Northern Pacific Railway Company. Engineering Department Records.

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Version 3
August 20, 2018

Proposition No. 1

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
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

Retirement
Non-Depreciable Property

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

S U M M A R Y

NewWork	261,325
Operating Expense	1,305
	262,630
Less Salvage	300
Net Amount-Prop.#1	262,330

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

Proposition No. 1

NORTHERN PACIFIC RAILWAY COMPANY

Idaho Division — Connell Northern Branch

MOSES LAKE (near)

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Additions				
Non-Depreciable Property				
Right of way				35,200
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Borrow	35,900	" "	53,850	
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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
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

Retirement
Non-Depreciable Property

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

S U M M A R Y

NewWork	261,325
Operating Expense	1,305
	262,630
Less Salvage	300
Net Amount-Prop.#1	262,330

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

Proposition No. 1

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.

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" 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 21869 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
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

Retirement	
Non-Depreciable Property	
Current Cost - Operating Expense	280
Original " " "	50
	330

S U M M A R Y

NewYork	261,325
Operating Expense	1,305
	262,630
Less Salvage	300
Net Amount-Prop.#1	262,330

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

Proposition No. 2

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	20,381 Ft.
Construct wye leg	1,425 Ft.
Total	21,706 Ft.
Relay Connell Northern Branch Main Track	250 ft.
Construct new fencing and place cattle guards	
Install syphons and culverts	
Install crossings	
Rise power and telephone lines	

Additions and Betterments			
Additions			
Non-Depreciable Property			
Right of way			50,000
Raise power and telephone lines		600	400
Excavation	35430 Cu.Yd.	14,170	
Overhaul	296500 Yd.	5,930	
Water compaction	1080 M. Gal	3,240	
Construct 21346 ft. of 100# track, treated ties, 6" pit run gravel ballast		37,355	68,305
Construct two 100# - #9 turnouts each with 90 ft. of track		700	2,705
Construct one 100# -#9 turnout complete with 180 ft. of track		550	1,520
Install road crossings		750	750
Engineering		6,330	
Depreciable Property			
Acct. #6			
Place necessary culverts and irrigation pipes		6,500	6,500
Acct. #13			
Right of Way Fence including necessary cattle guards		4,000	3,000
Engineering		1,050	
Betterments			
Non-Depreciable Property			
Rail, S.H. 100# - 500 lin.Ft.	7.44 G.Ton		150
Fastenings			250
Comp. Joints			110
		81,175	133,690
			81,175
			214,865
Operating Expense			
Incidental Expense			
Replace cross ties with switch ties		150	
Relay 250 ft. of track		315	
Relocate N.P. Telegraph 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 Cost - " "	50
	330

S U M M A R Y

New Work	214,865
Operating Expense	1,305
	216,170
Less Salvage	300
Net Amount-Prop.No.2	215,870

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

Proposition No. 2

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.

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Install syphons and culverts
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Rise power and telephone lines

Additions and Betterments			
Additions			
Non-Depreciable Property			
Right of way			50,000
Raise power and telephone lines		600	400
Excavation	35430 Cu.Yd.	14,170	
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Acct. #6			
Place necessary culverts and irrigation pipes		6,500	6,500
Acct. #13			
Right of Way Fence including necessary cattle guards		4,000	3,000
Engineering		1,050	
Betterments			
Non-Depreciable Property			
Rail, S.H. 100# - 500 lin.Ft. 7.44 G.Ton			150
Fastenings			250
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		81,175	133,690
			81,175
			214,865
Operating Expense			
Incidental Expense			
Replace cross ties with switch ties		150	
Relay 250 ft. of track		315	
Relocate N.P. Telegraph 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 Cost - " " 50
330

S U M M A R Y

New Work	214,865
Operating Expense	1,305
	216,170
Less Salvage	300
Net Amount-Prop.No.2	215,870

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

Proposition No. 2

NORTHERN PACIFIC RAILWAY COMPANY

Idaho Division — Connell Northern Branch

MOSES LAKE (near)

State of Washington — Valuation Section No. 12

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Install syphons and culverts		
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Rise power and telephone lines		

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Additions			
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Acct. #6			
Place necessary culverts and irrigation pipes		6,500	6,500
Acct. #13			
Right of Way Fence including necessary cattle guards		4,000	3,000
Engineering		1,050	
Betterments			
Non-Depreciable Property			
Rail, S.H. 100# - 500 lin.Ft. 7.44 G.Ton			150
Fastenings			250
Comp. Joints			110
		81,175	133,690
			81,175
			214,865
Operating Expense			
Incidental Expense			
Replace cross ties with switch ties		150	
Relay 250 ft. of track		315	
Relocate N.P. Telegraph 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 Cost - " " 50
330

S U M M A R Y

New Work	214,865
Operating Expense	1,305
	216,170
Less Salvage	300
Net Amount-Prop.No.2	215,870

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

Proposition No. 2

NORTHERN PACIFIC RAILWAY COMPANY

Idaho Division — Connell Northern Branch

MOSES LAKE (near)

State of Washington — Valuation Section No. 12

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Additions			
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Right of way			50,000
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Overhaul	296500 Yd.	5,930	
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Construct one 100# -#9 turnout complete with 180 ft. of track		550	1,520
Install road crossings		750	750
Engineering		6,330	
Depreciable Property			
Acct. #6			
Place necessary culverts and irrigation pipes		6,500	6,500
Acct. #13			
Right of Way Fence including necessary cattle guards		4,000	3,000
Engineering		1,050	
Betterments			
Non-Depreciable Property			
Rail, S.H. 100# - 500 lin.Ft.	7.44 G.Ton		150
Fastenings			250
Comp. Joints			110
		81,175	133,690
			81,175
			214,865
Operating Expense			
Incidental Expense			
Replace cross ties with switch ties		150	
Relay 250 ft. of track		315	
Relocate N.P. Telegraph 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 Cost - " " 50
330

S U M M A R Y

New Work	214,865
Operating Expense	1,305
	216,170
Less Salvage	300
Net Amount-Prop.No.2	215,870

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

Seattle, Washington
April 22, 1953

717-1

AIRMAIL:

Mr. H. R. Peterson:

Proposed trackage to serve Section #13

With further reference to survey submitted by Mr. Tremaine of proposed spur track leading to Section #13 near Wheeler.

I am now attaching duplicate prints of Mr. Tremaine's estimate of April 17th, to which I have added the cost of right-of-way for each proposition as submitted by Mr. Moore.

You will note the estimated cost of proposition No. 1 for the main spur only, is $263,460, and the estimated cost of proposition No. 2 is $222,790. Mr. Moore's estimate for the right-of-way for proposition No. 2, however, is not complete, and there may be some additional charges for right-of-way in the property within the part time units. The attached estimate does not take into consideration any culverts or siphons that may be required at some future time by property owners for irrigation purposes.

Copy of Mr. Moore's letter of April 21st, transmitting right-of-way estimate, is also attached.

Assistant Chief Engineer

JTD:id
Encl.

cc: JFA
HMT
JTM

D. H. SHOEMAKER
J. A. YOUNG
J. D. WORTHING
W. R. BJORKLUND
C. E. EKBERG
S. W. LAW
G. L. SMITH
H. M. SCHMIDLIN
E. E. KNIGHT
W. H. JAHN
L. B. CURTISS
R. A. SKOOGLUN

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

Seattle, April 21, 1953

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

Your letter of April 14, file 717-1 about proposed track to section 13, Moses Lake:

The actual cost of the right of way for Proposition No. 1, in accordance with our options, is $35,175.

We have all of the options except across the part time farm units on Proposition No. 2, but, as you know, the line was changed through Farm Units 30 and 49 so that it is necessary for me to estimate the cost of this right of way. Our estimate is $50,000.

All of the options contain provisions for farm crossings, drainage pipes and necessary changes to irrigation systems. It appears that except at the wye on Proposition No. 1 there will be less interference in connection with irrigation on this line than on the north line.

It should be understood that the above figures do not include crop damage where farm units are now planted to crop, if the line is constructed prior to the end of the harvest season.

(Signed) J. T. Moore
Industrial Agent

MHN-L

cc: Mr. J. E. Thames.

COPY.

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		4,000	4,000
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

4 pcts - handed Wahlstrand Sr to file in vault file 403-2 HRP 5/13

Seattle, Washington
April 14, 1953

717-1

Mr. H. R. Peterson:

Moses Lake - Proposed trackage to serve Section 13

I am attaching copy of my letter this date to Mr. Moore together with copy of Mr. Tremaine's letter April 8th, transmitting survey data covering two alternate spur tracks leading to Section 13, Moses Lake.

Based on grading quantities involved, Proposition number 2 will work out considerably cheaper, also provide a better profile having, as you will note, maximum 1% grade.

As soon as I have final estimate from Mr. Moore as to the cost of the right of way, I will furnish you these figures. In the meantime, the attached data will give you sufficient information to complete detailed estimate for the alternate propositions.

Due to the type of work involved, I think it will be necessary to figure on price of 50¢ per cubic yard as this material is difficult to handle, particularly in dry weather as it is necessary to wet down the topsoil on account of dust conditions.

Assistant Chief Engineer

JTD:jo

D. H. SHOEMAKER
J. A. YOUNG
J. D. WORTHING
W. R. BJORKLUND
C. E. EKBERG
S. W. LAW
G. L. SMITH
H. M. SCHUDLICH
S. R. KNIGHT
W. H. JAHN
L. B. CURTISS
R. A. SKOOGLUN

Ok to note JDW 4/17

Use 100 ft per GLS 4/20/53

Est pl - see GLS with route available

Please check plans & check quan. HRP 4/17

OFFICE OF
VALUATION ENGINEER
APR 17 1953
NCR. PAC. RY.
ST. PAUL, MINN.

Seattle, Washington
April 13, 1953

717-1

Mr. J. T. Moore:

Moses Lake - Proposed trackage to serve Section 13

I am attaching print of map prepared by Mr. Tremaine covering actual survey for alternate routes, propositions 1 and 2, leading to Section 13, near Moses Lake. There is also attached one print of track profile, Proposition 1, also print of profile, alternate alignment in Section 13, together with one profile print of Proposition 2.

I am also attaching for your files, copy of Mr. Tremaine's letter of April 8th, transmitting above prints.

In order that detailed estimate may be prepared for the two alternate propositions, will you please let me have your estimate for the cost of right of way for each of the two alternate propositions based on the actual field survey, print attached.

J. T. DERRIG

Assistant Chief Engineer

JTD:jo

Spokane, Washington
April 8, 1953

Mr. J. T. Derrig:

Referring to your letter of January 14th and your wire D-112 in regard to making survey on the ground for the two different propositions covering trackage to serve Section 13, near Moses Lake.

I am enclosing four prints of map dated Office of Division Engineer, Spokane, April 6th, showing by RED lines Proposition #1 and by GREEN lines Proposition #2; also four prints each of the profiles for Proposition #1 and Proposition #2; and also four prints of profile for the ground in the southwest quarter of Section 13, dated April 8, 1953.

The pay quantities for the two different propositions are as follows:

Prop. #1 -	Excavation	26,300 cu. yds.
	Borrow	35,900 cu. yds.
Prop. #2 -	Excavation	34,200 cu. yds.

You will note that our projections have been run out in compliance with Mr. Peterson's letter to you of March 18, 1953.

(Signed) H. M. Tremaine

District Engineer

RES:lcb
cc-Mr. J. P. Titus (1) (1) (1) (1)
Encls. (4) (4) (4) (4)

COPY.

Saint Paul, March 18, 1953

MR. J. T. DERRIG:

Referring to your letter of the 9th about projections leading to Sec. 13 near MOSES LAKE:

I had Mr. Skooglun plot suggested profile for your projections props. 1 and 2, three prints of ~~which~~ plat are attached, dated March 11.

In platting the profile, particularly the portion of the projections common to propositions 1 and 2 located in the area of Farm Unit 68, it seems to us that the location along the contour line 1160 is too low for satisfactory development of industrial area in the south half of Sec. 13. You will note on the attached profiles we have indicated cross-sections at 500' intervals running parallel to the south section line.

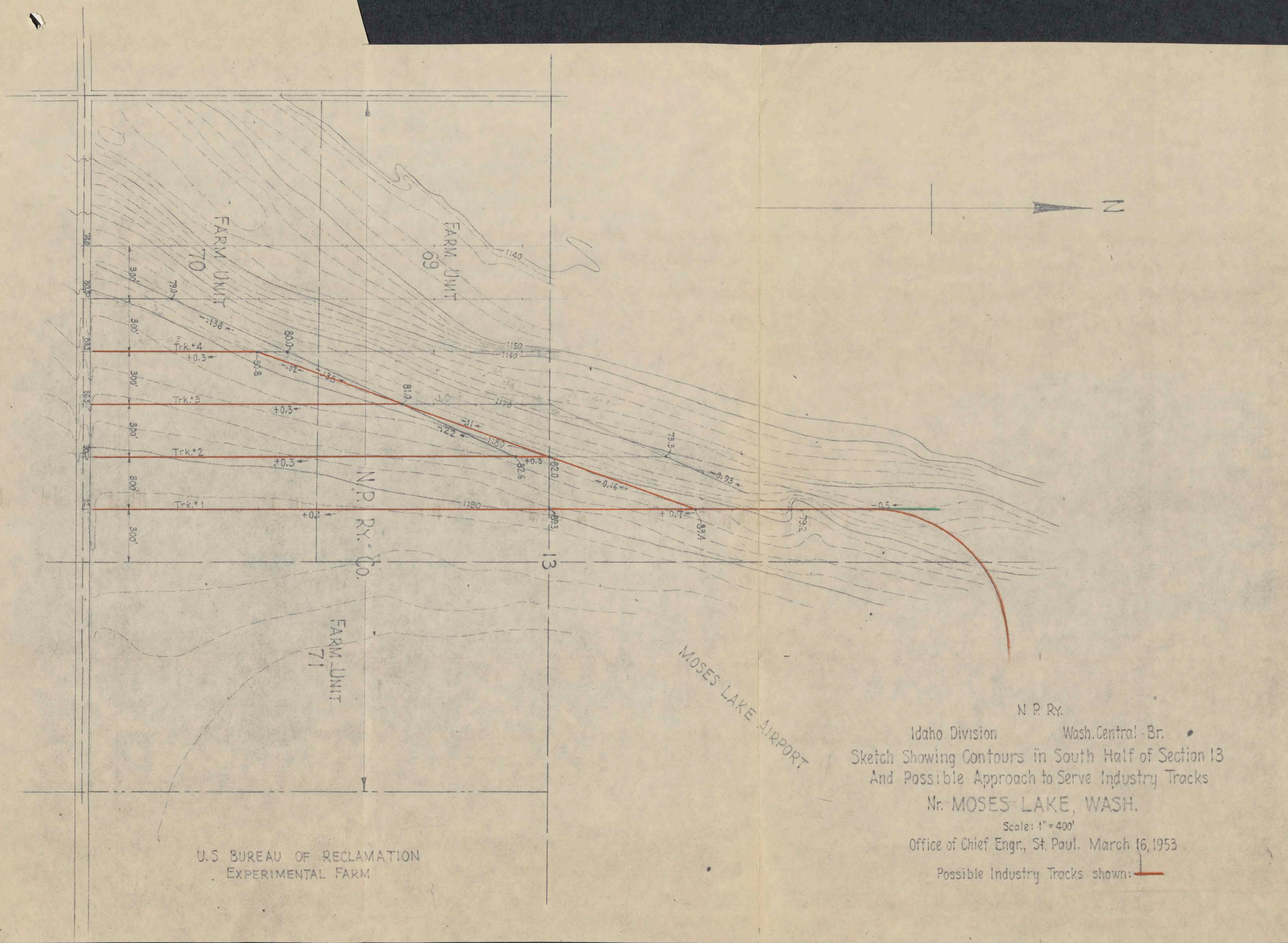
Also attached are three prints of profile of March 16 showing contours from Government map in the south half of Sec. 13, together with suggested arrangement of industrial tracks. Mr. Skooglun has discussed this layout with Mr. Thames who considers the indicated arrangement to be desirable. You will note the common portion of the two projections in Farm Unit area 68, as shown on the March 16 sketch, lies between the 1170 and 1190 contours. You will note that we have indicated suggested grades for the lead and industrial tracks 1 to 4; also elevations of top of tie at connection of each industrial track to the ladder track. Regrading of adjacent farm unit areas, on which we do not have information, may or may not have some influence on our industrial track layout.

p/s

cc-Mr. J. E. Thames

att.

A07-2



U.S BUREAU OF RECLAMATION
EXPERIMENTAL FARM

N.P. Ry.

Idaho Division Wash. Central - Br.

Sketch Showing Contours in South Half of Section 13
And Possible Approach to Serve Industry Tracks

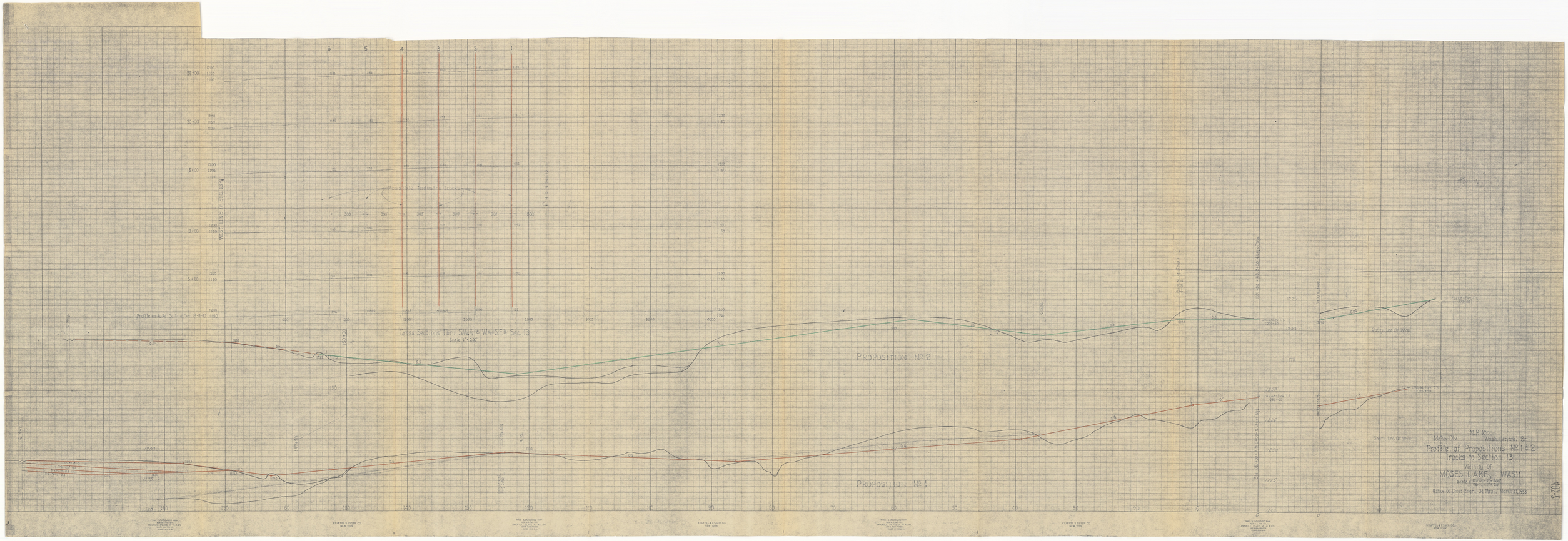
Nr. MOSES LAKE, WASH.

Scale: 1" = 400'

Office of Chief Engr., St. Paul. March 16, 1953

Possible Industry Tracks shown:

A07-5


Proposed Industrial Track
Cross Sections Thru SW¼ & W½ SE¼ Sec. 13
Scale 1" = 20'
PROPOSITION NO 2
PROPOSITION NO 1
N.P. Ry.
Idaho Div. Wash. Central 84
Profile of Propositions No 1 & 2
Tracks in Section 13
Vicinity of
MOSES LAKE, WASH.
Scale: Horiz. 1" = 400'
Vert. 1" = 20'
Office of Chief Engr., St. Paul, March 11, 1953
KEUFFEL & ESSER CO.

N.P. RY. ST. PAUL
TELEGRAPH OFFICE

10774

1953 MAR 10 PM 1 29

Papers noted to Mr Skoogland

NP40CF O SEATTLE 10 1129A

H R PETERSON STP

P-101 HAVE REQUESTED TREMAINE TO RUN OUT PROJECTION TO SECTION 13 WITH HIS OWN FORCES OBTAINING ONE OR TWO MEN FROM HUMPHREYS AND POSSIBLY ONE OR TWO MEN FROM HOVING PLEASE EXPEDITE TREMAINES REQUISITION NUMBER ONE AND TWO FOR REPLACEMENT OF STATION WAGON AT SPOKANE AND ONE ADDITIONAL STATION WAGON SPOKANE COVERED BY BUDGET ITEM 487 D 113

J T DERRIG..

OFFICE OF
CHIEF ENGINEER
MAR
10
1953
NOR. PAC. RY.
ST. PAUL, MINN.

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul, March 10,1953 J T Derrig - Seattle

D-108 Authority will not permit arrangement you suggest. Therefore necessary that you handle in normal manner using division engineer forces. P-101

H R Peterson

AIRMAIL

Seattle, Washington
March 9, 1953

Mr. H. R. Peterson:

I am attaching print, in duplicate, made from Government Contour Map showing projections 1 and 2 leading to Section 13 near Moses Lake, and wired you today suggesting this location be run out on the ground by special location party which you are putting on in this vicinity.

The attached map is a projection only, but it is in sufficient detail to permit the laying out of the location on the ground based on the options now obtained.

It was necessary, in both instances, to provide 12°30' curve for the left leg of the wye, as the new residence in each location is located in the proximity of the alignment if a 7°30' curve is used. The options were obtained on the basis of 12°30' curve on the left leg of the wye, and the location should be run out accordingly.

I forwarded two prints of this map to Mr. Tremaine and also two prints to Mr. Hoving at Pasco, and these prints will be available for starting location of the work, which I assume he can do without delay.

J T Redmond

Assistant Chief Engineer

JTD:id
Encl.

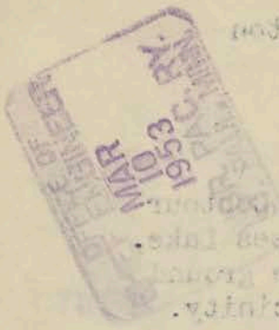
cc: DHE (1)
RDB (1)
JTM (2)
JFA (1)

RAS

any comments
Do you have time
to plat profiles - Ple
file pits and note under no known

HRP 3/10

Vault File 403-2


MAR
1953

N.P. RY. ST. PAUL
TELEGRAPH OFFICE

1953 MAR 9 PM 1 46

NP52CF 0 SEATTLE 9 1122A

H R PETERSON STP

MR MOORE HAS JUST COMPLETED OPTIONS TO PERMIT RUNNING OUT ALIGNMENT PROJECTIONS NUMBER 1 AND 2 TO SECTION 13 NEAR MOSES LAKE I AM HAVING TRACING OF PROJECTION CORRECTED TO SHOW THE OPTIONS AND WILL FORWARD YOU DUPLICATE PRINTS AIR MAIL TONIGHT MOORE IS ANXIOUS TO HAVE THIS PROJECTION RUN OUT IN THE FIELD AS SOON AS POSSIBLE AS THE FARMERS WILL BE LEVELLING OFF THE GROUND TREMAINE HAS LARGE AMOUNT OF WORK ON HAND AND SUGGEST THAT YOUNG'S LOCATION CREW RUN OUT THIS ALIGNMENT MAP IS IN SUFFICIENT DETAIL TO START FIELD LOCATION WORK AT ONCE ALSO FORWARDING 2 PRINTS TO TREMAINE AND 2 PRINTS TO YOUNG CARE OF HOVING AT PASCO IT IS MY THOUGHT YOUNG COULD RUN OUT THIS LOCATION WHILE HE IS COMPLETING PROJECTION FROM 2 FOOT CONTOUR MAP FOR GLADE LOCATION STARTING THE LOCATION WORK TO SECTION 13 AT ONCE ADVISE IF YOU WILL ARRANGE D-108

J T DERRIG.

OFFICE OF
CHIEF ENGINEER
MAR
9
1953
NOR. PAC. RY.
ST. PAUL, MINN.

NP52CT O SEATTLE 9 1122A

H R PETERSON STP

MR MOORE HAS JUST COMPLETED OPTIONS TO PERMIT RUNNING OUT ALIGNMENT PROJECTIONS NUMBER 1 AND 2 TO SECTION 13 NEAR MOSES LAKE I AM HAVING TRACING OF PROJECTION CORRECTED TO SHOW THE OPTIONS AND WILL FORWARD YOU DUPLICATE PRINTS AIR MAIL TONIGHT MOORE IS ANXIOUS TO HAVE THIS PROJECTION RUN OUT IN THE FIELD AS SOON AS POSSIBLE AS THE FARMERS WILL BE LEVELLING OFF THE GROUND TREMAINE HAS LARGE AMOUNT OF WORK ON HAND AND SUGGEST THAT YOUNG'S LOCATION CREW RUN OUT THIS ALIGNMENT MAP IS IN SUFFICIENT DETAIL TO START FIELD LOCATION WORK AT ONCE ALSO FORWARDING 2 PRINTS TO TREMAINE AND 2 PRINTS TO YOUNG CARE OF HOVING AT PASCO IT IS MY THOUGHT YOUNG COULD RUN OUT THIS LOCATION WHILE HE IS COMPLETING PROJECTION FROM 2 FOOT CONTOUR MAP FOR GLADE LOCATION STARTING THE LOCATION WORK TO SECTION 13 AT ONCE ADVISE IF YOU WILL ARRANGE D-108

J T DERRIG.

Seattle, Washington
January 30, 1953

Mr. J. P. Alsip:

Moses Lake - Proposed trackage to serve Section 13

In reference to proposed location of spur track section 13 Moses Lake.

In the event Mr. Moore encounters any difficulty in obtaining right of way under either propositions 1 or 3, I have prepared an alternate sketch showing possible location designated Proposition number 5. This arrangement will permit the construction of wye near the easterly end of Wheeler yards and permit construction of trackage probably causing a minimum of interference with the farm units as now sub-divided.

I would roughly estimate the construction cost approximately the same as Projection number 1, but we would probably have to use 2% grade for a short distance within Section 13. This projection is contemplated substantially along the original projection prepared for trackage leading to the U&I Sugar Company plant, except at the location of the wye near Wheeler the alignment has been moved easterly in order to permit the construction of a wye track without interfering with our existing spur track to the U&I plant.

I am forwarding copy of this letter together with print to Mr. Moore for his information in obtaining right of way options, providing you have no objections to this alignment as compared with projections number 1 and 3.

It is, of course, impossible to prepare detailed estimates for either of these three propositions until alignment is run out in the field. The attached sketch will, however, I think give Mr. Moore sufficient information for obtaining right of way options and when these options are obtained for the alternate propositions, we will be in a better position to determine the desired alignment.

J. T. DERRIG

Assistant Chief Engineer

JTD:jo

cc: DHE
BB
JTM

File 10774 Yakima Drop.

RECEIVED
1953
FBI

T. 19 N - R. 28 E
T. 19 N - R. 29 E
MITCHELL SPUR
Br. #143
Br. #144
N.P. RY.
"A"
"B"
Alignment "A" to "B" per Dist. Engr's Map dated 9/18/48
Projection #3 - 21100' = 4.00 Mi.
Main Lateral Irrig. Ditch
Oiled Highway
Projection #2 - 17,900' = 3.39 Mi.
Projection #1 - 20500' = 3.88 Mi.
Alt. Proj. #1-A
PART TIME FARM UNITS 158 to 214, incl.
MOSES LAKE MUNICIPAL AIRPORT
U.S.A. TRACK
To Air Field
Projected
BUR. OF RECL. EXPERIMENTAL FARM
Projection #5 20,000' = 3.79 Mi.
STATE OF WASH.
Add'l. R/W to be Acquired 200' Wide
H.B. 0+00 = 1093+50±
H.B. 0+00 = 1121+75±
Future Siding on Right
WHEELER
COUNTY ROAD (OLD P.S.H. #18)
Projection #4 - 15000' = 2.84 Mi.
Gravel Pit
Projected Wye Trk.
SCALLEY
UTAH-IDAHO SUGAR CO.
Alt. Wye Conn. - 4000' = 0.76 Mi. Proj. #4
See Dist. Eng. Map dated 9/18/48
C.M.St.P.&P.R.R.
MOSES LAKE
Br. #148
N
PROJECTION # 5
N.P. RY.
Idaho Div
Wash. Central Br
Vicinity of
MOSES LAKE
Track to Section 13
T. 19 N. - R. 28 E - W.M.
Office Asst. Ch. Engr.
Seattle, Wn.
Scale 1" = 1000'
Dec. 16, 1952
Rev. Dec. 18, 1952
Rev. Dec. 29, 1952 - Proj. #4 only
Rev. Jan. 22, 1953 - Proj. #5 only

10774

Seattle, Washington
January 16, 1953

717-1

Mr. Bernard Blum:

Moses Lake - Trackage to serve Sec. 13

Your telegram G-162 of even date referring to my letter of January 13 regarding the above-mentioned subject with which enclosure was inadvertently overlooked: I am attaching copy of Mr. Alsip's letter to me of January 9.

R. T. Derrig
Assistant Chief Engineer

RSG:dl
Encl.

B

File Taken on Line

Seattle, Washington
January 9, 1953

Mr. J. T. Derrig:

Our many conversations about the several proposed and/or possible routes to reach Section 13 near Moses Lake.

As I have stated verbally, I prefer route shown as Proposition 1-A and this was considered by all concerned in Mr. Eastman's office yesterday and agreed that either 1-A or No. 3, whichever presented the least right of way problem, and to this I also agree.

(Signed) J. F. Alsip

COPY.

Seattle, Washington
January 15, 1953.

Mr. J. T. Derrig:

RE: Proposed trackage to reach
Section 13 near Moses Lake, Wash.

I have your letter of January 14th.

In connection therewith I enclose copy of a memorandum of my discussion of the above subject with Mr. Poore yesterday. You will note therefrom that Mr. Poore plans to obtain authority for Mr. Moore to secure right of way options as to both projections No. 1-A and No. 3. I do not believe it advisable that an engineering survey in the field be made until Mr. Moore has secured the options. After the options are obtained our further course of action can be determined.

(Signed) DEAN H. EASTMAN

DHE:c
encl.

cc-Mr. J. H. Poore
Mr. Bernard Blum
Mr. J. F. Alsip
Mr. J. E. Thames
Mr. J. T. Moore
Mr. R. D. Bone
Mr. W. P. Stapleton

B

Sue packed for trip

JAN
1953

MEMORANDUM

Seattle, Washington
January 14, 1953.

RE: Proposed trackage to reach
Section 13 near Moses Lake.

I discussed the above subject with Mr. Poore today. At the time of my conversation Messrs. Stapleton and Moore were present in my office.

I told Mr. Poore that it was our view that Mr. Moore should be authorized to secure right of way options as to both projects No. 1-A and No. 3. While the cost of project No. 1-A, including right of way acquisition, might be more than for No. 3 it appeared that the location of No. 1-A was more suitable for industrial development along the track. Mr. Poore said that he had no objection to securing authority on that basis and would attempt to do so. It was understood, of course, that after the options were obtained a determination could be made as to the ultimate route for the trackage.

During our discussion Mr. Poore mentioned that he had suggested to Mr. Moore earlier that whether project No. 3 or No. 1-A was later agreed upon, the trackage should be located approximately along the north-south center line of Section 13 in order to permit initially the development of the more level land in the SE$\frac{1}{4}$ of Section 13. Mr. Moore will discuss this suggested relocation with Mr. Derrig before securing options in that area.

D. H. E.

DHE:c

10774

Saint Paul, January 15, 1953

MR. J. T. DERRIG:

This morning my copy of Mr. Moore's letter of the 5th to to you, about Section 13, for spur track to serve it, at MOSES LAKE. Although dated the 5th it arrived only today.

Yesterday I discussed the layouts with Messrs. Poore and Thames; and Mr. Poore talked with Mr. Moore and told him that we were of the opinion that projection 3 was the best from our viewpoint; and according to your estimate of December 19, accompanying your letter of December 30 to Mr. Moore, it is cheaper than projections 2 and 4, if the right of way is included.

Furthermore, following proposition 3, coming in from the north, service spurs could be taken off and extended southerly on the contours to reach the elevation of such industries as may be located on the westerly half of the SW¼ of Sec. 13. Furthermore, coming off of projection 3, near the north line of Sec. 13 and following along the west side of the municipal airport, i.e. between contours 1180 and 1190, the west half of the SE¼ of Sec. 13 can be easily served.

As I said to you on the telephone, I did not like projection 4, covering section 13 by spur tracks running east and west, as it did not seem to me that that would be an orderly development of the property.

Mr. Poore told Mr. Moore that if anyone, such as the Pacific Fruit Company, were insistent on building on the southeast corner of the SE¼ of Sec. 13 they would have to pay additional rental to reflect the cost of grading the site and the cost of track service to serve that area.

bb/s

Seattle, Washington
January 14, 1953

717-1

Mr. Dean H. Eastman:

Moses Lake - Proposed trackage to serve Section 13

You have copy of Mr. Moore's letter of January 5th in regard to alternate projections for reaching Section 13 near Moses Lake with spur track.

Mr. Alsip has indicated he prefers combination of Projection number 1 and 1-A and I concur in his views as the most practical method of reaching the property, taking into consideration the right of way complications that are now involved.

In order to make an accurate survey and estimate of the cost of constructing this line, it will be necessary to run the alignment out in the field and this will take about two weeks time with a party of four men, as there is a large amount of field work necessary in connection with various irrigation ditches and surface drain ditches that have been established with the levelling off of the property. Estimate of cost of constructing the spur track to this location for any of the four propositions is substantially correct as shown in statement dated this office December 19th, attached to my report.

On the basis of Mr. Moore's right of way estimate, the cost of proposition No. 1, including right of way will total approximately $301,800, taking into consideration Mr. Alsip desires to have a wye constructed leading to the main line if this spur is constructed.

I would roughly estimate the cost of making detailed engineering survey, cross-sections, etc at approximately $2,000. If you desire to have a survey made, I will request authority to do so on your further request.

J. T. DERRIG

Assistant Chief Engineer

JTD:jo

cc: BB RDB
JFA WPS
JTM JET

Seattle, January 5,1953.

Mr. J. T. Derrig,
Asst. Chief Engineer,
Seattle, Washington.

In your letter of December 30,1952 you requested a revised estimate of cost of right of way for the several proposed projections of a spur track which would serve section 13, near Moses Lake.

Projection No. 1:

When we were on the ground December 10 we agreed that this projection along the north line of the road would be preferable and my estimate of December 30 was based on this location. I would estimate that the concrete block house now being constructed on Farm Unit 57 will be worth $12,000 to $14,000. Farm Unit 57 is so small now that the acquisition of right of way for a wye would make the remainder too small for farming. I would estimate that this house might be purchased for $14,000 and the 48.98 acres for $300 per acre, or $15,000; or a total of $29,000. Assuming the house could be sold for $8,000 this would leave a net cost of $21,000. The remainder of the right of way along Projection No. 1 I expect could be purchased for $12,800. Total for Projection No. 1 is $33,800.

Projection No. 1-A:

I estimate this projection might be a bit less costly as there would be no severance at the air-field. My total estimate is $31,000.

Projection No. 2:

I do not think there is any use in considering this projection. We are advised by Mr. W. W. Johnston, Project Supervisor, that he did not favor our cutting up the farm units in section 7 and we got no encouragement that we could cross the Part Time Farm Units in SE¼ of section 12. Seattle Journal of Commerce, dated January 2, 1953 contained an article stating that 52 Part Time Units are being offered for sale beginning January 2 with time limit for filing applications expiring in 45 days. Mr. Johnston had pointed out to us that the severance damage across the Farm Units in section 7 would be high.

Projection No. 3: I think this right of way without the wye could be secured for $13,000. With the wye I would increase this estimate to $20,000. There is a house located on Farm Unit 30 near the edge of the plateau. Not knowing definitely where this house is located with respect to our alignment makes it difficult to submit an estimate for this alignment.

Projection No. 4: I think this projection is unsatisfactory in view of the following reasons:

a) The contour of the ground would mak it necessary to fill between contours 1150 and 1190 in the SW¼ of section 13 in order to use the spurs as shown.

b) Necessitates another crossing over the Moses Lake-Wheeler Highway.

c) We would need to negotiate with the Milwaukee for the use of the jointly owned track in the NE¼ of section 20.

d) I expect it would be difficult to deal with Mr. Dennion who owns section 21.

e) It appears from your plat thatthe track across and near Farm Unit 87 would be on a 10' fill.

The summary of the above is as follows:

Projection No. 1,	$31,800.
Projection No. 1-A,	31,000.
Projection No. 2,	No estimate
Projection No. 3,	13,000.
Projection No. 4,	No estimate

J. F. Moore
Industrial Agent.

JFM-L
cc Mr. Dean H. Eastman,
Mr. J. F. Alsip,
Mr. R. D. Bone,
Mr. W. P. Stapleton,
Mr. E. Blum,
Mr. J. E. Thomas.

Mr. Blum:

Mr. Derrig's letter attached states that Mr. Alsip has recommended propositions 1 and 1A Copy of Mr. Alsip's letter not attached. Have wired for it.

TRG 1/16/53

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

J T DERRIG
Seattle

St Paul
January 16 1953

Your letter Jan 13 Moses Lake re trackage to serve Section 13.
Enclosure not attached. G-162.

B Blum.

Seattle, Washington
January 13, 1953

717-1

Mr. Bernard Blum:

Moses Lake - Proposed trackage to serve Section 13

With reference to my report of December 30th to Mr. Moore with respect to alternate projections for constructing a spur track leading to Section 13 near Moses Lake.

Attached is copy of Mr. Alsip's letter of January 9th referring to my report and recommending that Proposition 1 and 1A be adopted.

JTD:id
Encl.

Assistant Chief Engineer

10774

~~dated Sept 18, 1946~~

Positive was not received for filing.

1-7-53

Jen.

Positive

Vicinity of Moses Lake Dec 16, 1952

Track to Section 13 Rev. Dec 18, 1952

Rev. Dec 29, 1952 Proj #4 only

VF 403-2

Bernard Blum:

Please see my letter December 30, regarding trackage to serve Section 13, Moses Lake.

J.T.D.

OFFICE OF
CHIEF ENGINEER
JAN
9
1953
NPR. PAC. RY.
ST. PAUL, MINN.

Discuss with Thane
Discussed 1/14/53

Seattle, Washington
December 30, 1952

717-1

Mr. J. T. Moore:

Moses Lake - Proposed trackage to serve Section 13

In compliance with your letter of November 3rd, I have prepared sketch, scale 1000' to the inch, showing four alternate projections for constructing a spur track leading to section 13, near Moses Lake. The four projections are shown on the one sketch. However, for Projection No. 4 I have prepared a separate sketch from the same negative in order to show that proposition up in better shape at the location of the proposed development in Section 13.

The estimated cost of the main spur track layout for each proposition is summarized in estimate dated December 19, 1952, copy attached. This estimate, you will note, is exclusive of right of way. Briefly summarizing each of the four propositions, I make the following comments:

Projection No. 1, along the north side of Sections 16, 17, 18 and 13, is along the lines suggested in your letter of November 3rd, except that the track has been placed on the north side of the section line in order to avoid encroaching on the house and improved property in the northeast corner of Section 17. Grading is substantially the same on either side of the section line.

If this alignment is used, I suggest that we use the alternate location, designated Projection 1-A, through the Moses Lake Airport, in order to avoid complications in getting a permit on the future farm units in the Southeast quarter, Section 12. Furthermore, it will be possible to save some money by keeping line on Projection 1-A as there are a number of water openings through the main lateral ditch at the intersection of the section corners in the southeast quarter of Section 12.

JAN 1 1953

Projection No. 2 shows a possible projection diagonally across section 7, but the Reclamation Department have indicated that it would not be feasible to break up the part time farm units and they would have objections to using this location.

Projection No. 3 is along the lines suggested in your letter of November 3rd, using the same alignment originally contemplated for the extension to Moses Lake and supporting on the hillside to reach the property in Section 13, with view of reducing the right of way cost. This plan, as you will note from the attached statement, is considerably longer and more expensive to construct than any of the other three propositions.

Projection No. 4 contemplates extension of present trackage now serving the new sugar plant at Scalley and this projection you will note from the statement, requires less new construction, but possibly encountering right of way complications in the vicinity of experimental farm and would also require additional grading in order to level off the property for industries when and if future tracks are constructed.

Project No. 4 also encounters complications in that Mr. Alsip has indicated he desires to have wye constructed leading from the main track if the spur is constructed. It would be feasible from an engineering standpoint to place a wye on the sugar company's property as indicated on the sketch, proposition 4, providing right of way could be obtained.

There is shown on Projection 4 alternate projection for wye connection leading from the main line near Wheeler, using the alignment for industrial development originally suggested by District Engineer when two alternate plans were being considered for development at that location. Alignment for this wye connection at Wheeler is shown on District Engineer's sketch dated September 18, 1946. Print of that sketch is also attached.

If Projection 4 is followed out, it will be necessary to use a portion of the trackage of the Sugar Company plant used jointly by the Milwaukee and there is a possibly it will be necessary to provide some additional trackage at Wheeler to handle sugar beets, particularly when the second unit is constructed at Scalley location, and in planning the additional trackage, it would appear advisable consideration be given to advisability of placing the wye track at Wheeler in Farm Unit 84, in place of placing the wye at the Sugar Company's plant. In the event wye is placed at the Sugar Company's plant, the Milwaukee may want to obtain the rights to use wye trackage.

Summarizing the four alternate projections above referred to, it would seem to me that only two projections should be considered; namely Projection number 1 and 1-A combined and Projection No. 4. Projection 1 and 1-A combined, is in my opinion, the most favorable location for a spur track, having in mind you have indicated the desirability of having spur track approaching the property from the north in order that the property can be developed to the fullest advantage and taking into consideration that the industries have indicated their desire to be located as near as possible to Moses Lake in the Southwest quarter of Section 13.

In order to obtain an accurate estimate for the cost of constructing this trackage, it will be necessary to run the alignment out in the field, as it will be necessary to adjust the grade line of the tracks to meet the elevation of the irrigation ditches, particularly the main lateral ditch running north and south along the easterly side of Section 13.

The now improved macadam highway parallel to the main lateral ditch will also increase the track construction cost for either of the four propositions.

I am forwarding copy of this letter, together with print, to Mr. Alsip, and suggest that he express his wishes as to the preferred location of this spur track leading to Section 13 from an operating standpoint.

It will take a crew of four men about two weeks time to run out the survey for Projection number 1 and about the same length of time for Projection number 4, and make detailed estimate of the grading quantities involved. The attached summary estimate is, in my opinion, sufficiently accurate to determine the desired location for this spur track.

It is my understanding you do not wish to have any survey run out in the field until options for right of way are obtained based on the preliminary projections. When right of way options are obtained, I suggest that width of not less than 60' and preferably strip 100' in width be obtained, in order that proper slopes for cuts and embankment can be provided and artificial drainage taken care of without encroaching on future property rights.

In the event you wish to have the alignment run out in the field, I will request authority to do so upon your further advice as to the proposition approved.

In the event Projection number 4 is adopted, it would appear from an engineering standpoint that consideration should be given to advisability of obtaining additional right of way at Wheeler, as there will be heavy business at this location, particularly when the second unit of the Sugar Plant is completed.

J. T. DERRIG
Assistant Chief Engineer

JTD:jo

cc: DHK
JFA
BB
JET

P.S. - Duplicate prints of sketch showing propositions dated December 16, revised December 18, showing projections 1, 2 and 3 attached. Also separate prints from the same negative revised December 29th, showing Projection No. 4, leading from U&I Company tracks.

SUMMARY OF ESTIMATED COST OF CONSTRUCTING SPUR TRACK ON SEC. 13 NEAR WHEELER - FOUR PROJECTIONS SHOWN ON SKETCH DATED 12/16 - Rev. 12/18/52.

PROJECTION No.	1	2	3	4
LENGTH-MAIN SPUR EXCL. "Y" - MI.	3.88	3.39	4.00	2.84
GRADING - MAIN SPUR	$ 60,000.	$ 55,000.	$ 60,000.	$ 50,000.
" - Wye TRK.	5,000.	6,000.	6,000.	3,000.
B.T.C.	15,000.	10,000.	8,000.	6,000.
X-ING SIGNS	8,000.	4,000.	4,000.	4,000.
TRACK 90#, 3RD CL. RAIL TRT'D TIES- PIT RUN BALLAST COMPLETE IN PLACE AT $7.00 Ft.	143,400.	125,300.	147,800.	105,000.
WYE TRK & 2 TURNOUTS	12,000.	12,000.	12,000.	10,000. *
TAXES, VACATION, INCIDENTALS	14,500.	12,700.	14,300.	10,000.
ENGR. & MISCL.	12,900.	11,250.	12,600.	9,500.
TOTAL COST EXCL. OF R/W	$270,800.	$236,250.	$264,700.	$197,500. *

Note:
* additional grading to develop property if Proj. #4 is adopted - 40,000 c.y. — — — 20,000.

$217,500.

Estimate for "Y" Trk. based on constructing left leg on Sugar Co. property. If "Y" is placed at Wheeler add. 15,000.

$232,500.

Office of Asst. Chief Engr.
Seattle, Wash., Dec. 19, 1952.

(Above estimate does not include cost of Right of way)

T. 19 N - R. 28 E. | T. 19 N - R 29 E.

MITCHELL SPUR

Br. #143

Br. #144

N. P. RY.

F.U. 166 F.U. 163 F.U. 164 F.U. 165 F.U. 167 F.U. 168 F.U. 29 F.U. 30 F.U. 49 F.U. 68 F.U. 24 F.U. 25 F.U. 26 F.U. 23 F.U. 22 F.U. 28 F.U. 27 F.U. 34 F.U. 35 F.U. 36 F.U. 32 F.U. 33 F.U. 31 F.U. 37 F.U. 47 F.U. 46 F.U. 45 F.U. 44 F.U. 42 F.U. 43 F.U. 48 F.U. 52 F.U. 50 F.U. 53 F.U. 51 F.U. 54 F.U. 55 F.U. 56 F.U. 57 F.U. 58 F.U. 59 F.U. 66 F.U. 65 F.U. 64 F.U. 63 F.U. 62 F.U. 61 F.U. 60 F.U. 67 F.U. 75 F.U. 73 F.U. 77 F.U. 78 F.U. 80 F.U. 82 F.U. 83 F.U. 74 F.U. 76 F.U. 79 F.U. 81 F.U. 89 F.U. 88 F.U. 87 F.U. 86 F.U. 84 F.U. 85 F.U. 94 F.U. 93 F.U. 95 F.U. 92 F.U. 91 F.U. 96 F.U. 90

Projection #3-2100' = .40 Mi.

Projection #2-17300'=3.28 Mi.

Projection #1-30500'=5.78 Mi.

Alt Proj #1-A

Projection #4-15000'=2.84 Mi.

Projected Wye Track

Alt Wye Conn. - 4000'=0.76 Mi.

Proj #4

See Dist. Eng. Map dated 7/1944

Approx. 1.10 Ft. per Day Slope Required

Main Lateral Irrigation Ditch

Existing Paved Highway

Proposed

PART TIME FARM UNITS 158 to 214 Inc.

MOSES LAKE MUNICIPAL AIRPORT

BUR. OF RECL. EXPERIMENTAL FARM

COUNTY ROAD (OLD P.S.H. #18)

U.S.A. 10 MILES

MOSES LAKE

SCALLEY

UTAH-IDAHO SUGAR CO.

WHEELER

STATE OF WASH.

HB Grade 1.69+50'

Gravel Pit

Fence

PROJECTION
N.P.RY.
Idaho Div. Wash. Central Br
Vicinity of
MOSES LAKE
Track to Section 13
T 19 N - R. 28 E W.M.
Office Asst Ch. Engr. Seattle, Wn
Scale 1" = 1000' Dec 16, 1952
Rev Dec 18, 1952
Rev. Dec. 29, 1952 - Proj #4 only

T. 19 N - R. 28 E. — T. 19 N - R. 29 E.

MITCHELL SPUR

N. P. RY.

PART TIME FARM UNITS

158 to 214, incl.

MOSES LAKE MUNICIPAL AIRPORT

BUR. OF RECL. EXPERIMENTAL FARM

COUNTY ROAD (OLD P.S.H. #18)

Gravel Pit

SCALLEY

UTAH-IDAHO SUGAR CO.

WHEELER

STATE OF WASH.

MOSES LAKE

C.M.S.P.&P.R.R.

U.S.A. TRACK

Alignment 1-NP Ry. at Moses Lake to Wheeler

Projection #3-21100 - 4.00 Mi.

Projection #2-17300 - 3.29 Mi.

Projection #1-20508 - 3.88 Mi.

Alt Proj. #1-A

Projection #4-15000 - 2.84 Mi.

Moving Highway to Divided Highway

Diverted

Main Line Track

Br. #143

Br. #144

Br. #145

Br. #146

PROJECTION

N. P. RY.

Idaho Div. Wash. Central Br.

Vicinity of

MOSES LAKE

Track to Section 18

T 19 N - R. 28 E. W.M.

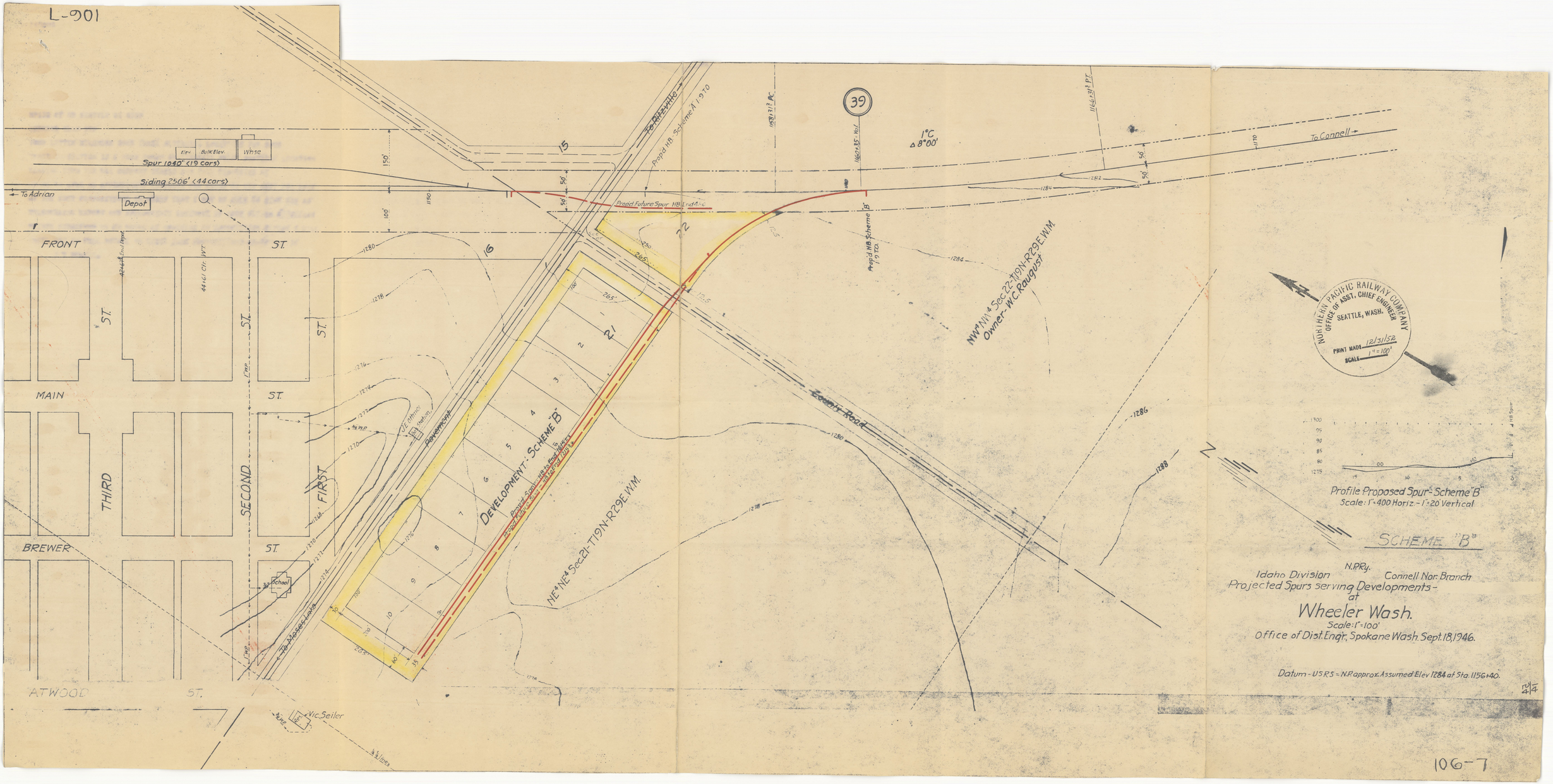
Office Asst. Ch. Engr. Seattle, Wn.

Scale 1" = 1000' Dec. 14, 1932

Rev. Dec. 18, 1932

TTK to Sec 13
Rev. 12/18/67

L-901



NORTHERN PACIFIC RAILWAY COMPANY
OFFICE OF ASST. CHIEF ENGINEER
SEATTLE, WASH.
PRINT MADE 12/31/52
SCALE 1" = 100'

Profile Proposed Spur - Scheme "B"
Scale: 1"=400 Horiz - 1"=20 Vertical

SCHEME "B"

N.P.Ry.
Idaho Division Connell Nor. Branch
Projected Spurs serving Developments -
at
Wheeler Wash.
Scale: 1"=100'
Office of Dist. Engr. Spokane Wash. Sept. 18, 1946.

Datum - USRS = N.P. approx. Assumed Elev 1284 at Sta. 1156+40.

106-7

~~INBOUND~~

N.P. RY. ST. PAUL
TELEGRAPH OFFICE

1952 DEC 26 PM 7 11

NP132 CF EB SEATTLE 26 459P

BERNARD BLUM STP

YOUR LETTER DECEMBER 23RD-THREE ALTERNATE LOCATIONS FOR SPUR TRACK TO SECTION 13 I HAVE SHOWN ON SEPARATE PRINT POSSIBLE LOCATION LEADING FROM THE U&I COMPANY TRACKS AND HAVE REQUESTED MR MOORE TO GIVE ME APPROXIMATE ESTIMATE FOR RIGHT OF WAY COST FOR EACH OF THE FOUR PROPOSITIONS IN ORDER THAT I MAY BE ABLE TO GIVE YOU AN ENGINEERING REPORT AND APPROXIMATE ESTIMATE OF COST PLEASE DISREGARD PRINTS FURNISHED BY MR MOORE AS COVERING AN ENGINEERING REPORT I WILL WRITE YOU IN FULL DETAIL ON THESE FOUR PROPOSITIONS MONDAY D-716

J T DERRIG.

Saint Paul, December 23, 1952

MR. J. T. DERRIG:

I have just seen letter from Moore to Poore of December 18, transmitting copy of your letter of the 17th and print of the 16th showing projections 1, 2, and 3 on Sec. 13, MOSES LAKE property:

How do you figure tracks as shown on a side hill are useful in serving an industrial property? Seems to me the only part of this section of value is the W½ of the SE¼ Sec. 13 and the E½ of SW".

bb/s

1077f

Seattle, Washington
December 18, 1952

Mr. Bernard Blum:

Am attaching two prints of map, scale 400 ft. to the inch, which I have printed on tracings of sketches received from the Bureau of Reclamation showing various farm units between Wheeler and Section 13 near Moses Lake and covering an area from the U & I Sugar Co. plant north to the location of spur line leading to Moses Lake which is run out on the ground several years ago.

This print will give you a comprehensive view of the sub-divisions of the property but the print is not up to date as numerous irrigation and drainage ditches have been constructed during the past three or four months and, in addition, there has been a number of farm buildings constructed on various farm units.

In this connection, the 2-foot contour shown on this map has to some extent been changed on the ground as most of the property in this area is leveled off and ready for planting.

I will forward, under separate cover, in the next day or two a projection showing 4 alternate locations leading to Section 13, and the attached print will be of some help in the further study of the proposed alignment.

Mr. Moore does not wish any survey run out on the ground until the desired location is agreed upon as the survey for this farm staking out of alignment would very greatly increase the cost of the right of way before options are obtained.

Asst. Chief Engineer

Attchs.
JTD:dw

cc: HMT

Mr R L Douglas
Will you please file maps and note
Reference
Vault File V 403-2
Bernard Blum (12/22/52)

CHIEF ENGINEER
DEC 22 1952
NOR. PAC. RY.
ST. PAUL, MINN.

Saint Paul, December 22, 1952

MR. J. W. HAW:

Returning your copy of letter addressed to the Utah-Idaho Sugar Co. covering well characteristics at ELTOPIA and at MESA:

Yes, we are very glad to have this information. We want it for our own water supply data and we endeavor to keep records such as this.

cc-Mr. H. M. Schudlich

bb/s

att.

Attached is copy of Mr. Stapleton's letter to the Sugar Company.

(Seattle) December 15, 1952

Mr. W. Y. Cannon
Utah-Idaho Sugar Co.,
Salt Lake City, Utah

Dear Mr. Cannon:

In connection with Bureau of Reclamation wells at Eltopia and Mesa you are advised as follows:

The MESA well is located in the NE¼ Sec. 36-13-30. Ground elevation 757'. Depth, 340'. Diameter 12, 10 and 8 inches. Water level 190'. Well has stabilished at 96 gallons per minute with draw down of 120 to 125 feet.

The ELTOPIA well is located in the NE¼ Sec. 11-11-30. Ground elevation 700'. Depth of well 614 feet. Water level 355'. Diameter 12". Well has stabilised at 280 gallons per minute with draw down of 33'.

An attempting to develop further information on underground water supply in above areas and will keep you advised.

Maps that you requested should be available in the next day or two.

Sincerely,

WESTERN AGRICULTURAL DEVELOPMENT AGENT

WPSLmcc

bc-J. W. Haw

4

Via airmail.

Seattle, December 15, 1952.

Mr. J. H. Poore,
Vice President,
St. Paul, Minnesota.

November 28,1952 you wrote me about a proposed trip to the Columbia Basin by officers of the Utah-Idaho Sugar Company.

On December 9, 1952 Messrs. R. D. Bone, J.T. Derrig, W.P. Stapleton and I went to the field office of the Utah-Idaho Sugar Company at Walla Walla, Washington, where we met the following:

W. Y. Cannon, Superintendent of Production
J. C. Keane, Superintendent of Operations
Paul Scalley, District Manager
J. E. Trinnamin, Chief Engineer

The first three of the above mentioned officers of the Sugar Company accompanied us to Mesa, Washington, where we met R. G. Lindgren of our land department. The Utah-Idaho Sugar Company's officers showed interest in the following land department sections:

Near Mesa:
Section 25, 13 north, 30 east
Section 31, 13 north, 31 east

Near Sagemore:
Section 29, 11 north, 30 east
Section 31, 11 north, 30 east
Section 5, 10 north, 30 east

Section 25 is on a plateau and was easy to examine since the highway runs through it. The elevation is so high that it would be difficult to construct a spurtrack with a satisfactory grade.

The sections nearest Sagemore could be seen from the highway along our track but Mr. Lindgren explained that it would be impossible to go upon these sections unless one had a jeep on account of the presence of sand.

The Sugar people were distinctly interested and it was agreed that Mr. Stapleton secure topographical maps and data as to any existing wells in the vicinity.

Mr. J. H. Poore - No. 2.

They intended to examine the sections near Sagemore using a jeep. These people are already quite familiar with this area but they propose to find several suitable sites for strategic reasons. After leaving the Sagemore area we returned north to Eltopia and then rode due west, about one-half or three-fourths of the way to the Columbia River and then angled southwesterly to the River, and thence along the east bank to Pasco. There is an immense area of excellent land lying between our main line and the Columbia River which could prove tempting to the C.M. St.P. & P. R.R., which could extend a branch running south from Othello.

I enclose a plat prepared by the Bureau of Reclamation which Mr. Stapleton has had colored to show the irrigation schedule. From this plat you will note that any proposed branch line by the Milwaukee would need to skirt the secondary zone established by the Atomic Energy Committee.

(Signed) J. T. Moore

Industrial Agent.

JTM-L

enc.

cc: Mr. F. J. Berry,
Mr. Bernard Blum,
Mr. J. E. Thames,
Mr. J. T. Derrig,

I had only one plat

Mr. R.D.Bone,
Mr. W.P.Stapleton.

N.P. RY. ST. PAUL
TELEGRAPH OFFICE

1923 DEC 1 PM 2 00

NP63CF O SEATTLE 1 1137A

BERNARD BLUM STP

B 282 HAVE ARRANGED WITH MOORE TO ACCOMPANY HIM TO U AND I SUGAR PLANT AT WHEELER ON DECEMBER 12TH MOORE LEAVING FOR STPAUL TONIGHT D 656

J T DERRIG.

TONIGHT'S MENU

SWISS ALPINE TRAIL TA AMHERST ON DECEMBER 15TH MOORE FEVALING FOR ALWAYS

I SEE HAVE VERMONT WITH MOORE TO VCCOMPANY HIM TO A VID I

RICHARD ALTON SAID

IMPACT O SATTLE I ITTAV

DEC 1952

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 10774 M.

St Paul, Nov. 28, 1952

J T Derrig - Seattle

J T Moore wants you to accompany him and sugar company officials over the territory south of Moses Lake. B-282

Blum

St. Paul, Minn., November 28, 1952.

Mr. J. T. Moore,
Industrial Agent,
Seattle, Wash.

Mr. Berry advised me today that Mr. Haw had received information from Executive Vice President Scalley, of the Utah-Idaho Sugar Company, that he and some of his Directors and higher officers expected to visit the lower Columbia Basin project about December 10, and that they were primarily interested in securing some additional property south of Moses Lake. They would like to have you and Mr. Derrig, along with Mr. Stapleton, meet them in the Valley, as they feel that Northern Pacific officers might be helpful to them in deciding possible locations for their future operations. Mr. Stapleton will be on hand, and I would like to have you and Mr. Derrig plan to accompany these people. I have talked with Mr. Blum, and he has authorized me to say to Mr. Derrig that the proposed trip has his approval.

Mr. Stapleton is in close touch with the Sugar people, and you can obtain from him definite advice as to what day Mr. Scalley and his associates will visit the Valley.

(Signed) J. H. POORE

cc-Mr. F. J. Berry
Mr. Bernard Blum
Mr. J. E. Thames
Mr. J. T. Derrig

10774

Seattle, Washington
November 24, 1952

Mr. Bernard Blum:

Columbia Basin Project - Sequence of Irrigation Development

I have prepared a map for Mr. Stapleton made from tracing of the Reclamation Department's map showing sequence of development within the area of Wheeler, on which there is shown the location of the three railroads involved.

I am forwarding you transparent negative of that tracing under separate cover. I will forward you the master print as soon as I obtain print from Mr. Stapleton showing the areas to be developed during the period of 1954-58, inclusive. One advance uncolored print showing location of the railroads is attached.

J. T. DERRIG
Assistant Chief Engineer

JTD:jo

Mr. Skoglund
Please file & note reference
Bernard Blum
11/25/52

Previous on file V7403-2

BUREAU OF RECLAMATION

COLUMBIA BASIN PROJECT

WASHINGTON

IRRIGATION AREA BOUNDARY (W9)
IRRIGATION BLOCK BOUNDARY (40)
COUNTY BOUNDARY LINE
IRRIGATION DISTRICT BOUNDARY LINE
IRRIG. DIST. & COUNTY BOUNDARY LINE

COULEE CITY
To Cheney
SOAP LAKE
ADRIAN
701 1952
70 1952
EPHRATA
GLOYD
WENATCHEE
ROCK ISL'D. DAM
G. N. RY.
G. N. R. R.
SPOKANE
T. 23 N.
T. 22 N.
T. 21 N.
1953 73 QUINCY
1954
72 1952
71 1952
74
75 1954
76 1955
W-18A 1957
MOSES LAKE
41 1952
WHEELER
RAUGUST
GRANT CO.
ADAMS CO.
T. 19 N.
W9 1958
1955 78
W10 1958
ROTHOLES RESERVOIR
42
BASSETT JCT.
1953
43 1954
44 1955
WEST WARDEN
WARDEN
T. 18 N.
SEATTLE
W11 1958
1958 W13
W16B 1958
86 1956
1956 87
P-1A 1958
C.M. St.P. & P. R.R.
R. 23 E.
R. 24 E.
R. 25 E.
R. 26 E.
R. 27 E.
R. 28 E.
OTHELLO
R. 31 E
BRUCE
46
45 1956
49 1953
47 1957
A.E.C. SECONDARY ZONE
CONTROL ZONE
A.E.C. SECONDARY ZONE
SHANO
ADAMS CO.
FRANKLIN CO.
HATTON
T. 16 N.
T. 15 N.
T. 14 N.
T. 13 N.
T. 12 N.
T. 11 N.
T. 10 N.
T. 9 N.
Columbia River
11 1953
E9 1957
CONNELL
U.P.R.R.
54
12
MESA
14 1957
13
15 1954
16
1955
GLADE
ELTOPIA
Snake River
1948
PASCO
S.P.&S.RY.
1950
2
B2 1958
B3 1958
To Spokane
To Seattle
N.P.
U.P.
S.P.&S.

IRRIGATION SCHEDULE (In Net Acres)

	West Dist.	East and South Dist.	Total
Water now available.	58,426	72,677	131,103
1954	22,427	32,462	54,889
1955	15,517	45,375	60,892
1956	21,590	32,694	54,284
1957	26,764	27,410	54,174
1958	45,010	4,050	49,060
Totals	189,734	214,668	404,402

LEGEND

N.P.RY.
G.N.RY.
C.M.ST.P.&P.R.R.

NOTE: *Development years after 1953 are subject to change*

SCALE OF MILES 5 4 3 2 1 0 5

UNITED STATES DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
COLUMBIA BASIN PROJECT—WASHINGTON

SEQUENCE OF DEVELOPMENT

DRAWN O.M.L. SUBMITTED W. H. Johnston
TRACED O.M.L. RECOMMENDED
CHECKED J.M.B. APPROVED

EPHRATA, WASH. APRIL 7, 1952 | 222-116-22702

10774

Seattle, Washington
October 31, 1952

717-1

Mr. Bernard Blum:

Moses Lake - Industrial Development

Referring to your wire G-302 dated October 30 requesting positives of projected development maps at Moses Lake:

I am sending under separate cover positives of the following maps:

Projected development, dated June 4, 1947.

Proposed trackage, dated September 18, 1948.

Map showing Wheeler and vicinity, dated October 24, 1952.

Two additional undated contour maps in the vicinity of Moses Lake and Wheeler.

VF 403-2 – Vault File

J. T. Deming
Assistant Chief Engineer

REM:dl

Seattle, Washington
October 31, 1952

717-1

Mr. Bernard Blum:

Moses Lake - Industrial Development

Referring to your wire G-302 dated October 30 requesting positives of projected development maps at Moses Lake:

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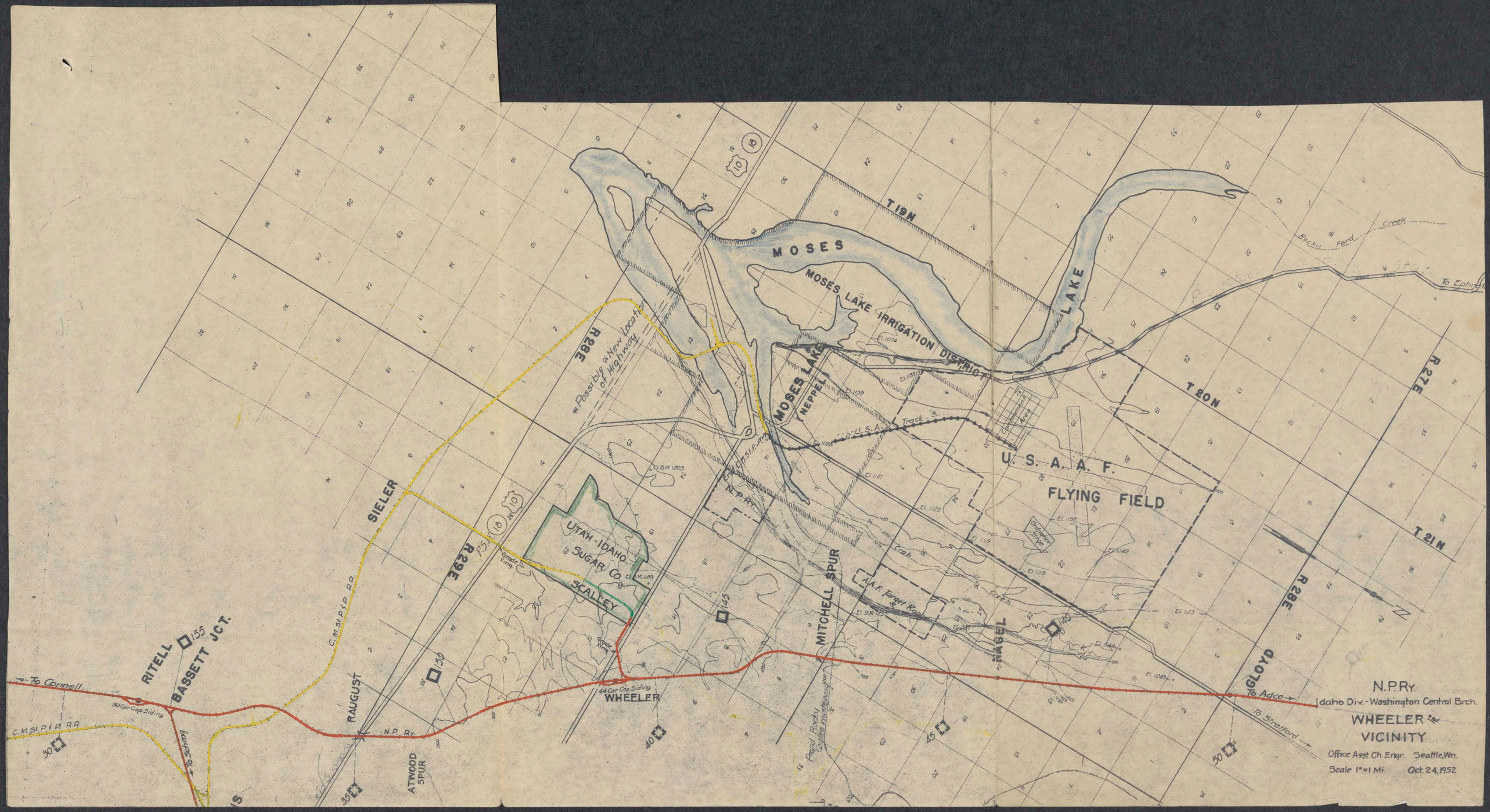
J. T. DERRIG

Assistant Chief Engineer

REM:dl


MOSES
MOSES LAKE IRRIGATION DISTRICT
LAKE
T 19 N
T 20 N
T 21 N
R 28 E
R 27 E
R 26 E
Rocky Ford Creek
To Ephrata
Possible New Location of Highway
MOSES LAKE
NEPPEL
U. S. A. Track A
U. S. A. A. F.
FLYING FIELD
Contractor's Area
Ordnance Shops
A.A.F. Target Range
N.P.Ry.
C.M.St.P.&P.R.R.
SIELER
RAUGUST
ATWOOD SPUR
UTAH - IDAHO SUGAR CO.
SCALEY
Grade Xing
MITCHELL SPUR
NAGEL
GLOYD
RITELL
BASSETT JCT.
To Connell
30 Car Cap. Siding
44 Car Cap. Siding
WHEELER
To Adco
To Stratford
Project Rocky Coulee Wasteway
N.P.Ry.
Idaho Div. - Washington Central Brch.
WHEELER and VICINITY
Office Asst. Ch. Engr. Seattle, Wn.
Scale 1" = 1 Mi. Oct. 24, 1952

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

J. T. DERRIG, SEATTLE, WASHINGTON

St. Paul, Minn., October 30, 1952.

Send me positive transparency your projected development Moses Lake dated June 4, 1947 and any other contour map you may have in vicinity Section 13

near Moses Lake. G-302.

Blum

10774

Seattle Journal of Commerce
February 26, 1952

Mr Blew
note 2/27

BASIN BEET SUGAR PLANT IS PROPOSED

MOSES LAKE.—(Special)—Plans for a $7 million beet sugar refinery at an undisclosed location in the Columbia Basin project area have been announced by the Utah & Idaho Sugar Co.

Bion Tolman, Salt Lake City, general agriculturist for the company, said that government response has been favorable to the firm's preliminary inquiries about material priorities for the plant.

Although no site has been announced, it is stated that the plant must be where it can draw beets from irrigated land on all sides.

It is understood the plant is to be established in 1953. Most beets grown this year will be processed at the company's existing Toppenish refinery.

MAR
1
1952

10774

Spokane, Washington
May 18, 1950

Mr. Bernard Blum:

Herewith a rather interesting clipping from the Spokesman-Review of about May 16th relative to discussion as to the growing of sugar beets in the Moses Lake area, which must be considered as probably referring to the area around Wheeler, on our Connell Northern Branch, as I am so strongly advised by the local producers that our bench land is much superior to the Moses Lake ground. It is probable, of course, that we will face very much increased demands for sugar beet loading on the Connell Northern.

District Engineer

HMT:lcb
Enc.

SPOKESMAN-REVISE - SPOKANE, WASHINGTON

May 16, 1950

BEET ACREAGE IN BASIN BOOSTED

Sugar Firm Manager Addresses Spokane Groups

This fall's harvest of 1200 acres of sugar beets in the Moses Lake area may be taken as an indication of the growth of the sugar beet industry in the Columbia basin.

Paul D. Scalley of Toppenish, manager of the Utah-Idaho Sugar company, announced this figure yesterday at a joint luncheon meeting of the Spokane Chamber of Commerce Columbia basin and agricultural bureau.

Two hundred acres of sugar bets contracted in the Moses Lake region last year produced an average of 26 tons an acre, Mr. Scalley said. He cited the figure as compared with the 21.5 tons an acre in beet-producing areas in the Yakima valley.

Contracts for 22,000 Acres

The sugar company manager said his firm has 22,000 acres of beets contracted for this year—more than 17,000 acres in the Yakima valley, 3000 more in the Walla Walla area and the 1200 at Moses Lake.

In discussing the sugar beet quota problem, Mr. Scalley said the industry's quota problem may have some effect on Columbia basin sugar beet acreage when basin lands intended for that purpose are made available.

In his opinion, Mr. Scalley said, about 100,000 acres would be required to support a new sugar beet plant because a crop is harvested only every third year.

Northwest buyers paid $13.47 per ton for sugar beets last year, the speaker added.

10774

2