April 17, 1953

Right of Way as per letter J.T. Moore 4/21/53	35,200	50,000
TOTAL COST OF MAIN SPUR	Prop. #1 \$263,460	Prop. #2 \$222,790



10774

Seattle, Washington
July 21, 1953

717-1

Mr. H. R. Peterson:

Moses Lake - Proposed trackage to serve
Section 13

Mr. Moore has requested that map showing right of way option be corrected to show strip of property 100' in width from the south line of the section line and within farm unit 57, near the proposed wye track for spur track leading to Section 13, near Moses Lake.

I have shown the description on print of map dated office of District Engineer, April 6, 1953. I suggest you arrange to have your transparent corrected to fit the description now outlined by Mr. Moore for this strip of property in farm unit 57.

I am sending copy of this print to Mr. Tremaine in order that he may arrange to change the limits of the original tracing. I am requesting Mr. Tremaine to make this change on the tracing without changing the reference date of the map, as some of these maps have been distributed with the right of way shown with limits as interpreted by Mr. Moore in Farm Unit 57.

J. T. Lewis
Assistant Chief Engineer

JTD:jo

cc: HME
JFA

D. H. SHOEMAKER
J. A. YOUNG
J. D. WORTHING
W. R. BJORKLUND
C. E. ERBERG
B. W. LAW
G. L. SMITH
H. M. SCHUDLICH
S. H. KNIGHT
W. H. JAHN
L. B. CUNNINGHAM
R. A. BRIDGLUN

Transparency
Revised 7/27/53
Slung

Pls do -
7/24

CHIEF OF BUREAU
JUL 24 1953
HQP, PAT. BY
ST. BUREAU

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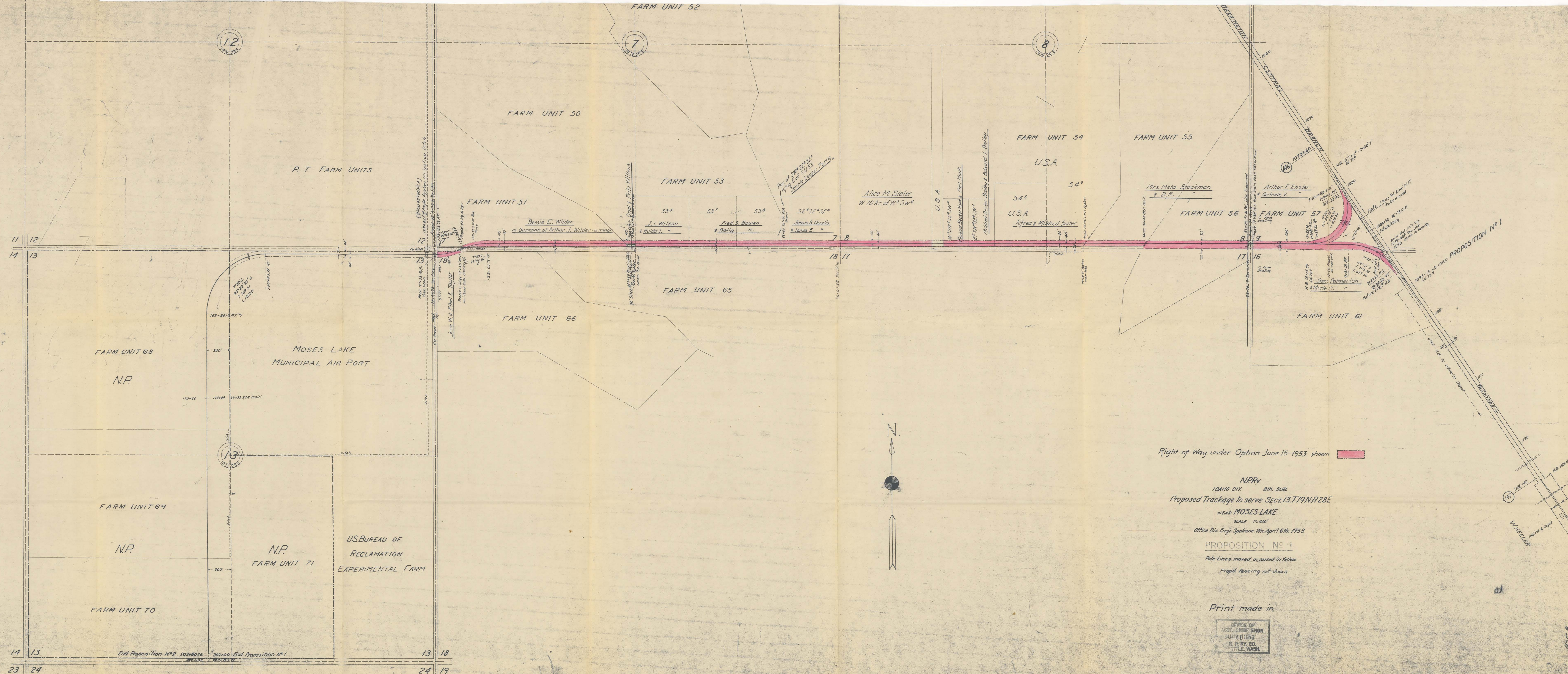
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Right of Way under Option June 15-1953 shown

N.P.R.
104th DIV. 8th. SUB.
Proposed Trackage to serve Sect. 13, T19N, R28E
NEAR MOSES LAKE
SCALE 1"=400'
Office Div. Eng'g. Spokane, Wn. April 6th. 1953
PROPOSITION No. 1
Rule Lines moved or raised in Yellow
Prop'd. fencing not shown

Print made in

OFFICE OF
ASST. CHIEF ENGR.
JUL 21 1953
N. P. R. CO.
LITTLE, WASH.

St. Paul, Minnesota
July 14, 1953

File: 10774-2

Mr. J. T. Derrig:

Your letter of July 6 to Mr. Tremaine regarding Wheeler trackage to serve Section 13.

I agree with your suggestion that the grade line could be revised along the lines that you have suggested to Mr. Tremaine. In your comments in the fourth paragraph regarding the meticulous grade lines I have only noticed one place on this map where the figures have been carried to thousandths, and that is on the grade line, Station 10 to 21.

JAY/jwm

Chief Engineer

Seattle, Washington
July 6, 1953

717-1

Mr. H. M. Tremaine:

Wheeler - Trackage to Serve Section 13

In further reference to proposed spur track leading to Section 13, near Moses Lake.

It seems obvious that the grading quantities for this spur track can be reduced by adjusting the grade line and I have incorporated in yellow on the attached print the suggested grade revision. By lowering the grade line near the location of the turnout as shown in yellow, we will materially reduce the embankment quantities and at the same time eliminate encroachment on the right of way as now purchased.

It also appears that the grading quantities in the cut, station 140, can be materially reduced and I have shown suggested revision in yellow.

I am inclined to think that the cost of this grading work can be further reduced by extending the 1.5 grade east of station 153, reducing the length of vertical curve. In this connection, I note that your grade line and vertical curves are shown to the nearest thousandth of a foot. It would appear that a great deal of time has been wasted in the drafting room, working out these complicated grade lines and elevations in meticulous detail. Certainly on a spur track such as this, where alluvial soil is encountered, grade lines to the nearest 100th should be sufficient for all practical purposes.

I am returning the tracing of your profile and will thank you to further review the suggested revisions I have made, submitting revised grade line recommended. In submitting revised grade line, please arrange to show in pencil until the profile is formally approved.

~~Reviewed by~~ D. H. SHOEMAKER

~~Reviewed by~~ J. A. YOUNG

~~Reviewed by~~ J. D. WORTHING

~~Reviewed by~~ W. R. BJORKLUND

~~Reviewed by~~ C. E. EKBERG

~~Reviewed by~~ S. W. LAW

~~Reviewed by~~ G. L. SMITH

~~Reviewed by~~ H. M. SCHUDLICH

~~Reviewed by~~ S. H. KNIGHT

~~Reviewed by~~ W. H. JAHN

~~Reviewed by~~ L. B. CURTIS

~~Reviewed by~~ D. A. SKOGSTAD

J. T. DERRIG

Assistant Chief Engineer

JTD:jo

cc: RRP

Handwritten signature and date: 7/9

[illegible]

STERN, A. L. and others

1907-1908

Q11111201 01 01 17 2000 00000000

THE UNIVERSITY OF CHICAGO

THE J. M. C. COMPANY

[illegible]

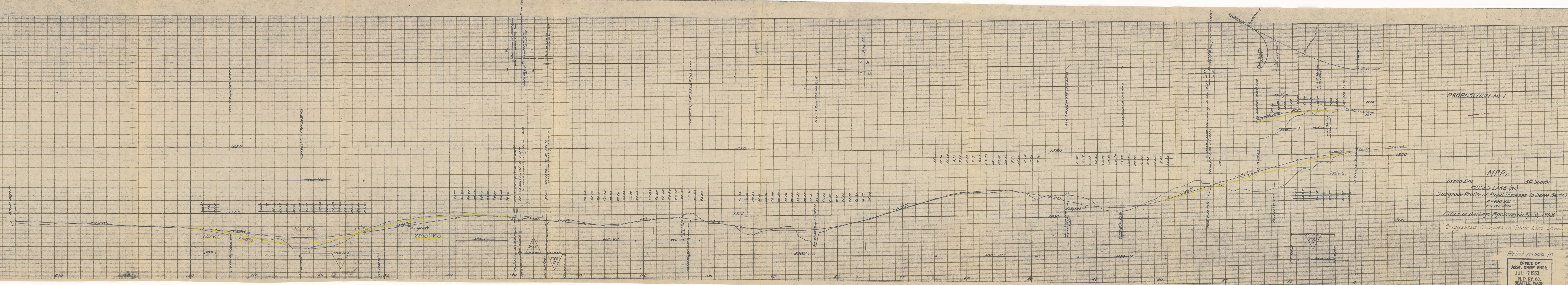
H. W. SONG ET AL.

PholM-1E.3 *continued*

THE UNIVERSITY OF CHICAGO

271749 J. J. Swanson

卷之四



PROPOSITION No. 1

NPR

Idaho Div. 8TH Subdiv

9TH Subdiv

MOSES LAKE (W)

Subgrade Profile of Prop'd Trackage To Serve Sect 13

1st = 400 Hor.

1" = 20' Vert.

Office of Div. Engr. Spokane, Wt. Apr. 6, 1953

6

Print made in

OFFICE OF

ASST. CHIEF ENGR.

JUL 6 1953

N. P. RY. CO.
SEATTLE, WASH.

MEMO

from the desk of _____

to _____

Mr Skooglen

Please File Negative
attached. Correspondence
File 10774

HR Piersen
7/6/52

VF 403-2

Seattle, Washington
July 2, 1953

717-1

RAS
any comments?
H.R.P.
Sketch attached
of Prop'n. #1 dated 4/6/53
appears to be O.K.

Thompson
7/6/53

Mr. J. T. Moore:

Wheeler - Trackage to serve Section 13

In compliance with your request, I have shown on transparent tracing of District Engineer's map April 6, 1953, the actual width of right of way which you have obtained for proposed construction of spur track to Section 13, near Wheeler.

The right of way which you have now optioned will be satisfactory for our requirements. We can make some adjustment on the grade line for that portion of the line between sections 8 and 9 and avoid slope encroachment for the fill.

The highway on the section line in Farm Unit 56 is now used to some extent and the grading probably will be extended to the north easterly corner of Section 17. If so, an easement for the encroachment can be granted to the County or State as required.

I see no reason why the options for this trackage, based on the width of right of way now obtained cannot be completed without further delay, provided you have authority to proceed with the completion of the options at this time.

I am forwarding one print of this sketch to Mr. Peterson together with transparent so he will be in a position to furnish additional prints to Mr. Thames or other St. Paul officers interested.

J. T. DERRIG
Assistant Chief Engineer

JTD:jo

cc: HRP
JFA
BMT

Mr. Peterson: 1 print & 1 transp. of sketch April 6, attached.

Mr. Leferson: I bring a 7 piece of exerts vblly q' srtscqeq.

1 A 021210

JUL
6
1953



Right of Way under Option June 15-1953 shown

NPRx
IDAHO DIV. 8th SUB
Proposed Trackage to serve Sect. 13, T19N, R28E
NEAR MOSES LAKE
SCALE 1"=400'
Office Div. Engr. Spokane, Wn. April 6th, 1953
PROPOSITION No. 1
Pole Lines moved or raised in Yellow
Prop'd fencing not shown

Print made in

OFFICE OF
ASST. CHIEF ENGR.
JUL 1 1953
U.S. RY. CO.
SEATTLE, WASH.

~~All from~~
Hope it will
soon be an
NP point
Hew

10774

Seattle, Washington
July 7, 1953

Mr. H. R. Peterson:

I am forwarding you clipping from the Seattle P.I., July 6th, covering reference to development of Moses Lake and also separate clipping from the afternoon issue of this paper of the same date, showing 640 acre potato field at Moses Lake, planted on virgin soil, levelled off during the past winter and planted this season.

You will note water obtained for this development is by pumping project and not from the Columbia Basin Irrigation System.

Possibly Mr. Thames and Mr. Haw would be interested in reviewing this article in the event they have not heretofore seen the clipping.

JTD:jo

J. E. Thames
Assistant Chief Engineer

✓ *John Haw*
J. E. Thames
to note
HRP 7/10

Noted
EG 7/13

NOTED
JUL 16 1953
PAC

JUL
10
1953

1860 • 1870 • 1880 • 1890 • 1900

Growth Of An Empire:

Moses Lake Envisions Itself As Biggest City In Basin Area



BUMPER POTATO CROP — Frank Salvino, businessman who also has gone in for farming in a big way, stands in the midst of a fine spread of potatoes on his new 640-acre Hiawatha Valley farm, near Moses Lake. As late as October, 1952, this expanse still was a

stretch of desert covered only with sagebrush. Salvino's land lies within the boundaries of the Columbia Basin government-built project, but he is pumping his water privately and thus is not an actual project participant.

—(Post-Intelligencer Photo by Ken Harris.)

Taken from the
Seattle Post-Intelli-
gencer dated July 6th,
1953.

TAKEN FROM SEATTLE POST-INTELLIGENCER

July 6, 1953

Growth Of An Empire:

Moses Lake Expects To Be Basin's Hub

Sleepy Hamlet Has Become Bustling Modern Community In 10 Years

FIFTH OF A SERIES

By Stub Nelson

Post-Intelligencer Staff Writer

MOSES LAKE, July 5. — Enthusiastic because their town has catapulted from the sleepy hamlet stage to a bustling, modern community in one short decade, ambitious Moses Lakers envision a rosy-hued future.

Cockily, they are dreaming of the time—and they argue the present generation may see it—when Moses Lake will replace Wenatchee as the biggest city in North Central Washington.

It is a hope spawned jointly by a robust "home-town spirit" and the incontestable evidence that the desert rapidly is being transformed into green cropland.

Moses Lake has jumped from a few hundred persons in the early 1940s to a place of more than 5,000 residents today. At present it is roughly one-third the size of older and more sedate Wenatchee, "the Apple Capital of the World." Only time will tell whether Moses Lake will make it, but certainly it is not an impossible objective.

Meanwhile, Moses Lake is in a peppery race with Ephrata, its neighbor 20 miles to the north, to see which community becomes the No. 1 spot in this particular part of the Columbia Basin proper.

Currently, the two booming towns appear to be about even. Their histories are similar. Each town was a small, dozing stop-off prior to World War II. They have grown together, feverishly, in the past 10 years.

Ephrata has one advantage in that it is the "capital" of the Reclamation Bureau's vast Basin irrigation project. Headquarters are located

there. But Moses Lakers stoutly insist their town is a cinch to outdistance Ephrata because it has a "better location."

It is not our desire to get into an argument as to which city enjoys the best location, but some pertinent facts can be impartially cited.

Ephrata lies on the northern perimeter of the Basin and the high hills immediately to the north will remain barren. It has good land to the east, west and south. The area's main source of water is from man-made irrigation channels.

On the other hand, Moses Lake is entirely surrounded by potential crop land.

It is on the main line of the government-built irrigation ditches. And it also has the large body of water bearing the same name lapping at its borders. This additional bountiful water supply assured by the big lake gives Moses Lake an ace in the hole.

In the government-controlled Basin irrigation project, a family is limited to 160 acres.

'LITTLE FELLOW'—

In the main—and properly so—the Basin reclaimed land is for the "little fellow" starting from scratch. The government has built the irrigation system for him and water repayments can be made over a fairly long term.

But landowners are not forced to participate. They have the option of remaining "out," taking no water from the system, and "going it on their own." Landowners staying "out" are not up against acreage restrictions.

The right to remain "out"

continued next page.

Optimistic Moses Lake Envisions Booming Future

has given bigger operators with ample funds opportunity to farm on a large scale. If a man has the necessary cash he can sink his own wells or pump water directly out of Moses Lake. Needless to say, the concentrated huge production from these larger farms has been one of the chief reasons for the city's boom—which began well before the arrival of the government-channeled irrigation water.

NEW WELLS—

Typical of the numerous bigger "independents" hereabouts is Frank Salvino, Seattle and Moses Lake business man.

A little over 6 months ago, Salvino bought a section, 640 acres, in near-by Hiawatha Valley. Only 60 acres, served by a previously dug single well, had been in crops.

Salvino put in three new wells, 240 feet deep, capable of pumping an aggregate of 4,500 gallons of water per minute, day and night. Each pump and well cost him approximately \$12,000.

It is a big deal any way you look at it. Machinery costs a tidy sum and dozens of laborers were required to put the place in shape for crops this year.

The venture is paying out. Salvino has several hundred acres green with bumper crops of potatoes, sugar beets, sweet corn, onions and alfalfa. Barring the unforeseen, his "take" should be tremendous this fall.

Recently, Salvino said he had an offer to sell the entire spread for \$200,000. He claimed it would have netted him about \$40,000 profit. He refused and is eyeing an even

larger operation next year.

Large-scale farms like Salvino's, and they are numerous, are prime reasons for the community's steady growth. There are new crop warehouses, new businesses, new homes, new schools mushrooming all over town.

If you are interested in what good earth can do when properly watered, a stop at Moses Lake is well worth your time. It is located on

Highway 10, a main cross-state artery between Seattle and Spokane.

MORE TOMORROW.

Mr J. E. Thomas

10774

noted & 5/1

*To note & return re
our talk.*

N. P. RY. ST. PAUL
TELEGRAPH OFFICE

H.R.P. 4/29

1953 APR 28 PM 7 15

NP152 CF EB SEATTLE 28 506P

H R PETERSON STP

P-283 SKETCH AND ESTIMATES HAVE BEEN SUBMITTED TO MOORE FOR MAIN SPUR
TRACK ONLY I SUGGEST MR MOORE MAKE HIS RECOMMENDATIONS FOR THE
PREFERRED LOCATION IT IS MY UNDERSTANDING PROPOSITION ONE HAS SOME
ADVANTAGES FROM INDUSTRIAL STANDPOINT WHICH MIGHT OFFSET DIFFERENCE
IN COST FURTHERMORE MR MOORE MAY HAVE SOME SUGGESTIONS ABOUT SPUR
TRACK TO SERVE PROPOSED LEASE IN SOUTHWEST CORNER OF SECTION 13
SUGGEST WE AWAIT MR MOORE'S RECOMMENDATIONS D-205

J T DERRIG.

PACIFIC
APR
29
1953
ST. PAUL

APR 29 1953

1953

72



N. P. 1386A
12-24

TELEGRAM—BE BRIEF

TIME FILED

10774 M.

50 Paul, April 28, 1953

J T Derrig - Seattle

Relet April 22 proposed trackage to serve section 13 near Wheeler.

Is Mr. Moore progressing this matter with the Management? At my

request Mr. Jahn has submitted his estimates of cost which agree

closely with Treasaine's figures. P-283

H R Peterson

April 25, 1953

H. R. Peterson -

With reference to proposed spur tracks to serve section 13 near Moses Lake -

Location of track in Section 13 agrees with that requested by you in your letter of Mar. 18, and Mr. Tremaine in his letter of Apr. 8 indicates that these projections have been run out in compliance with our desires.

However, on profiles plotted in this office we had a maximum of 1% grade - Mr. Tremaine shows grades of 1.5% and 1.6% - this has probably been done so as to reduce the grading quantities.

R. A. Kriston

St. Paul, Minnesota
April 24, 1953

Mr. H. R. Peterson:

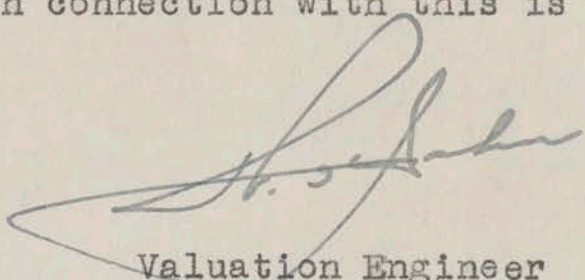
Referring to Mr. Derrig's letters of April 14th and 22nd concerning proposed trackage to serve Section #13 in the vicinity of Moses Lake.

I have prepared estimates for the two propositions as shown on print of sketch dated April 6, 1953 and designated Proposition #1 and Proposition #2. With Mr. Derrig's letter of April 22nd there was furnished estimates by Mr. Tremaine for these same propositions. In my estimates I have used Mr. Tremaine's figures for practically everything except track work. The information available here is not sufficient to determine whether Mr. Tremaine's estimate is out of line but a rough check would indicate that he is approximately correct. The difference in track work results largely from the fact that he uses 90# material whereas my estimate is based on 100# material in line with Mr. G. L. Smith's suggestion.

While I stated above that I have used Mr. Tremaine's figures, I would call attention to one item which appears somewhat unusual and this is in connection with Proposition #1 of Mr. Tremaine's estimate which shows a total of 35,900 cu. yds. of borrow at \$1.50 a yard. Mr. Derrig has not commented on this and I take it, therefore, that there is an unusual situation here which would justify that price unless, of course, it is solid rock.

The estimates are being sent you in four copies.

The file in connection with this is returned herewith.


Valuation Engineer

WHJ:K
Att.

	#1	#2
WHJ	262,630	216,170
HMT	263,460	222,790

1000

1000

1000

1000

1000

1000

1000

OFFICE OF
CHIEF ENGINEER
APR 24
1953
NOR. PAC. RY.
ST. PAUL, MINN.

NORTHERN PACIFIC RAILWAY COMPANY

Idaho Division

Connell Northern Branch

MOSES LAKE (near)

State of Washington

Valuation Section No. 12

Estimate of cost of constructing trackage to serve Section No. 13, as per sketch dated April 6, 1953.

Proposed Work:

Construct main spur	20,700 Ft.
" wye leg	1,329 "
Total	22,029 "

Relay 250 ft. of Connell Northern main track
Construct new fencing
Install syphons and culverts
Install crossings
Raise power and telephone lines

Additions and Betterments

Additions

Non-Depreciable Property

Right of way		35,200
Raise power and telephone lines	600	400
Excavation	26,300 Cu.Yd.	10,520
Borrow	35,900 " "	53,850
Overhaul	26,700 Yd.	5,340
Water compaction	3,400 M. Gal	10,200
Construct 21669 ft. of 100# track, treated ties, pitrun gravel ballast	37,920	69,340
Construct two 100# - #9 turnouts, each with 90 ft. of track	700	2,705
Construct one 100# - #9 turnout with 180 ft. of track	550	1,520
Install road crossings	500	500
Engineering	12,020	

Depreciable Property

Acct. No. 6 - Pipe Culverts

Place necessary culverts and irrigation pipes	5,500	5,500
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Acct. #13

Right of way fence including necessary cattle guards	4,000	3,000
Engineering	950	

Betterments

Non-Depreciable Property

Rail, S.H. 100# - 500 lin.ft.	7.44 G.T.	150
Fastenings		250
Compr. Joints		110

142,650	118,675
	142,650
	261,325

Operating Expense

Incidental Expense

Replace cross ties with switch ties	150	
Relay 250 ft. of track	315	
Relocate N.P. telegraph pole line	450	300
Engineering	90	
	1,005	300

1,005
1,305

Salvage

Non-Depreciable Property

S.H. Track Material		300
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Retirement	
Non-Depreciable Property	
Current Cost - Operating Expense	280
Original " " "	50
	<u>330</u>

S U M M A R Y

New Work	261,325
Operating Expense	<u>1,305</u>
	262,630
Less Salvage	<u>300</u>
Net Amount-Prop.#1	262,330

Office of Valuation Engineer
 St. Paul, Minnesota
 April 24, 1953