Northern Pacific Railway Company. Engineering Department Records.

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Version 3
August 20, 2018

N. P. 1757
6-24

OFFICE OF Chief Engineer.

FILE NO. 10774-3

SUBJECT Moses Lake Wash

Moses Lake Branch

Army Airport

10774-3

From Dec 1st 1953
to " 31st 1954

10774
3

10774

OFFICE OF
CHIEF ENGINEER
NOV 2 1955
NORTHERN PACIFIC RY. CO.
ST. PAUL, MINN.

PAUL
TELEGRAPH OFFICE
1955 NOV 2 PM 12 04

NP15CF A SEATTLE 2 901A

H R PETERSON STPAUL

NEWSPAPER ARTICLE DATELINE NOVEMBER FIRST STATES THAT ICC EXAMINER RECOMMENDED DENIAL OF APPLICATION OF NORTHERN PACIFIC FOR PERMISSION TO EXTEND ITS TRACKS TO MOSES LAKE H-389

J E HOVING.

Spokane, Washington
December 31, 1954

Mr. J. E. Hoving:

Attached hereto are clippings from the Spokesman-Review of December 30, 1954.

You will notice the big ideas for Eltopia, Washington and also the article about the City of Moses Lake taking in additional area within the City Limits.

RAS
Can you add to your map of M.L.
HRP 1/3

(Signed) J. A. YOUNG
District Engineer

JAY:lcb
cc-Mr.H.R.Peterson
Encs.

HRP V

The 500 Acres at Moses Lake to be annexed could be the land north of present Moses Lake in Section 14. This would adjoin NPRy. Land in Section 13. Suggest J. A. Young indicate on a sketch the proposed addition to Moses Lake for our records -

Thompson 1/3/55

RECEIVED
JAN
3
1955

The Spokesman-Review Thurs., Dec. 30, 1954. 7

CITY ANNEXES AREA NEAR BASE

Moses Lake Council Approves Enlarging Town

MOSES LAKE, Wash., Dec. 29. —The disputed 500-acre north annexation was passed by the city council last night, with only the formality of advertising the decision and a five-day waiting period to complete the action, city hall reported today.

Annexation and development of the area has been the subject of concern because of its location under the southerly runway pattern of Larson air force base.

Ordinances passed by the council will add 1185 acres of land and 200 acres of water to the corporate limits of this city, supervisor R. C. Rector said today.

4250 Acres in City

This will make a total of 4250 acres in Moses Lake city limits of which 3548 acres is land.

Annexation of the remaining land on the peninsula between the main lake and Pelican horn will add 640 acres of land and 205 acres of water to the city. A third annexation passed last night is a small farm unit from block 41 area adjacent to the southeast corner of the city, 45 acres formerly unit 118, which will be bounded by the new north south highway and U. S. 10.

ELTOPIA PLANS BIG EXPANSION

Plat for City of 5000 Persons Made at Basin Town

ELTOPIA, Wash., Dec. 29. (AP)— A new Columbia basin city designed for a population of 5000 is being planned for this tiny town in Franklin county, an Aberdeen architect and a Moses Lake contractor said today.

The architect, Charles A. Baylon, said he is laying out a 600-acre townsite located in the "V" formed by the intersection of the Spokane and north-south highways here.

Dike Brothers Construction company of Moses Lake is associated with him in the plans.

Baylon said the plat will be submitted to the Franklin county planning commission and the federal housing authority for approval.

ADVERTISING

10774

Seattle, Washington
December 30, 1954

717-1

Mr. J. A. Young:

Moses Lake - Site for Washington
Cooperative Farmers Association

Under date of December 28, 1954, Mr. Moore wrote to J. E. Thames regarding site for the Washington Cooperative Farmers Association in our Section 13, near Moses Lake.

Attached is copy of Mr. Moore's letter to Mr. Thames. In the second paragraph of Mr. Moore's letter he requests that site number 2 be staked out so that construction work could be started by the Cooperative association. For that purpose there is attached a print of sketch dated December 17, 1954, which shows thereon site number 2 colored in yellow.

Will you please arrange to stake the site as desired by Mr. Moore and advise when the stakes have been set.

J. E. HOVING

Assistant Chief Engineer

JEH:jo

cc: H. R. Peterson

JE Hoving

HRP site #2 appears to be feasible, however the trackage to the SW corner of Sec 13 is questionable as there is a large difference in elevation or about 30'±

PRP Jan 4, 55

PRP - RAS

to note + return

HRP 1/3

COPY

Seattle, December 28, 1954

Via airmail

Mr. J. E. Thames,
General Manager Industrial Properties,
St. Paul, Minnesota.

I enclose papers pertaining to application by the Washington Co-operative Farmers Association for a 20 year lease covering a tract of land in our section 13, near Moses Lake, having a frontage of 400 feet and a depth of 600 feet. You will note that with my letter of December 6, 1954 submitting this proposal I attached a copy of your original development plat dated September 18,1953. Prior to the submission of this application the Washington Co-operative Farmers Assn. had pressed for a site in the southwest corner of section 13 but at that time the railway company was considering the possibility of a switch back in order to get down the hill into Moses Lake which made it difficult to get back up the hill to serve this southwest corner.

The enclosed file shows that this application has been approved by Messrs. Ackerman, Slorah, Young, Hoving, Bone and Steinbright. When Mr. Stanton was here I acquainted him with our problem of satisfying the Washington Co-op inasmuch as it desired to have its service track, or tracks, along the east line of the lease premises. On December 17 Mr. Hoving furnished me plat prepared on that date showing the manner in which Site No. 1 in the southwest corner could be served and Site No. 2 near the center of the section could be served. We have shown Mr.Rathbone of the Washington Co-op site No.2 and he is entirely satisfied with it and requests that we have it staked out at once so that his company can start construction of the foundations for his fertilizer facilities at once before the frost gets too deep. I am sending Mr. Hoving a copy of this letter so that Site No.2 can be staked out.

We understand that this ~~x~~ site will upset our plan of development of section 13 but we can adjust the plat to the west, which is down hill. The proposed width of 400 feet results in our having one or two more sites 400 feet wide in the rear but I expect we will have some demand for a wide site.

Mr. Rathbone of the Washington Co-op has advised me that it is willing to start construction and take its chances that the railway company will be able to serve it with trackage in due course. He understands that his

COPY

COPY

company willbe required to pay the cost of a private spur from clearance point to end in addition to his lease rental. He also understands that there is no water available now and will drill a suitable well. Mr. Rathbone asked that his company be permitted to purchase this property but I informed him that the railway company could not sell because this property lies within a farm unit.

I have not discussed rental with Mr. Rathbone except to say that the rental will be based upon the present value of the land, plus the amount of money which the Railway company will be required to pay to the Bureau of reclamation due to the construction of the Columbia Basin Project and due to pre-paid charges for water and for operation and maintenance of the irrigation system.

I have consulted with Mr. P. D. Edgell in the Land Department as to this proposed lease and before preparing lease we will consult the Land Department as to any special provisions it may require.

(Signed) J. T. Moore

Western Manager Industrial Properties

JTM-L

enc.

cc: Mr. D. H. Eastman
Mr. F. L. Steinbright
Mr. R. D. Bone
Mr. J. E. Hoving
Mr. P. D. Edgell

COPY

N.P. Ry.

MOSES LAKE MUNICIPAL AIRPORT

U.S.B.R. Experiment Station

N.P. Ry.

N.P. Ry.

CITY OF MOSES LAKE

Industry Sites

Industry Site No. 2

Existing County Road

E.E. Proposed Limited Access Hwy. P.S.H. #18

E.E. Pasture Road

N.P. Ry. Freight Station

Old County Road

Spur Connection

Main

Future Tracks

Applied

Necessity

To Wheeler

To Ephrata

To Moses Lake

COUNTY ROAD

MOSES LAKE-WHEELER ROAD

(Formerly P.S.H. #18)

EL 20

EL 20T

EL 20U

EL 20V

EL 20VI

PT. 162+882

PC. 150+832

N.P. Ry.
Tacoma Div. Trk. to Sec. 13 Wash. Central Br.
near
MOSES LAKE, WASH.
Possible Industry Site for
Washington Co-op Farmers Association
in Sec. 13
Office Asst. Ch. Engr. Seattle, Wash.
Scale 1" = 200' Dec. 17-1954

10774

Seattle, Washington
December 31, 1954

717-1

Mr. H. R. Peterson:

Moses Lake (nr) - Site for
Wash. Co-op Farmers Assn.

As requested in your telegram P-311 of this date, I am attaching hereto a print of plan dated this office, December 17, 1954, for site No. 2 to serve Washington Cooperative Farmers Association in Section No. 13 near Moses Lake.

J. E. Horny
Assistant Chief Engineer

RSG:dl
Encl.

N.P. Ry.

MOSES LAKE MUNICIPAL AIRPORT

To Wheeler

EL 20

EL 20T

EL 20U

EL 20V

EL 20VI

EL 20Y

EL 20

PC 15+69.32

PT 16+88.2

7°30' L

Applied for

Necessity Certificate

Spur Main

N.P. Ry.

Future Tracks

U.S.B.R. Experiment Station

CITY OF MOSES LAKE

To Ephrata

Existing County Road

Proposed Limited Access Hwy - P.S.H. #18

C.L. Pinehurst Road

Industry Sites

N.P. Ry. Team Track Station

Industry Site No. 2

COUNTY ROAD

MOSES LAKE-WHEELER ROAD.

(Formerly P.S.H. #18)

To Moses Lake

To Wheeler

N

N.P.Ry.
Tacoma Div. Trk. to Sec. 13 Wash. Central Br.
near
MOSES LAKE, WASH.
Possible Industry Site for
Washington Co-op Farmers Association
in Sec 13
Office Asst. Ch. Engr. Seattle, Wash.
Scale 1" = 200' Dec. 17 - 1954

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED 10774 M.

St Paul, Dec 31 1954 J E Hoving

Seattle

Please send me print of your plan dated Dec seventeenth for Site Number Two re track to Section Thirteen out of Wheeler. P-311

H R PETERSON 8:15 AM

Appreciation Wash Cooperative Farmers Assn Passed 12/31/54

Dec. 30, 1954

A.R. Peterson -

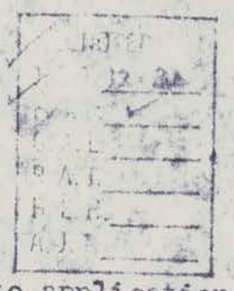
Site #2 at Moores Lake will fit in with our plans at this location with some relocation of street lines -

R. A. Skoglund

Seattle, December 28,1954.

Via airmail.

Mr. J. E. Thames,
General Manager Industrial Properties,
St.Paul, Minnesota.



I enclose papers pertaining to application by the Washington Co-operative Farmers Association for a 20 year lease covering a tract of land in our section 13, near Moses Lake, having a frontage of 400 feet and a depth of 600 feet. You will note that with my letter of December 6 1954 submitting this proposal I attached a copy of your original development plat dated September 18,1953. Prior to the submission of this application the Washington Co-operative Farmers Assn. had pressed for a site in the southwest corner of section 13 but at that time the railway company was considering the possibility of a switch-back in order to get down the hill into Moses Lake which made it difficult to get back up the hill to serve this southwest corner.

The enclosed file shows that this application has been approved by Messrs. Ackerman, Slorah, Young, Hoving, Bone and Steinbright. When Mr. Stanton was here I acquainted him with our problem of satisfying the Washington Co-op inasmuch as it desired to have its service track, or tracks, along the east line of the leased premises. On December 17 Mr. Hoving furnished me plat prepared on that date showing the manner in which Site No. 1 in the southwest corner could be served and Site No. 2 near the center of the section could be served. We have shown Mr.Rathbone of the Washington Co-op site No.2 and he is entire satisfied with it and requests that we have it staked out at once so that his company can start construction of the foundations for his fertilizer facilities at once before the frost gets too deep. I am sending Mr. Hoving a copy of this letter so that Site No.2 can be staked out.

We understand that this site will upset our plan of development of section 13 but we can adjust the plat to the west, which is down hill. The proposed width of 400 feet results in our having one or two more sites 400 feet wide in the rear but I expect we will have some demand for a wide site.

Mr. Rathbone of the Washington Co-op has advised me that it is willing to start construction and take its chances that the railway company will be able to serve it with trackage in due course. He understands that his

company will be required to pay the cost of a private spur from clearance point to end in addition to his lease rental. He also understands that there is no water available now and will drill a suitable well. Mr. Rathbone asks that his company be permitted to purchase this property but I informed him that the railway company could not sell because this property lies within a farm unit.

I have not discussed rental with Mr. Rathbone except to say that the rental will be based upon the present value of the land, plus the amount of money which the railway company will be required to pay to the Bureau of Reclamation due to the construction of the Columbia Basin Project and due to pre-paid charges for water and for operation and maintenance of the irrigation system.

I have consulted with Mr. P. D. Edgell in the Land Department as to this proposed lease and before preparing lease we will consult the Land Department as to any special provisions it may require.

J. J. Moore

Western Manager Industrial Properties.

JTM-L

enc.

cc: Mr. D. H. Eastman
Mr. F. L. Steinbright
Mr. R.D. Bone
Mr. J. E. Hoving
Mr. P. D. Edgell

Seattle, Washington
November 10, 1954

717-1

Mr. J. T. Moore:

Moses Lake - Trackage to serve possible industrial property

With reference to your letter of November 3, 1954, relative to trackage to serve possible industrial property in Section 14 at Moses Lake.

On October 29, Messrs. Titus and O'Hearne met with Messrs. Moore, Fulton, Stapleton and Ackerman at which time various sites were looked over and two locations were decided upon for possible development.

Attached for your information is copy of Mr. Young's report of November 8, 1954, together with print of sketch dated November 5, 1954 and print of sketch dated November 2, 1954, showing profiles of the various trackages. Also attached is copy of estimate dated November 8, 1954, which is in sufficient detail to ascertain the cost of trackage to serve the areas selected.

The estimate doesnot include the following:

1. Cost of right of way
2. Cost of Industrial sites
3. No telegraph or telephone work included.
4. No signals for the proposed limited access highway have been included.

HRP
Alignment is approx as shown other recent plans furnished by Young and alignment as well as grades are feasible. a run around track will be required At Some location
PRG & Skoog
Mar 15, 54

noted by Mr Peterson 11/16/54

J. E. HOVING
Assistant Chief Engineer

JEH:jo
cc: D. H. Eastman
H. R. Peterson

J E Hoving

PRG - RHS ?

HRP 11/14

OFFICE OF
CHIEF ENGINEER
NOV
15
1954
PRODUCTION

OFFICE OF
ASST. CHIEF ENGR.
NOV 9 1954
N. P. RY. CO.
SEATTLE, WASH.

Spokane, Washington
November 8, 1954

Mr. J. E. Hoving:

In answer to your letter of November 4th in connection with the proposed trackage to serve industrial areas in Section 14 at Moses Lake, I am attaching four prints and one positive of sketch dated Office of Division Engineer, Spokane, November 5, 1954; four prints and one positive of profile dated this office November 2, 1954; and four copies of estimate dated this office today.

As per instructions, Mr. Titus and Mr. O'Hearne met at Moses Lake on October 29th with Mr. Moore, Mr. Fulton, Mr. Stapleton and Mr. Ackerman. Various industrial areas were discussed and it was decided to progress sketch and estimate for two sites; namely, Area 1, which is in the northwest quarter of Section 14, and Area 3, which is in the southeast quarter of Section 14.

The estimate is broken down into four parts as follows:

Part 1 - Headblock on trackage to Section 13 to end of tail track on switch back and from headblock on switch back to the headblock of the spur into Area 3.

Part 2 - From headblock to end of spur into Area 3.

Part 3 - Headblock of spur into Area 3 to the connection with the U.S. R.R. spur serving the airbase.

Part 4 - From headblock to end of the two spurs serving Area 1.

The alignment shown on the sketch is a paper projection and the quantities arrived at on the estimate were obtained from centerline profile which was in turn obtained from Bureau of Reclamation contour maps. There has been no field survey. The quantities are based on a 24" top with 1½:1 side slopes for the fills and a 30-foot base with 1½:1 side slopes for the cuts.

The estimate does not include the cost of trackage to serve Section 13 as proposed under AFE 742-53. This estimate totals $205,000.00 for the trackage from the Main Line at Wheeler to the end of the track at the south line of Section 13. The estimate for the bridge under Part 1 is taken from your letter to Mr. Steinbright dated July 22, 1954 and it was assumed that labor and material were equal parts of the $12,000.00 shown. The timber trestle proposed for the lake is a 4-span standard timber trestle and the estimate is based on using treated material.

You will note that the switch back is still located partially in the east half of Section 12 within the limits of the part time farm units. We have moved it westerly and lowered the grade line 10-feet to Elevation 1150, which is desirable. This possibly can be lowered and moved even further when and if field surveys are actually accomplished.

No signal or telegraph work has been included in this estimate and the lump sum shown for the various grade crossings does not include the cost of possible crossing signals. The crossing of the limited access highway at grade under Part 2 will undoubtedly require the use of crossing signals if the crossing is allowed at all.

You will note that two spurs have now been shown in Area 1, which is an effort on our part to increase the usable acreage within that area. Also the second track, "I" to "J", is to be the future proposed entry into Section 11 for industrial sites in that section. We have not shown any trackage in Section 11 in this report.

(Signed) J. A. YOUNG

District Engineer

JPT:leb
cc-Mr.W.D.O'Hearne(1)(1)(1)
Encs.(4)(1)(4)(1)(4)

Idaho Div. - 8th Sub.
WHEELER (Nr.)
Val. Sec. - Wash. #12

Estimate of cost of proposed trackage to serve industrial areas in the vicinity of Moses Lake, Washington, as per sketch dated Office of Division Engineer, Spokane, November 5, 1954, and profile dated Office of District Engineer, Spokane, November 2, 1954.

PART I - "A" to "B" and "C" to "E" - H.B. on trackage to Section 13 to end of tail track on switch back, and from H.B. on switch back to H.B. of spur into Area 3.

PART II - "E" to "D" - H.B. to end of spur into Area 3.

PART III - "E" to "F" - H.B. of spur into Area 3 to connection with U.S.R.R.

PART IV - "G" to "H" and "I" to "J" - H.B. to end of the two spurs serving Area 1.

PART I - "A" to "B" and "C" to "E"

ADDITIONS	Labor	Mat'l.
Grading - 37,700 c.y. common excavation for track roadbed	9500	
9250' of 90# track including 1 - #9 turnout, and 1 bumping post	17000	32500
Culverts	200	300
Bridges - 1 steel & timber at County Road	6000	6000
Crossings (Not including crossing signals)	300	300
Contingencies	3300	3900
Engineering	3600	
Use of tools	1100	
	41000	43000
		41000
Total Est. Cost - A&B		$84000

PART II - "E" to "D"

	Labor	Mat'l.
Grading - 5300 c.y. common excavation for track roadbed	1500	
Grading - Leveling Area 3, 126,000 c.y. common excavation	32000	
29,000 c.y. common excavation to be used as borrow for roadbed "E" to "F"	0000	
2530' of 90# track including 1 - #9 turnout and 1 set wheel stops	4700	9200
Culverts	100	200
Crossings (Not including crossing signals)	300	300
Contingencies	3900	1000
Engineering	4300	
Use of tools	1500	
	48300	10700
		48300
Total Est. Cost - A&B		$59000

PART III - "E" to "F"

ADDITIONS	Labor	Mat'l.
Grading - 11,000 c.y. common excavation for track roadbed	3000	
29,000 c.y. common borrow from the grading of Area 3	8000	
4400' of 90# track including 1 - #9 turnout	9000	16000
Culverts	100	200
Bridges - 1 - 4 span Pile Trestle at lake	3300	3300
Crossings (Not including crossing signals)	200	200
Contingencies	2400	800
Engineering	2600	
Use of tools	900	
	29500	20500
		29500
Total Est. Cost - A&B		$50000

OFFICE OF
ASST. CHIEF ENGR.
NOV 9 1954
N. P. RY. CO.
SEATTLE, WASH.

Idaho Div. - 8th Sub.
WHEELER (Nr.)
Val. Sec. - Wash. #12 (Continued)

PART IV - "G" to "H" and "I" to "J" ADDITIONS	Labor	Mat'l.
Grading - 3600 c.y. common excavation for track roadbed	1000	
3500 c.y. common borrow from the grading of Area 1	1000	
Grading - Leveling Area 1		
6500 c.y. common excavation	2000	
3500 c.y. common excavation used as borrow for roadbed "G" to "H"	0000	
2750' of 90# track including 2 - #9 turnouts and 2 sets wheel stops	5600	12000
Culverts	100	200
Contingencies	1000	600
Engineering	1100	
Use of tools	400	
	12200	12800
		12200
Total Est. Cost - A&B - - - - - - - - - - -		$25000

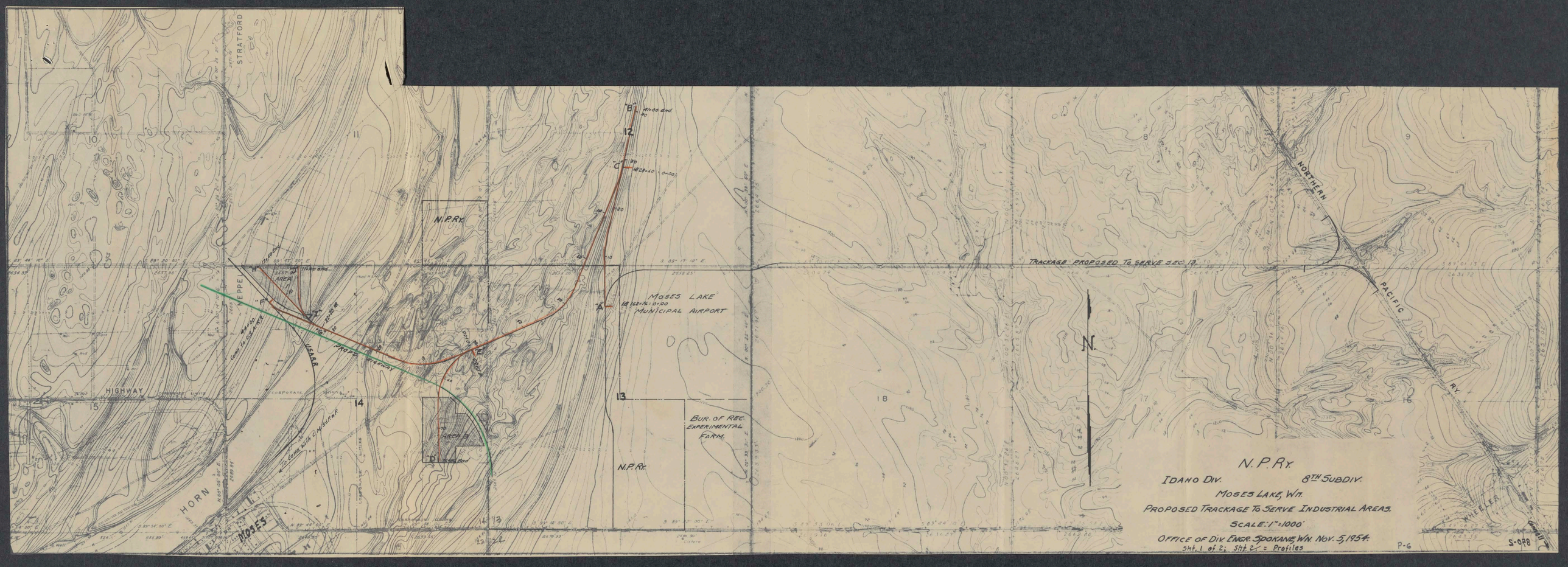
S U M M A R Y

Cost of New Work - "A" to "B" and "C" to "E" -	$84000
Cost of New Work - "E" to "D" -	59000
Cost of New Work - "E" to "F" -	50000
Cost of New Work - "G" to "H" and "I" to "J" -	25000
Total Est. Cost - "A" thru "J"	$218000

Not Joint Account

No Signal or Telegraph Work Included in this Estimate

Office of District Engineer
Spokane, Washington
November 8, 1954



N. P. Ry.

IDAHO DIV. 8TH SUBDIV.

MOSES LAKE, WN.

PROPOSED TRACKAGE TO SERVE INDUSTRIAL AREAS.

SCALE: 1" = 1000'

OFFICE OF DIV. ENGR. SPOKANE, WN. NOV. 5, 1954.

Sht. 1 of 2; Sht. 2 = Profiles

P-6

S-098

N.P.

L.D. 8TH

Profiles Proposed Trackage to Serve Industrial Areas

at

MOSES LAKE

Scale Hor. 1" = 400'
Ver. 1" = 20'

Office Dist. Engineer, Spokane, Wn., Nov. 2, 1954

Grade line shown is propd. T/T 1 ft. above propd subg.

Sht. 2 of 2

G.N.P.

078
3

Saint Paul, October 20, 1954

MR. J. E. HOVING:

Referring to my copy of your letter of October 11, file 717-1 to Mr. Moore and Mr. Young's letter of October 8 to you, about trackage to serve proposed industrial area at MOSES LAKE:

Mr. Skooglun has reviewed Mr. Young's sketch of September 16; and has prepared a sketch, which is attached, dated October 12 showing alternate arrangement of trackage in areas 1, 2, and 3 in view of the comments of Mr. Young about objections to the various areas account slope of ground.

You will note trackage in the three areas is laid out to parallel the contour lines so that industrial area between tracks may be leveled off to meet the grade of the adjacent industrial track.

You will also note Mr. Skooglun has indicated trackage in other sections: i.e. 1 and 11 of our Land Grant property. This is submitted solely as information for you.

The layouts are becoming so elaborate that it seems to me that submission of such information to outside people would act as a deterrent to our interests in locating trackage in this vicinity.

Mr. Thames, in looking over this map, suggested that there is enough trackage to "serve New York". It seems to me our efforts at this time should be concentrated on development of the trackage in section 13, as originally proposed.

p/s

att.

NOTE

St. Paul, October 15, 1954

File: 10774-3

Mr. H. R. Peterson:

Inasmuch as there were objections to the plan furnished to Mr. Hoving by Mr. Young, the situation was discussed with Skoog and resulted in the plan attached to our joint letter.

You will note that it involves a switch back connection somewhat similar to the one shown on Young's plan but in a different location and includes a run-around track.

Hoving's letter of Oct. 11 to Mr. Moore came in Oct. 15 after we made the suggested layout dated Oct. 12. While acquiring the Moses Lake airport and experimental farm will provide level industrial area, the plan attached will serve AREAS 1-2-3 and also provide a connection to the Government railway, as well as serve N. P. property in Sections 1 and 11.

You may wish to send a print to Hoving for information, and I have written a letter for your approval. You may wish to add to this letter.

Mr. Thames has seen development plan dated Oct. 12 and states there is enough trackage to serve New York.

PRG/jwm

P. R. GIBSON

attach.

OFFICE OF
CHIEF ENGINEER
OCT
12
1954
NOR. PAC. RY
ST. PAUL

St. Paul, October 15, 1954 G

File: 10774-3

Mr. J. E. Hoving:

Referring to your letter of October 11 to Mr. Moore commenting on Mr. Young's letter of October 8 about trackage to serve Areas 1, 2 and 3, near Wheeler and Moses Lake.

I agree that serving Areas 2 and 3, as shown on the plan dated Sept. 16, 1954 attached to Mr. Young's letter, is not feasible and that the trackage outlined to serve Area 1 is the most favorable.

The Moses Lake Municipal Airport and Experimental Farm areas appear to be desirable level areas easily served.

I am attaching for your information an industrial development plan dated October 12, 1954 which will satisfactorily serve Areas 1, 2 and 3, will provide a connection to the Government railway near Moses Lake, and will also serve the Northern Pacific property in Sections 1 and 11.

attachment

M e m o r a n d u m

Mr. H. R. Peterson:

With reference to Mr. Young's letter of October 8, regarding trackage to serve industrial areas near MOSES LAKE:

The suggested layouts furnished by Mr. Young to serve areas 1, 2, and 3, are impractical, due to the heavy grades on the industrial spurs, varying from 1.5% to 2.5%. These grades make it very difficult to serve industries adjacent thereto.

The attached print, scale 1":400', dated October 12, 1954, shows possible industrial developments near Moses Lake to serve NPRy. owned property and other suggested sites.

The main spur to serve these indusrial areas will leave proposed line to section 13, construction of which is now held up, awaiting court action, and descends through section 12 on a 2% grade to elevation 1085, which is approximately the bottom of the bluff surrounding Moses Lake. From this point a main connecting track to the U.S.Army Railway leading to the Larsen Army Air Base may be constructed, also spurs to the various industrial sites may be constructed on fairly level tracks to serve the various industrial sites as required.

P. R. Gibson
- R. A. Skooglun
10/12/54

3

att.

N.P.Ry.
Industrial Development
MOSES LAKE
Scale 1"=400'
Office of Chief Engr. - St. Paul - Oct. 12, 1954

Seattle, Washington
October 11, 1954

717-1

Mr. J. T. Moore:

Moses Lake - Trackage to serve proposed industrial area

Attached for your information find copy of Mr. Young's letter of October 8th, together with data relative to trackage to serve industrial property at Moses Lake.

The following is presented:

One print of sketch showing the proposed trackage to serve areas 1, 2 and 3, this sketch being dated Office of Division Engineer August 27, 1954, revised Office of District Engineer September 16, 1954.

Area 1 is shown served by trackage colored green which has an industrial spur into area 1 off from a track connecting to the U. S. Army Railroad.

Area 2 is served by trackage colored red and this trackage consists of two tracks to serve the industrial area.

Area 3 is covered by trackage shown colored purple and consists of one track. This is the area for which option was obtained.

Also attached find profiles of the trackage to reach areas 1 and 2. You will note that Mr. Young states that it will not be feasible to serve area 3 with a main spur on a 2.6 grade because of the difficulty in obtaining sub-spurs suitable for industrial use and excessive grade they required.

I concur in the recommendations as outlined in Mr. Young's letter and it is suggested that everything possible be done to acquire the area now included in the Moses Lake Airport and the Bureau Experimental Farm.

J. E. HOVING

Assistant Chief Engineer

JEH:jo

cc: HRP FLS

OFFICE OF
ASST. CHIEF ENGR.
OCT 11 1954
N. P. RY. CO.
SEATTLE, WASH.

Spokane, Washington
October 8, 1954

Mr. J. E. Hoving:

Moses Lake - Trackage to serve proposed industrial area

In answer to your letters of August 17th and September 1st in connection with the above proposed industrial area with trackage to serve, I will refer to the various areas as follows:

Area 1 - Shown green, consists of connection to the U.S. Army track and proposed trackage to serve possible industrial site in the N. 1/2 of N.W. 1/4 of Section 14.

Area 2 - Shown red, consists of proposed tracks 1 and 2 to serve possible industrial area in the S.W. 1/4 of Section 13.

Area 3 - Shown purple, consists of proposed track to serve possible industrial area in the E. 1/2 of S.E. 1/4 of Section 14.

I am attaching four prints of sketch showing the proposed trackage to serve these areas, dated Office of Division Engineer, Spokane, August 27, 1954, revised this office September 16, 1954, and four prints each of two sheets of profiles for the tracks to serve Areas 1 and 2, dated as above.

Also please find attached four print copies each of letters from Mr. O'Hearne to me dated August 27th and September 16th, which indicate his preference for Area 1, but he further prefers to expand the proposed industrial area in Section 13 to include the Moses Lake Airport and the Bureau Experimental Farm.

I am also returning one print each of your sketch and profiles, dated September 1st, for the proposed trackage to serve the E. 1/2 of S.E. 1/4 of Section 14 and also the connection to the U.S. Army track.

I do not believe it is feasible to serve Area 3, with the main spur on a 2.6% grade, because of the difficulty in obtaining sub-spurs suitable for industrial use and the excessive grading required.

Area 2 would be quite undesirable for the same reasons as stated above but does have the advantage of serving quite a large area, thus warranting more extensive grading. Again it

would be quite a problem to construct suitable sub-spurs without going to added expense for track at each industrial location for the necessary vertical curves and wider track centers required by the resulting differences of elevation account the excessive grade lines.

Area 1 would be the most favorable from the standpoint of grade line and construction costs and it also has the added feature of being tied in with the proposed connection to the U.S. Army track. The main disadvantage here is the limited size of the area, which may be entirely undesirable to the Industrial and Traffic Departments.

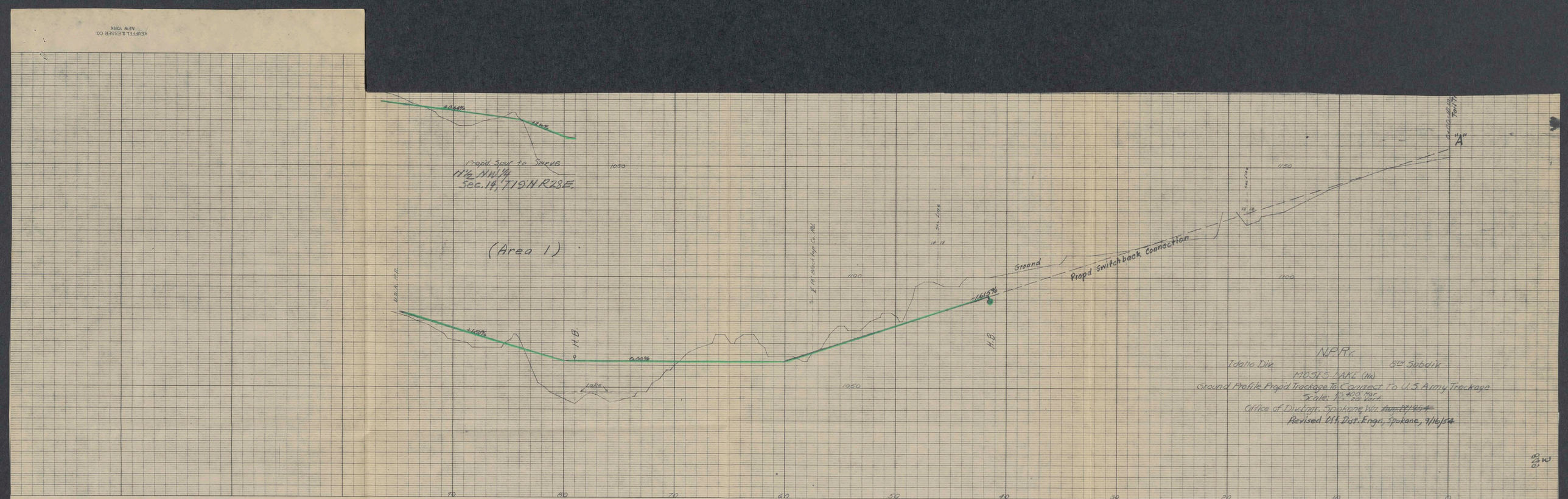
Mr. Moore's office has raised the objection of cutting into the part-time farm units in the S.E. 1/4 of Section 12, account the added costs and complications of obtaining right of way from so many small ownerships. To avoid these units would require a fill or trestle or combination on the tail track from 50 to 60-feet high, which would result in more than 200,000 cubic yards of embankment, which undoubtedly would have to be hauled in from some distance.

(Signed) J. A. YOUNG

District Engineer

JPT:lcb
cc-Mr.H.R.Peterson(2 ea.)
Mr.J.T.Moore(2 ea.)
Mr.W.D.O'Hearne(1 ea.)
Encls.(4 ea.)

N.P.Ry.
Idaho Div.
8th Subdiv.
MOSES LAKE (Nr.)
Propd Line From Near Wheeler To Connect To U.S.
Army Trackage and Serve Sect. 13.
Scale: 1"=1000'
Office of Div. Engr. Spokane, Wn. Aug. 27, 1954.
Revised Off. Dist. Engr., Spokane, Sept. 16, 1954
Propd Line Shown
" " Area 1 GREEN
" " " 2 RED
" " " 3 HELIOTROPE (purple)
End propd Switchback Conn.
Propd B "A"
Moses Lake Municipal Airport
Trackage Proposed to serve Sec. 13
Bur. of Rec. Experimental Farm
U.S.B.R.
Previously Proposed Development N.P.Ry was in this Area
N. Pac. Ry
Area 1
Area 2
Area 3
#1
#2
E½ of SE¼
Propd Hwy.
USA RR
HIGHWAY
CORPORATE LIMITS
HORN
NEPPEL
STRATFORD
NORTHERN PACIFIC RY.
WHEELER
COUNTY ROAD
Port
Cistern
11
12
13
14
18
17
16
8
9
10


+0.44%
-0.50%
Propd Spur to Steese
NW¼ NW¼
Sec. 14, T19N R28E.
(Area 1)
U.S.A. R/W
+1.00%
0.00%
H.B.
Lake
Ground
Propd switchback Connection
-1.61%
H.B.
1050
1100
1150
"A"
N.P.Ry.
Idaho Div.
5th Subdiv.
MOSES LAKE (NW)
Ground Profile Propd Trackage To Connect To U.S. Army Trackage
Scale: H. 1"=100' Var.
V. 1"=20' Var.
Office of Div. Engr. Spokane, Wn. Aug. 27, 1954
Revised Div. Engr. Spokane, 9/16/54
70
60
50
40
30
20
10
0

KEUFFEL & ESSER CO.
NEW YORK

+1.45%

1150

Track #2

V.C.

+2.50%

1100

V.C.

(Area 2)

+0.50%

V.C.

1150

Track #1

+4.75%

V.C.

NP.Ry.

Idaho Div. 8TH Subdiv.

MOSES LAKE (Wn)

Ground Profile Propd. Trackage West Side of Section 13

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

Office of Div. Engr. Spokane, Wn Aug. 27, 1954
Revised Off. Dist. Engr, Spokane, 9/16/54

10 30 20 1100 10 0

(10)

OFFICE OF
ASST. CHIEF ENGR.
OCT 11 1954
N. P. RY. CO.
SEATTLE, WASH.

PRE-RDAS? H.R.P.

HRP 10/10

Spokane, Washington
October 8, 1954

10774-3

Mr. J. E. Hoving:

Moses Lake - Trackage to serve proposed industrial area

In answer to your letters of August 17th and September 1st in connection with the above proposed industrial area with trackage to serve, I will refer to the various areas as follows:

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I am attaching four prints of sketch showing the proposed trackage to serve these areas, dated Office of Division Engineer, Spokane, August 27, 1954, revised this office September 16, 1954, and four prints each of two sheets of profiles for the tracks to serve Areas 1 and 2, dated as above.

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I am also returning one print each of your sketch and profiles, dated September 1st, for the proposed trackage to serve the E. 1/2 of S.E. 1/4 of Section 14 and also the connection to the U.S. Army track.

I do not believe it is feasible to serve Area 3, with the main spur on a 2.6% grade, because of the difficulty in obtaining sub-spurs suitable for industrial use and the excessive grading required.

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Mr. Moore's office has raised the objection of cutting into the part-time farm units in the S.E. 1/4 of Section 12, account the added costs and complications of obtaining right of way from so many small ownerships. To avoid these units would require a fill or trestle or combination on the tail track from 50 to 60-feet high, which would result in more than 200,000 cubic yards of embankment, which undoubtedly would have to be hauled in from some distance.

(Signed) J. A. YOUNG

District Engineer

JPT:lcb
cc-Mr.H.R.Peterson(2 ea.)
Mr.J.T.Moore(2 ea.)
Mr.W.D.O'Hearne(1 ea.)
Encls.(4 ea.)

Spokane, Wash.,
Aug. 27, 1954.

Mr. J. A. Young:

In response to Mr. Hoving's wire and letter I met Mr. Moore and Mr. Stapleton in connection with additional industrial trackage in the vicinity of Moses Lake.

Please find attached sketch and profiles of the layout, as suggested by Mr. Hoving, dated this office August 27, 1954. You will note from the contours and profiles of tracks indicated on the sketch as #1 and #2 that these would not be very desirable as industrial sites account of irregular terrain and the natural slope of the ground.

I have indicated a connection to the U. S. Army track and an industrial layout in the NW corner of Section 14. I contacted the County Engineer to see if they had any data on pile penetration or subsidence at this end of the lake. They didn't have anything on piling but advised they had very little subsidence on their road crossing the lake. The office engineer for the State Highway at Ephrata stated their soil engineers had made tests for the new proposed road but the records were either at the District office in Wenatchee or at Olympia.

The County Engineer stated that the elevation of the present level of Moses Lake was approximately 1048.0 but there was talk of raising this to elevation 1054.0.

I believe the best industrial sites in addition to the proposed layout in Section 13 would be to acquire the Moses Lake Airport and the Experimental Farm, both being in Section 13.

I am returning your print.

Encls.

Division Engineer

849
3

Spokane, Wash.,
Sept. 16, 1954.

Mr. J. A. Young:

In response to Mr. Hoving's letter to you of Sept. 1st in connection with proposed projection to serve the E 1/2 of SE 1/4, Section 14 at Moses Lake, Washington.

I do not believe it is feasible to serve this location. The ground is on a slope that would require extensive leveling or terracing and long sub-spurs to serve any industries account of the excessive grade.

I wrote you on August 27th, enclosing sketch and profile showing a connection to the USA track with a proposed industrial layout in that vicinity.

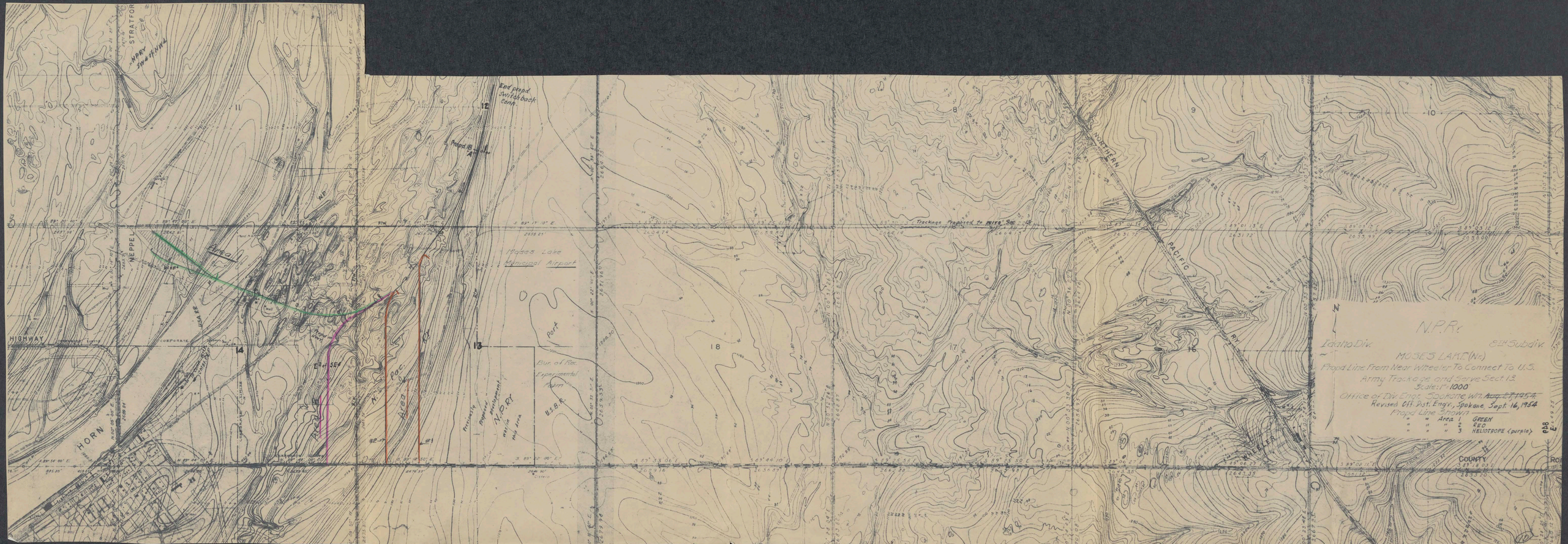
I am returning your file.

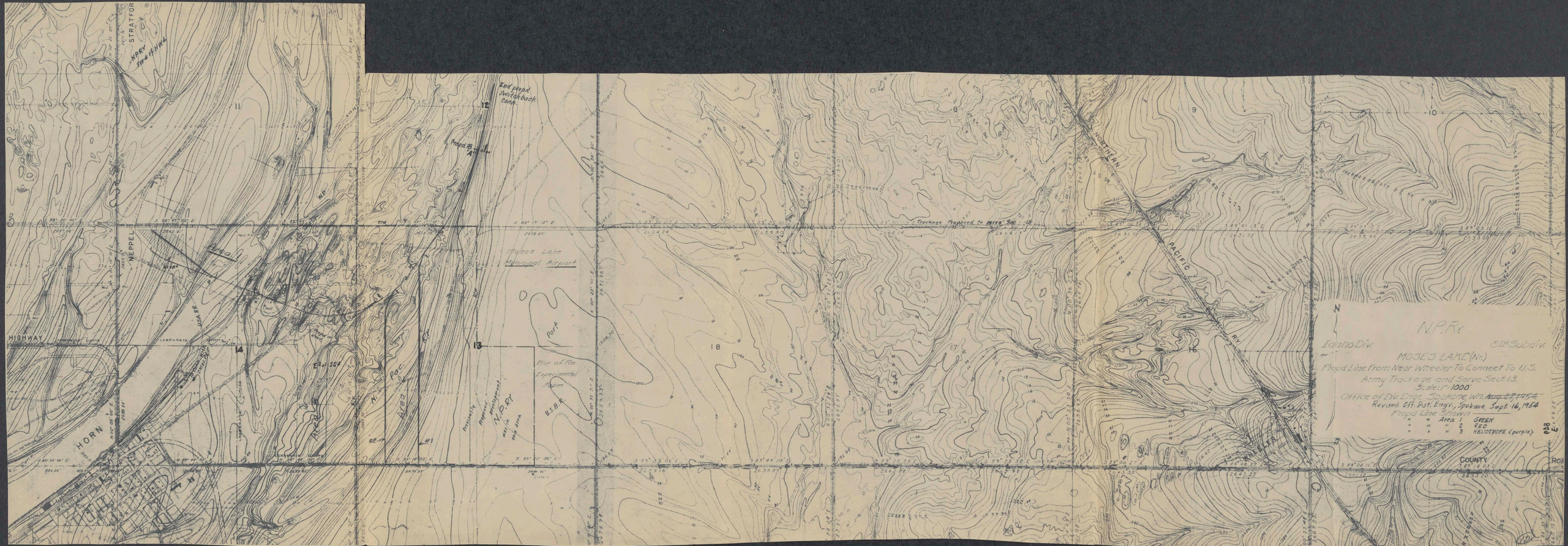
encl.

849
3

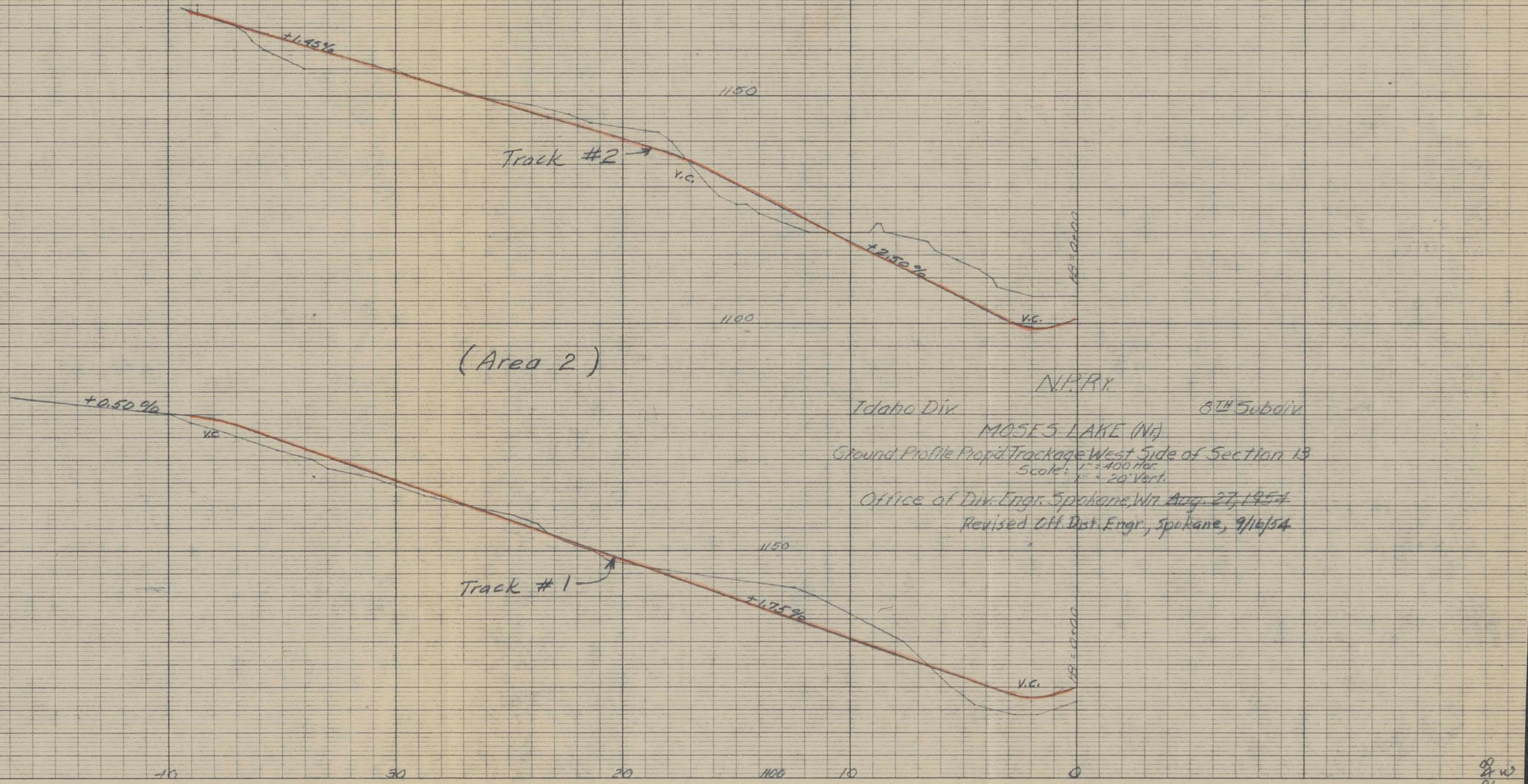
Division Engineer

(8)


N.P.R.r.
Idaho Div.
Eli Subdiv.
MOSES LAKE (N.)
Propd Line From Near Wheeler To Connect To U.S. Army Trackage and Serve Sect. 13.
Scale of 1000
Office of Div. Engr. Spokane, Wn. Aug. 17, 1954
Revised Div. Asst. Engr. Spokane Sept. 16, 1954
Propd Line shown ——
" " " Area 1 GREEN
" " " 2 RED
" " " 3 HELIOTROPE (purple)
N
Moses Lake Municipal Airport
Trackage Proposed to serve Sec. 13
Port
Bur of Rec. Experimental Farm
U.S.B.R.
Proposed realignment of N.P.R.r. within this area
Area 1
Area 2
Area 3
#1
#2
End Propd Switchback Track
Propd Spur
Propd Spur
Propd Spur


N.P.R.R.
Idaho Div. 8th Subdiv.
MOSES LAKE (No.)
Propd Line From Near Wheeler To Connect To U.S. Army Trackage and Serve Sect 13.
Scale: 1" = 1000'
Office of Div. Engr. Spokane, Wn. Aug 27 1954
Revised Off. Dist. Engr., Spokane, Sept. 16, 1954
Propd Line Shown ——
" " Area 1 GREEN
" " " 2 RED
" " " 3 HELIOTROPE (purple)
Moses Lake Municipal Airport
Trackage Proposed to serve Sec 13
End Propd Switch Back Track
Propd N.P.R.R. Industrial Development
Bur. of Rec. Experimental Farm
U.S.B.R.
NORTHERN PACIFIC R.R.
STRATFORD
NEPPEL
HORN
WHEELER
HIGHWAY
COUNTY
ROAD

KEUFFEL & ESSER CO.
NEW YORK



N.P.Ry.

Idaho Div. 8TH Subdiv.

MOSES LAKE (Wn).

Ground Profile Proposed Trackage West Side of Section 13

Scale: 1" = 100' Hor.
1" = 20' Vert.

Office of Div. Engr. Spokane, Wn ~~Aug. 27, 1954~~

Revised Off. Dist. Engr., Spokane, 9/16/54

(10)

KEUFFEL & ESSER CO.
NEW YORK

+1.45%

1150

Track #2

V.C.

+2.50%

V.C.

1100

(Area 2)

+0.50%

V.C.

1150

Track #1

+4.75%

V.C.

N.P.Ry.

Idaho Div. 8TH Subdiv.

MOSES LAKE (NI).

Ground Profile Proposed Trackage West Side of Section 13

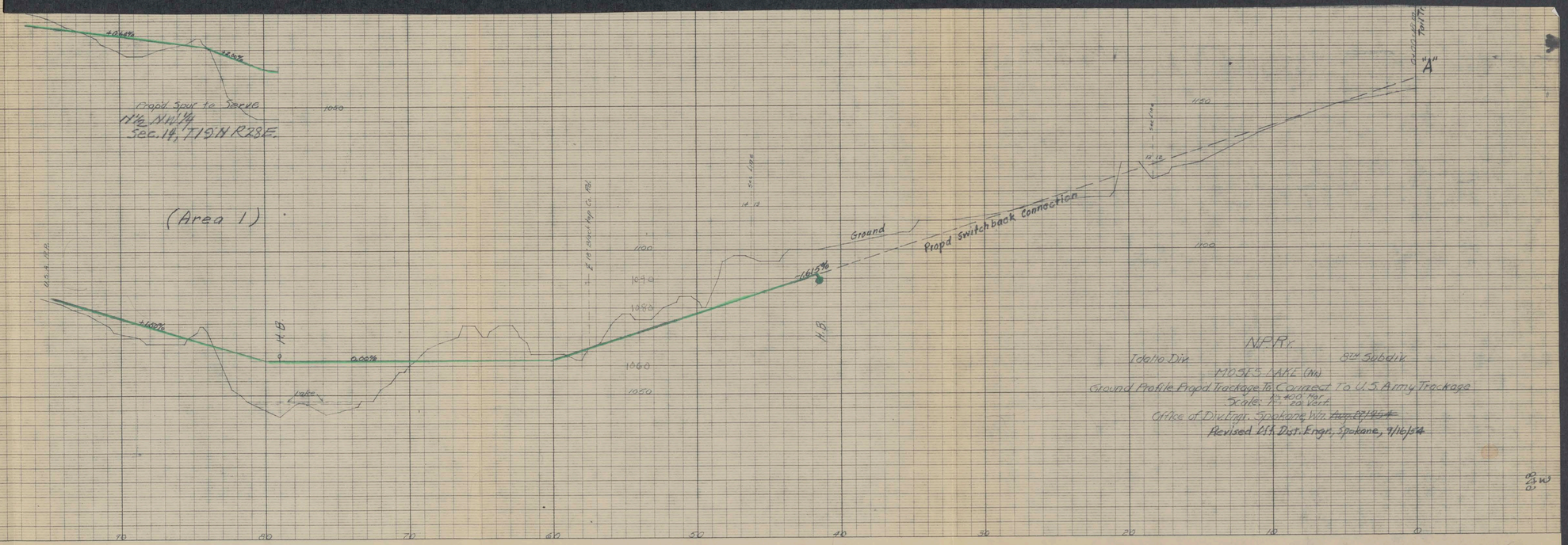
Scale: 1" = 100' Hor.
1" = 20' Vert.

Office of Div. Engr. Spokane, Wn ~~Aug. 27, 1954~~

Revised Off. Dist. Engr., Spokane, 9/16/54

40 30 20 1100 10 0

(10)



N.P.R.R.

Idaho Div. 8th Subdiv.

MOSES LAKE (NW)

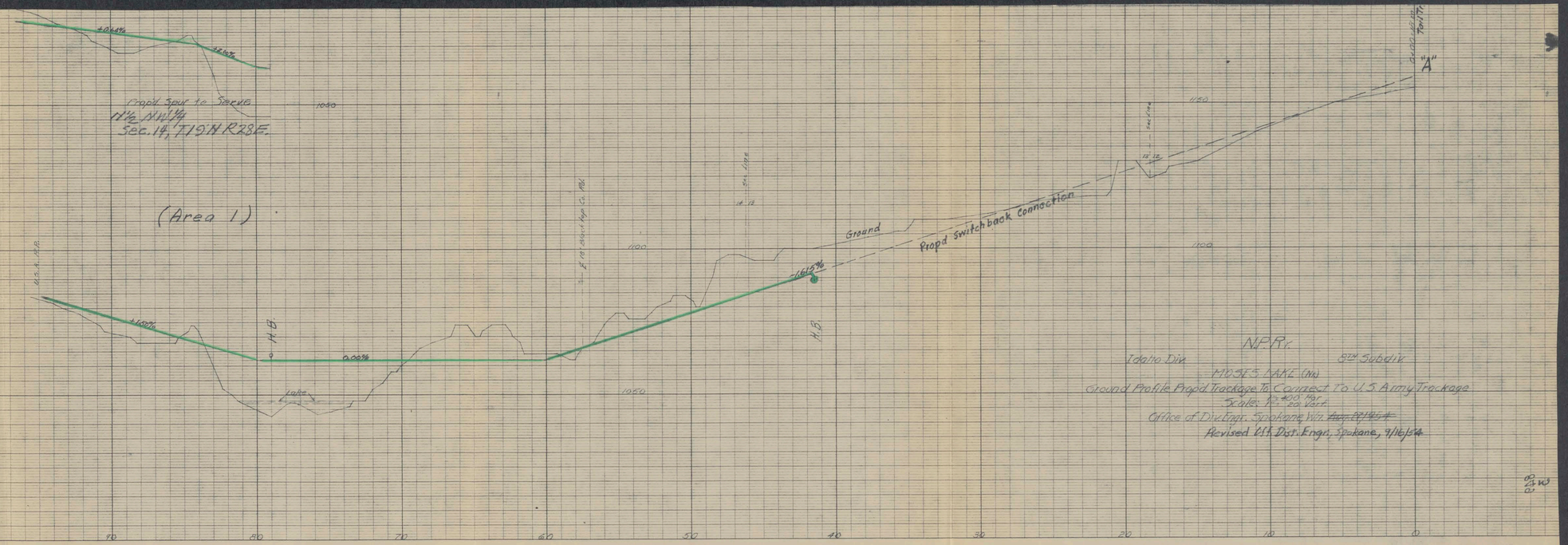
Ground Profile Propd Trackage To Connect To U.S. Army Trackage

Scale: 1" = 100' Hor.
20' Vert.

Office of Div. Engr. Spokane Wn. ~~Aug 8, 1945~~

Revised U.S. Dist. Engr. Spokane, 9/16/54

KEUFFEL & ESSER CO.
NEW YORK



N.P.Ry.

Idaho Div. 5th Subdiv.

MOSES LAKE (Wn)

Ground Profile Propd Trackage To Connect To U.S Army Trackage

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

Office of Div. Engr. Spokane, Wn. ~~Jan. 22 1945~~

Revised U.S. Dist. Engr. Spokane, 9/16/54

KEUFFEL & ESSER CO.
NEW YORK

(10)

10774
3

Seattle, Washington
September 1, 1954

~~Mr. J. A. Young:~~

Attached find print of sketch dated June 9th, 1954, revised September 1st, to show projection of track to serve E 1/2 of SE 1/4, Section 14, and connection to USA track at Moses Lake.

Also attached find profiles of projection to the above locations.

Will you please make field check and advise feasibility of constructing trackage to these locations.

L. E. HOVING

JEH:id
Encl.

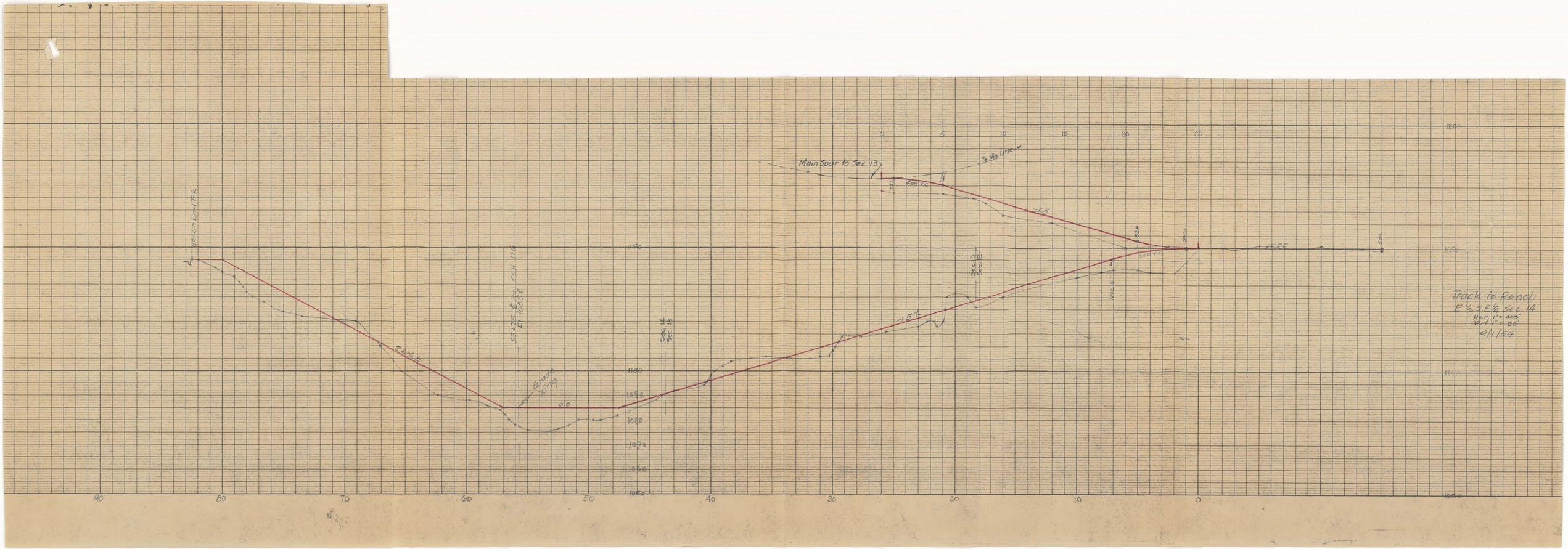
Assistant Chief Engineer

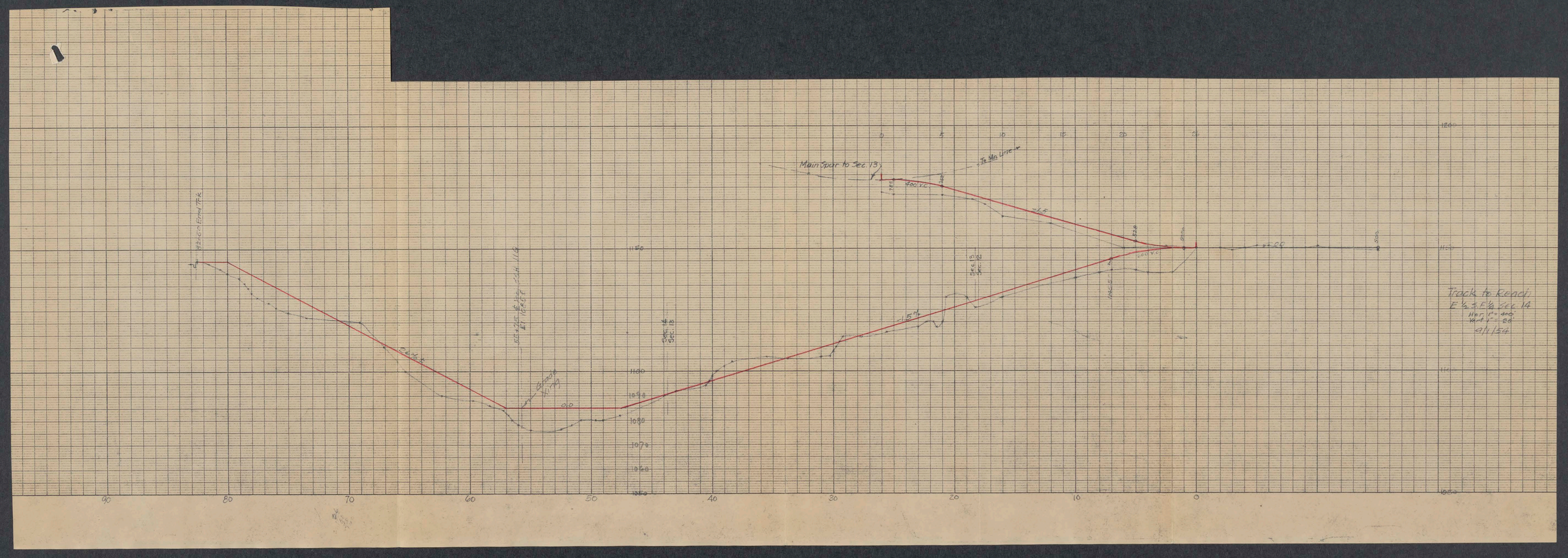
cc: JTM
HRP

J.E. Hoving

Noted PRB Sept 4:54

N. P. RY.
F.U. 49
4+00 End Tail Track
PART TIME
FARM UNITS
158 to 214, incl.
H.B. 01+00
H.B. 29+00
F.U. 50
F.U. 51
F.U. 52
F.U. 53
F.U. 54
F.U. 55
F.U. 56
F.U. 57
F.U. 58
F.U. 59
F.U. 60
F.U. 61
F.U. 62
F.U. 63
F.U. 64
F.U. 65
F.U. 66
F.U. 67
F.U. 68
F.U. 69
F.U. 70
F.U. 71
F.U. 73
F.U. 74
F.U. 75
F.U. 76
F.U. 77
F.U. 78
F.U. 79
F.U. 80
F.U. 81
F.U. 82
F.U. 83
F.U. 84
F.U. 85
F.U. 86
F.U. 87
F.U. 88
F.U. 89
F.U. 90
F.U. 91
F.U. 92
F.U. 93
F.U. 94
F.U. 95
F.U. 96
MOSES LAKE MUNICIPAL AIRPORT
BUR. OF RECL. EXPERIMENTAL FARM
N.P.RY.
U.S.A. TRACK
PROJECTED
PARKER HORN
MOSES LAKE
E. CAST BEACH
MOSES LAKE
WHEELER ROAD
207+00 End Mn. Spur
STATE OF WASH.
WHEELER
SCALLEY
UTAH-IDAHO SUGAR CO.
To Othello
To Connell
P.S.H. #18
P.S.H. #16
T. 15 N. R. 29 E.
T. 15 N. R. 28 E.
S. 5 W.
E ½ SE ¼
4+00 Main Spur H.B. 109+18
H.B. 107+14
0+00 Wye Track
MAP-EXHIBIT "C"
EXHIBIT "C"
N.P.RY.
Idaho Div'n. Wash. Central Brch.
PROPOSED LINE
from
NEAR WHEELER TO MOSES LAKE, WASH.
Office of Asst. Chief Engr. Seattle, Wn.
Scale 1"=1000' June 9, 1954
Revised Sept. 1, 1954 to show Proj. Track to serve E½ of SE¼ Sec. 14 and Connection to U.S.A. Track.
Propd. Line is shown red
926-10


Main Spur to Sec. 13
Track to React
E½ SE¼ Sec. 14
Hor. 1" = 100'
Ver. 1" = 20'
6/1/54
Grade
Elev. 1148.0
Elev. 1148.0
Elev. 1148.0


Main Spur to Sec. 13
To Mn Line
Track to Reach
E½ SE¼ Sec. 14
Hor. 1" = 400'
Vert. 1" = 50'
9/1/54

Almost NB in USA Rd

+0.4

-0.5

-0.5 Center Grade of Almost NB

-1.5

-1.5

Approx Center Line

1100

Conn to USA Rd N of 33H #116

1050

Conn to USA Rd So of 33H #116

El 1074.5

N.B. Conn = 1064.75

40

30

20

10

0

Hor 1"=100'
Vert 1"= 20'
9/1/54

38+00 to H 116 USA Rd

10774

Saint Paul, August 22, 1954

MR. M. L. COUNTRYMAN, Jr.:

The attached two clippings may be of interest to you in connection with proposed trackage into MOSES LAKE.

p/s

att. (2)

Spokane
Aug 20, 1954

Mr. H R Peterson -

attached is clipping from the Moses Lake Herald of August 20th Re- application of Northern Pacific Spur track.

H A Young

Seattle, Washington
August 4, 1954

717-1

Mr. H. R. Peterson:

Moses Lake - Extension of line
to serve Moses Lake

Attached for your information is print of letter dated July 30, 1954 from Dean H. Eastman to C. E. Boles, I.C.C., relative to Finance Docket Number 18544, extension of line to Moses Lake.

J. E. Hovey
Assistant Chief Engineer

JEH:jo

D. H. SHOEMAKER
P. R. GIBSON
J. D. WORTHING
W. R. BJORKLUND
G. E. EKBERG
A. J. HENDRY
Q. L. SMITH
H. M. SCHUDLICH
S. H. KNIGHT
W. H. JAHN
L. B. CURTISS
R. A. SHOOBLUN

8/16

8/12

OFFICE OF
VALUATION ENGINEER
AUG 12 1954
NOR. PAC. RY.
ST. PAUL, MINN.

OFFICE OF
ENGINEER
AUG
1954
NOR. PAC. RY.
ST. PAUL, MINN.

717-1

July 30, 1954.

Air Mail

Mr. C. S. Boles, Director
Bureau of Finance
Interstate Commerce Commission
Washington 25, D. C.

Dear Mr. Boles:

SUBJECT: Finance Docket No. 18544 - Application of Northern Pacific Railway Company for authority to extend its line of railroad to Moses Lake, Washington.

This is in compliance with your request that I confirm by letter my statements made in our telephone conversation today regarding assignment of the above application for hearing as proposed in your telegram to me of the 27th.

Your wire states that if the Circuit Court affirms the District Court in the Moses Lake litigation and no appeal is taken our application could be assigned for hearing on the itinerary of an Examiner who is expected to be on the Pacific Coast around the middle of September. You also refer to your letter of June 17th to Mr. Lutterman.

As I explained to you, we feel that hearing on the above application should not be held up because of the appeal pending in the Circuit Court. That litigation involves solely a line which we proposed to construct to certain of our industrial property located between our branch line and the City of Moses Lake. The above application, however, is one for authority to extend our line into the City of Moses Lake. That proposal is not involved in the pending court litigation.

Although our application alternatively prays for authority to construct a line to our industrial property should the Commission deny an entry into Moses Lake such application primarily and basically is for authority to extend our line into Moses Lake. That is not involved in the pending litigation. The testimony which we will introduce to support our application into Moses Lake is substantially

OFFICE OF
ASST. CHIEF ENGR.
AUG 3 1954
N. P. RY. CO.
SEATTLE, WASH.

the same which would support our proposed trackage to our industrial property. If the Commission authorizes our proposed line into Moses Lake it would be unnecessary for it to consider our alternative prayer since our industrial property would be reached and served by ordinary spur trackage from our Moses Lake line. Accordingly, we urge that our application be assigned for hearing on the itinerary of such Examiner in September.

In accordance with your request I advised Mr. Lutterman of your telegram and furnished him with a copy thereof. I also advised him that I intended to call you on the telephone and urge that our application be at this time assigned for hearing. You will also note that I am copying my letter to Mr. Lutterman.

Respectfully yours,

Eastman

DHE:c

cc-Mr. E. E. Lutterman
General Attorney
C.M.St.P.& P.R.R.Co.
Seattle, Washington

bcc- Mr. W. L. Countryman, Jr.
Mr. E. E. Stanton
Mr. R. D. Sams
Mr. F. D. Edgell
Mr. J. E. Roving
Mr. J. T. Moore
Mr. W. F. Stapleton
Mr. F. L. Steinbright

Seattle, Washington
July 22, 1954

717-1

Mr. D. H. Eastman:

Moses Lake - Trackage to serve Section 13, Industrial property

With reference to return of Questionnaire, Finance Docket number 18544, Northern Pacific Railway Company, Moses Lake Extension.

Under date of July 7, 1954, I wrote to Mr. Peterson, copy to you, regarding future improvement of County Road along Section 13 and that at such time the switch back track would undoubtedly have to cross the road on a treated timber trestle with the County Road passing underneath the trackage.

In my letter to you dated June 9, 1954, regarding information in connection with return to Questionnaire to the I.C.C., I advised under Item 34, sub-question (h) that wood bridges or other temporary construction was not involved.

Should we be required to construct an undercrossin for the County Road, then Item 34 (h) should be made to read "One Bridge consisting of one 50 foot deck plate girder and two eighteen foot timber spans supported on pile bents, for a total bridge length of 88½ feet and a height of approximately 21 feet."

This bridge, while constructed of steel timber and wood piling, will not be of a temporary nature, but will be a part of a completed structure. The total estimated cost of the bridge is $12,110. The estimate furnished you dated June 9, 1954, totalling $355,225, should be increased by the additional amount of $12,110 to cover the bridge work.

You may wish to supplement your data to the I.C.C. which you have already furnished.

J. E. HOVING

Assistant Chief Engineer

JEH:jo

cc: HRP
JAY

OFFICE OF
CHIEF ENGINEER
JUL
26
1954
NOR. PAC. RY
ST. PAUL, MINN.

Mr. J. E. Hoving:

The attached print of Br. Engineer's drawing 1823-349 is transmitted to accompany my letter of the 19th, re improvement of county road along Sec. 13, Moses Lake.

- H. R. Peterson
7/20/54

g/s

att.

Saint Paul, July 19,1954

A i r m a i l

MR. J. E. HOVING:

Your letter of July 7, file 717-1, about improvement of county road along Sec. 13, Moses Lake, was submitted to Mr. Ekberg, with request to furnish information referred to in the last paragraph of your letter.

Attached is a copy of Mr. Ekberg's letter of even date with estimate of cost, $12110, to cover secondhand 50' deck plate girder span on treated pile and timber piers with one 18' treated timber span at both ends, to provide 30' wide clear opening and 14' vertical clearance.

p/s

att.

St. Paul, Minnesota
July 19, 1954

Mr. H. R. Peterson:

Referring to your notation on Mr. Hoving's letter of July 7th regarding proposed bridge on switchback in connection with the construction of trackage from Section 13, Moses Lake.

I have been informed by Mr. Hoving that the County will require a 30' opening under our bridge. For that reason the attached print of Plan 1823-349 shows a 50' DPG span which we have recovered from Bridge 1, Pasco.

We are paying the Government $40 a ton for this second hand 50' span.

I am also attaching estimate amounting to $12,110 for doing this work.

Letter returned.

C. E. Ehberg

Enc.
CEE:1

OFFICE OF
CHIEF ENGINEER
JUL
19
1954
NOR. PAC. RY.
ST. PAUL, MINN.

NORTHERN PACIFIC RAILWAY COMPANY

IDAHO DIVISION — 8th Subdivision

Moses Lake Project

Estimated cost of highway undercrossing along north line of Section 13 for switch back. Bridge to consist of 1 - 50' S. H. deck plate girder and 2 - 18' timber spans supported on pile bents. The bridge provides 30' wide clear opening and 14' vertical clearance.

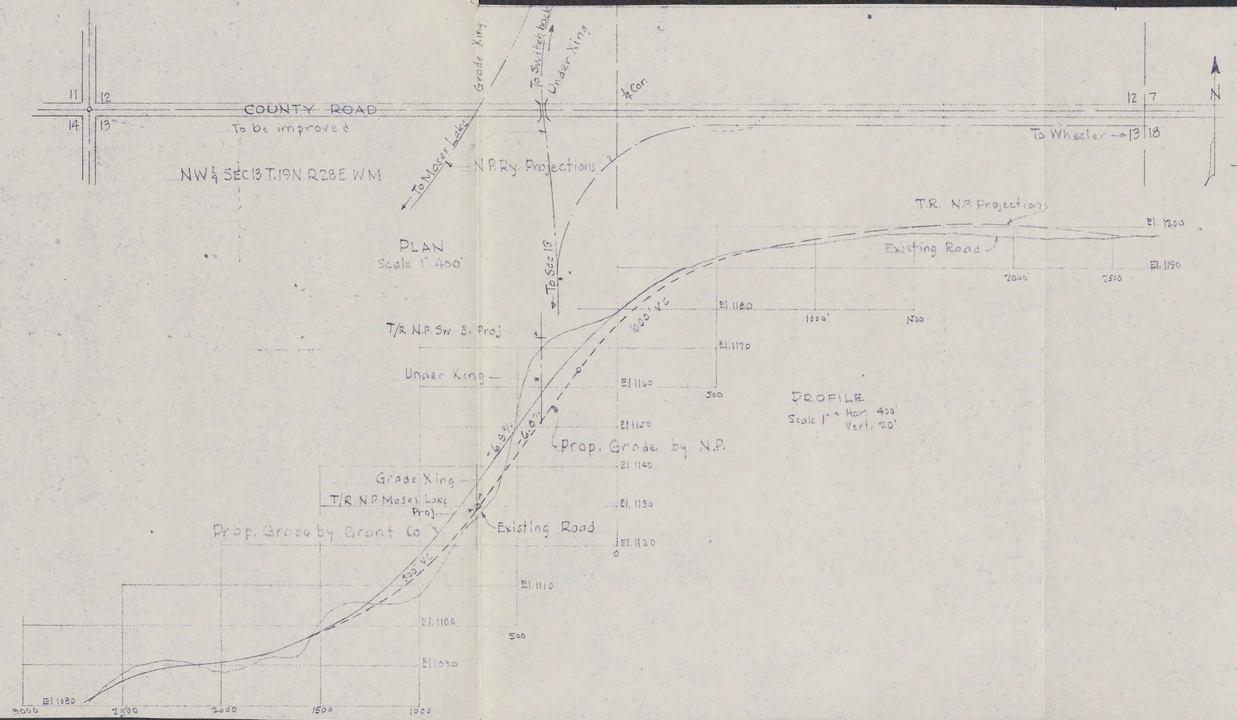
A & B				
3900 FBM stringers	L 80	M 200	312	780
6500 FBM timber	L 70	M 150	455	975
1100 l. f. piling	L 1.25	M 1	1375	1100
27 tons struct. steel	L 75	M 40	2025	1080
27 tons painting	L 10	M 3	270	81
1000 hardware		M .15		150
4 days worktrain	L 120	M 80	480	320
Unload and handle material			200	
Engineering			513	
Contingencies			280	224
			5910	4710
				5910
				10670

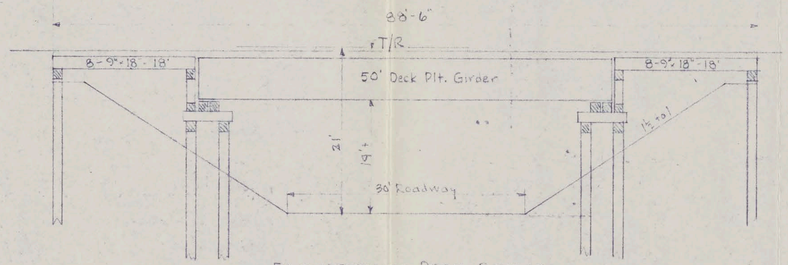
Operating Expense				
6600 FBM ties	L 70	M 145	462	957
Contingencies			23	48
			485	1005
				485
				1490

Summary

A & B	10620
O. E.	1490
	12110

Office of Bridge Engineer
St. Paul, Minnesota
July 19, 1954





ELEVATION OF PROP. BRIDGE
Scale 1"=10'

N. P. RY.
IDAHO DIV. 8TH SUB DIV.
MOSES LAKE PROJECT
PROPOSED HIGHWAY UNDERXING
OF COUNTY ROAD NEAR WHEELER
Scales as Noted
Office of Bridge Engineer St Paul Minn July 6th

INDEX 1823-349

Seattle, Washington
July 7, 1954

717-1

Mr. H. R. Peterson:

Moses Lake - Improvement of County
Road along Section 13

In connection with the construction of trackage from Section 13 to Moses Lake, the switchback and the trackage into Moses Lake proper will cross an unimproved County Road on the north line of Section 13.

The County intend at some time in the future to improve the road and it will undoubtedly be necessary to cross over the County Road on the switchback track with a treated timber trestle and the County Road passing underneath the trackage.

On the track to Moses Lake proper the grade line will permit the crossing of the County Road at grade.

Attached for your information find two prints of sketch dated June 21, 1954, showing the improvement of the County Road on the north line of Section 13, together with the proposed undercrossing and the grade crossing.

On the return to questionnaire to be submitted to the I.C.C., I advised Mr. Eastman that there would be no timber bridges involved.

Will you please have Mr. Ekberg furnish data relative to a treated timber undercrossing of the County Road on the switchback track so that I may inform Mr. Eastman as he may wish to submit supplemental data to the I.C.C. relative to this question.

D. H. SHOEMAKER
P. R. GIBSON
J. D. WORTHING
W. R. BJORKLUND
G. E. EKBERG
A. J. HENDRY
G. L. SMITH
H. M. SOMMERLIGHT
S. H. KNIGHT
W. M. JAHN
L. B. CURTISS
R. A. BROOKS ON

J E Hoving
Assistant Chief Engineer

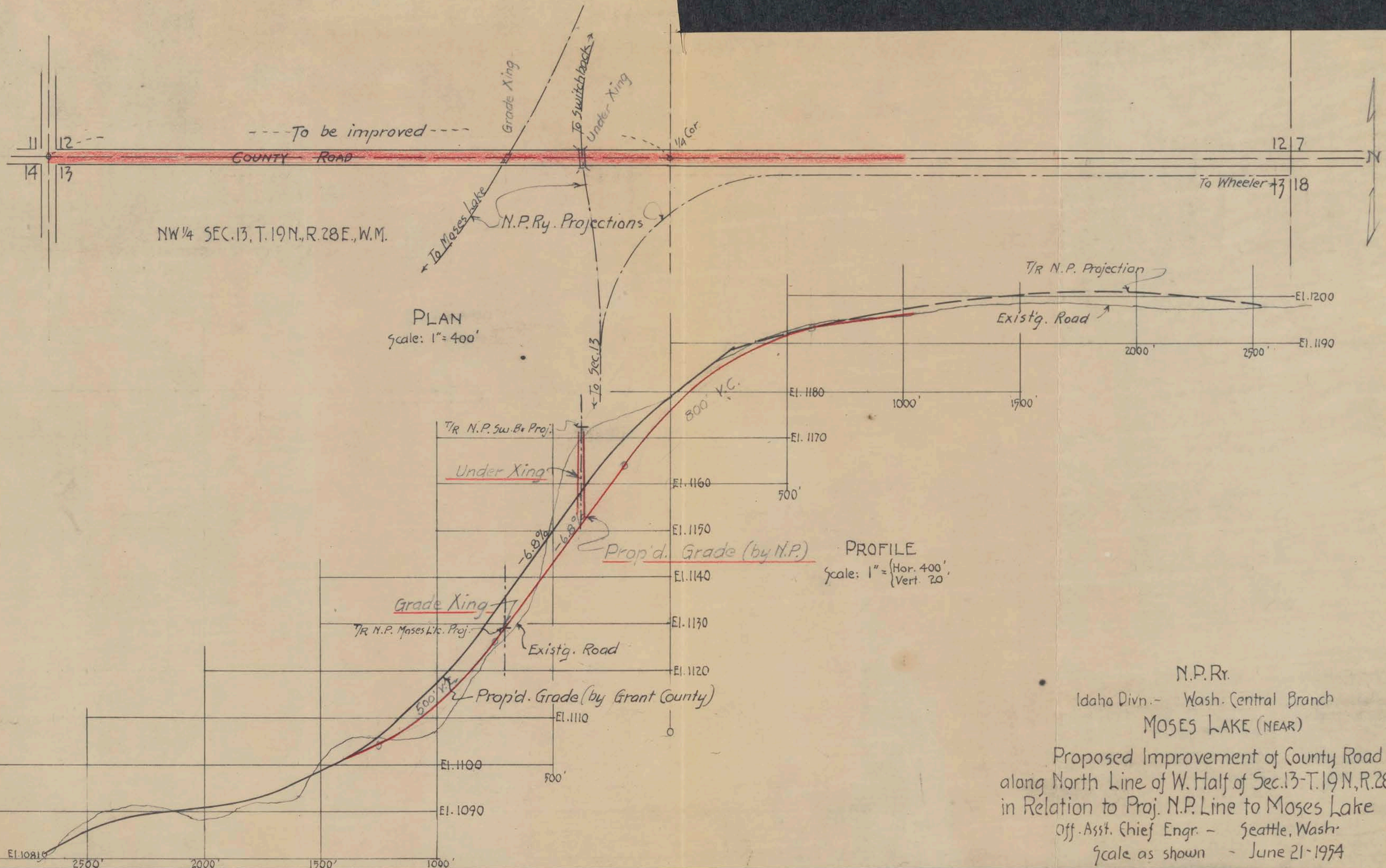
JEH:jo

cc: DHE
JTM
FLS

CLL - pls give preference for immediate handling HRP 7/10

OFFICE OF
CHIEF ENGINEER
JUL
10
1954
NOR. PAC. RY.
ST. PAUL, MINN.

Fo. 62-77



N.P. Ry.

Idaho Divn. - Wash. Central Branch

MOSES LAKE (NEAR)

Proposed Improvement of County Road along North Line of W. Half of Sec. 13-T. 19 N., R. 28 E. W.M. in Relation to Proj. N.P. Line to Moses Lake

Off. Asst. Chief Engr. - Seattle, Wash.

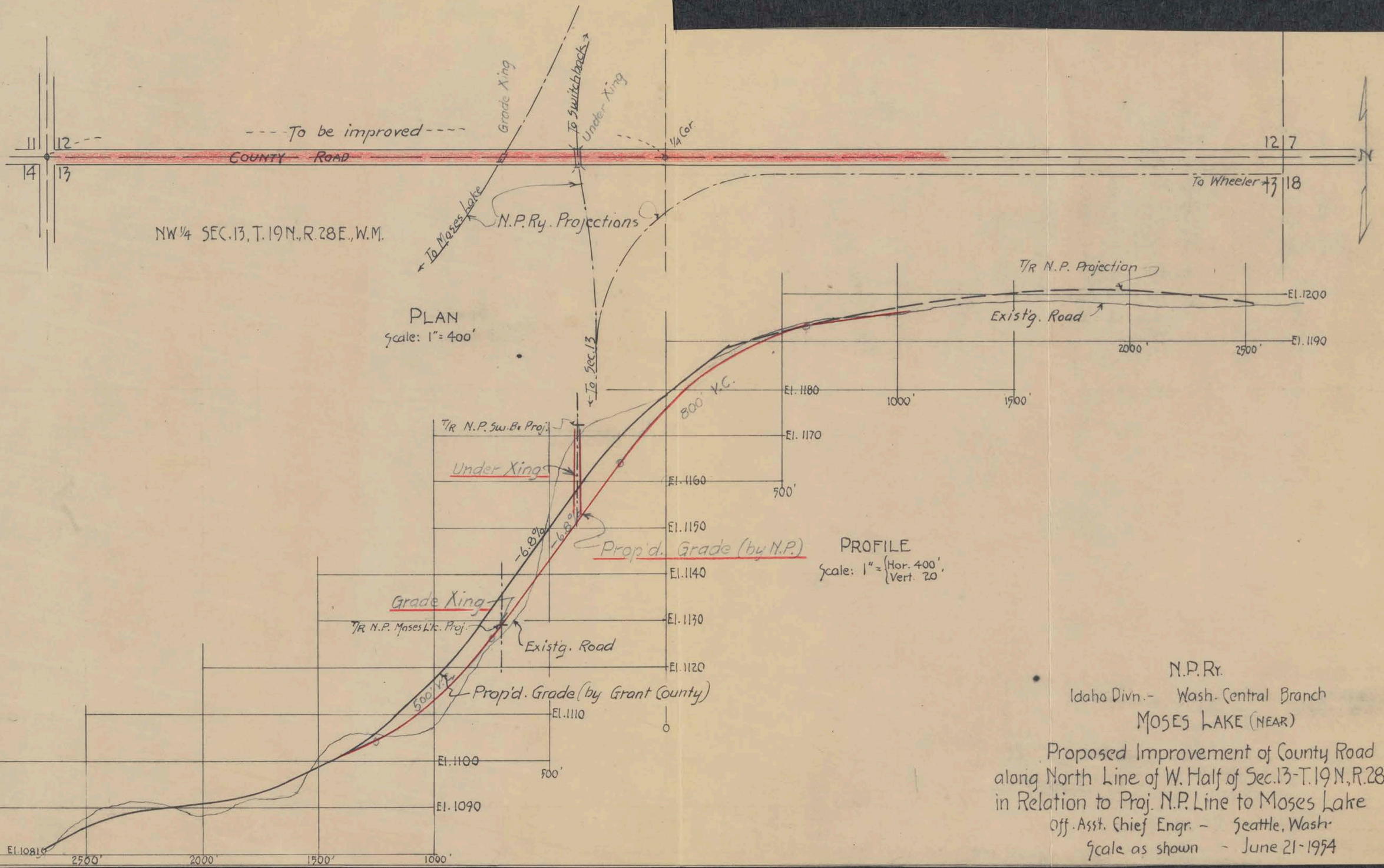
Scale as shown - June 21-1954

Fo. 62-77

8

12

10



N.P. Ry.

Idaho Divn. - Wash. Central Branch

MOSES LAKE (NEAR)

Proposed Improvement of County Road along North Line of W. Half of Sec. 13-T. 19 N., R. 28 E.W.M. in Relation to Proj. N.P. Line to Moses Lake

Off. Asst. Chief Engr. - Seattle, Wash.

Scale as shown - June 21-1954

10774

Seattle, Washington
July 6, 1954

717-1

PRG
to note
HRB 7/9

Mr. J. T. Moore:

Moses Lake - Proposed route of SSH 11-C
along West line of Section 13

noted PRG July 9

With reference to your letter of June 30th regarding proposed route of Secondary State Highway 11-C along the west line of Section 13 at Moses Lake.

I have discussed the request of the State for acquiring from our company a strip of land along the west line of Section 13. The location of highway 11-C as it affects Section 13 is shown on sketch dated June 7, 1954, print of which is attached.

You will note on the print attached that our projected line into Moses Lake will cross the Secondary Highway 11-C at about the center of the east half of Section 14. It is the recommendation of Mr. Steinbright and myself that the State be given the property they desire along the west line of Section 13, but that we also be given the permission to cross highway 11-C with our projected line to Moses Lake with a grade crossing at or about the location shown on sketch dated June 7, 1954, this right to cross highway 11-C to be granted for an indefinite period of time or until such time as the Railway Company elects to give up the rights to cross the highway.

J. E. HOVING

Assistant Chief Engineer

JEH:jo

cc: FLS
DHE
HRP
PDE

J. E. Hoving

Print of sketch dated June 7, 1954 attached.

OFFICE OF
CHIEF ENGINEER
JUL
9
1954
NOR. PAC. RY.
ST. PAUL, MINN.

MAP-EXHIBIT "C"
EXHIBIT "C"
N.P.Ry.
Idaho Div'n. Wash. Central Brch.
PROPOSED LINE
from
NEAR WHEELER TO MOSES LAKE, WASH.
Office of Asst. Chief Engr. Seattle, Wn.
Scale 1"=1000' 1954
Propd. Line is shown thus
Projected S.S.H #11-G
This print made in
OFFICE OF ASST. CHIEF ENGR. JUN 7 1954 N. P. RY. CO. SEATTLE, WASH.
N.P.Ry.
To Airport
U.S.A. Track
To Ephrata
Existing County Road
"PARKER HORN"
PROJECTED S.S.H #11G
To Ephrata
F.U. 49
41+00 End Tail Track
PART TIME FARM UNITS
158 to 214, incl
MOSES LAKE MUNICIPAL AIRPORT
Bur. of Recl. Experimental Farm
"Wheeler Road"
20+00 End Spur
20+00 End Mn. Spur
Corporate Limits
MOSES LAKE
B.S.H. #18
To P.S.H. #18
F.U. 50
F.U. 51
F.U. 52
F.U. 53
F.U. 54
F.U. 55
F.U. 56
F.U. 57
F.U. 58
F.U. 59
F.U. 60
F.U. 61
F.U. 62
F.U. 63
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F.U. 78
F.U. 79
F.U. 80
F.U. 81
F.U. 82
F.U. 83
F.U. 84
F.U. 85
F.U. 86
F.U. 87
F.U. 88
F.U. 89
F.U. 90
F.U. 91
F.U. 92
F.U. 93
F.U. 94
F.U. 95
F.U. 96
STATE OF WASH.
WHEELER
SCALLEY
UTAH-IDAHO SUGAR CO.
To Connell

BEFORE THE

INTERSTATE COMMERCE COMMISSION

Finance Docket No. 16119

IN THE MATTER OF THE APPLICATION OF NORTHERN PACIFIC RAILWAY COMPANY FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AUTHORIZING APPLICANT TO EXTEND ITS LINE OF RAILROAD FROM MITCHELL SPUR ON ITS CONNELL NORTHERN BRANCH (ALSO KNOWN AS WASHINGTON CENTRAL BRANCH) IN THE STATE OF WASHINGTON TO MOSES LAKE, WASHINGTON.

RETURN TO QUESTIONNAIRE

INTERSTATE COMMERCE COMMISSION

Finance Docket No. 16119

IN THE MATTER OF THE APPLICATION OF NORTHERN PACIFIC RAILWAY COMPANY FOR CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY AUTHORIZING APPLICANT TO EXTEND ITS LINE OF RAILROAD FROM MITCHELL SPUR ON ITS CONNELL NORTHERN BRANCH (ALSO KNOWN AS WASHINGTON CENTRAL BRANCH) IN THE STATE OF WASHINGTON TO MOSES LAKE, WASHINGTON.

RETURN TO QUESTIONNAIRE

The Northern Pacific Railway Company, having made application to the Interstate Commerce Commission, under paragraph (18) to (21) inclusive, of Section 1 of the Interstate Commerce Act, for authority to construct a branch line of railroad extending from a connection with the existing line of railroad of the Northern Pacific Railway Company at Mitchell Spur, Grant County, Washington, in section six (6), township nineteen (19) north, range twenty-nine (29) east, to Moses Lake, Grant County, Washington, in section fourteen (14), township nineteen (19) north, range twenty-eight (28) east, a distance of approximately four (4) miles, which application is filed in the office of the Commission in Finance Docket No. 16119, hereby affirms that notice of the application has been published in the form prescribed by the Commission, at least once during each of three consecutive weeks, in the Grant County Journal, that said newspaper is of general circulation in Grant County, Washington and that Washington is the only state and Grant County is the only county in which the proposed new line of railroad will be situated; and that the newspaper clipping hereto attached contains a true copy of the notice as published in said newspaper:

NOTICE

NORTHERN PACIFIC RAILWAY COMPANY hereby gives notice that on the 24th day of May, 1948, it filed with the Interstate Commerce Commission at Washington, D.C., an application for a certificate of public convenience and necessity authorizing construction of a line of railroad extending from a point known as Mitchell Spur on its Connell Northern Branch (also known as its Washington Central Branch) to Moses Lake, a distance of approximately 4 miles, all in Grant County, Washington Finance Docket No. 16119.

NORTHERN PACIFIC RAILWAY COMPANY

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

1. The essential facts to show that the applicant is a carrier by railroad, engaged in the transportation of passengers or property, subject to the Interstate Commerce Act, or is a corporation organized to construct and operate a railroad. If not incorporated, so state, giving complete description of party or parties filing the application.

ANSWER: Applicant, Northern Pacific Railway Company, is a corporation under the laws of the State of Wisconsin (March 15, 1870) authorized to and now operating in the states of Wisconsin, Minnesota, North Dakota, Montana, Idaho, Washington and Oregon as a common carrier by railroad engaged in the transportation of passengers and property.

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

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

3. Whether any corporation, individual, or trustee, holds control over the applicant at the date of filing this return. If so:

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

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

(c) The manner in which control was established.

(d) The extent of control.

(e) Whether control is direct or indirect; if indirect, the name and business address of the intermediary through which it was established and is exercised.

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

(g) The purposes of the trust.

ANSWER: At the date of filing this return, applicant was not controlled by any corporation, individual or trustee.

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

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

5. The chief uses and purposes of the proposed line or operation.

ANSWER: The chief uses and purposes of the proposed line are to serve the territory which is being developed under the East Columbia Basin Irrigation District. The land in this district is highly fertile and when irrigated is capable of growing large quantities of agricultural products which will be hauled by truck to Moses Lake for processing and then transported by rail throughout the United States, including points on the applicant's existing lines.

The applicant's existing Connell Northern Branch bi-sects longitudinally the First Unit of this Irrigation District. However, there are no sites on applicant's line as now constructed, suitable for the establishment of processing and packing houses to handle the produce from the area to be irrigated.

The town of Moses Lake is an established community located adjacent to an ample supply of good water and on a primary trunk highway and is the logical site for the establishment of processing and packing plants, some of which are already in operation. The physical advantages of an ample water supply in this semi-arid country and its location on a main highway make it apparent that Moses Lake will be the marketing, processing, trading, and shipping center for this entire area. It is estimated that Moses Lake will grow to a population of fifteen to twenty-five thousand when the contemplated development is completed.

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

ANSWER: Classes of service to be performed are freight and switching.

7. The kind of motive power to be used. If electric power, state source and estimated cost.

ANSWER: Steam and Diesel electric locomotives would be used.

8. Whether the line proposed to be constructed, acquired or operated would receive material revenue from the territory traversed, or serve any material public convenience and necessity of the local territory.

ANSWER: The proposed line would receive material revenue from the territory traversed, as will be shown more definitely in answer to questions 29, 30, 31 and 36.

9. The name, area, and population of each county in which the new line is to be constructed, or in which the line to be acquired or operated is located, and the name and population of each city, town and village at which a station would be or is established, together with its distance from a designated initial point, with the source of information as to population.

ANSWER: The proposed line would be located wholly within Grant County, Washington, having an area of 2777 square miles, and a population of 22,000. Moses Lake with a population of 1943, is the only point at which a new station will be established. Population figures are estimated as of May 1st, 1948 based upon survey by Moses Lake Planning Commission. Moses Lake is approximately four miles from Mitchell Spur located on applicant's existing Connell Northern Branch.

10. The names of places mentioned in paragraph 9 that are now served by common carrier railroads (excluding street railways), and the name of each such carrier serving the several places.

ANSWER: Moses Lake is now served by the Chicago, Milwaukee, St. Paul and Pacific Railroad Company.

11. The names of the places mentioned in paragraph 9 that have no common carrier railroad service, the distance in miles of each such place from the nearest station on a common carrier railroad, the name of each such railroad and the character of the connecting highway.

ANSWER: There are no such places.

12. The name and population of each city, town and village (together with state and county in which located), within the area to be served but not on the proposed route.

ANSWER: There are none.

13. The approximate distance in miles by highway from the nearest station on the line to be constructed or acquired to each of the places mentioned in paragraph 12, and the names of all common carrier railroads that now serve each of the places.

ANSWER: Not Applicable.

14. The names of common carrier railroads with which the line would connect, and the proposed points of track connection.

ANSWER: The proposed line of railroad would not connect with any common carrier railroad except that of the Northern Pacific Railway Company.

15. The number of common carrier truck and bus lines operating in the area to be traversed by the line, and the character of service performed by each.

ANSWER: Four common carrier truck lines and one common carrier bus line operate in the area to be traversed by the proposed line. The truck lines are Consolidated Freightways, Inc., Spokane-Pacific Line, United Truck Lines, Inc., and Eland and Stewart Motor Freight. Each of these lines serves the town of Moses Lake daily, except Sunday, in connection with its regular route scheduled service operation between Seattle and Spokane, Washington. The common carrier bus line is Northwest Greyhound Lines, Inc. It serves Moses Lake with both its eastbound and westbound service between Seattle and Spokane, Washington, three times daily.

16. The general character of the country which the line would serve. Indicate whether it is level, rolling, mountainous, cultivated, pasture, prairie, desert, rocky, or timbered, etc.

ANSWER: The country to be served by the proposed line is generally of a rolling character. It is partially under cultivation but to a large extent is semi-arid and at present unproductive. The cultivated area is used almost exclusively for the production of wheat under marginal and semi-marginal dry farming conditions. The uncultivated area generally is used for livestock range during a portion of the year.

17. The approximate area of the territory to be served by the line, an estimate of the population therein, and the area,

(1) in timber
(2) in pasture, and
(3) under cultivation

(See General Instructions)

ANSWER: The total area to be served by the proposed line will be about 200 square miles, of which approximately half or 68397 acres will be brought under irrigation. The estimated population of the area, exclusive of Moses Lake, is 125.

At present 25,000 acres are under cultivation, and the balance is unproductive or range land. None of the area is timbered.

18. The kinds of industry carried on in the area to be served such for example, as farming, dairying, grazing, coal mining, manufacturing, lumbering, etc., and the relative importance of each.

ANSWER: At the present time, as explained in the answer to question No. 16, a portion of the area to be served is devoted to dry farming and a portion thereof to livestock grazing during certain seasons of the year. Under irrigation, as a part of the Columbia Basin Irrigation Project, which is now in the course of construction, the land will be devoted to the intensive production of a variety of agricultural products.

19. The main facts as to the age, growth, and extent of such industries, their probable future growth and permanence and the reasons therefor.

ANSWER: As explained in preceding answers, the area to be served is at present to some extent devoted to dry farming and livestock grazing, and upon its development as a part of the First Unit of the Columbia Basin Irrigation Project will be devoted to intensive, diversified agriculture. Under present plans of the Bureau of Reclamation of the United States Department of the Interior, 23002 acres of land in the area will be provided with water for irrigation purposes for the 1952 crop. The Bureau's plans contemplate that subsequently irrigation water will be furnished to an additional 45,395 acres, making an ultimate total of 68,397 acres under irrigation. Irrigation headworks and main canals are now under construction. This land under irrigation will be devoted to diversified agriculture, including the raising of sugar beets, potatoes, seed crops, fruit and miscellaneous vegetables for fresh marketing and for processing. There will be some dairying and livestock production in the area, but the production of cash crops will be the major enterprise.

20. What carriers now serve these industries and to what extent.

ANSWER: As stated in the answer to Question 10, the town of Moses Lake is presently served by a branch line operation of the Chicago, Milwaukee, St. Paul and Pacific Railroad. The area described in the answers to Questions 9, 18 and 19 is all tributary to applicant's Connell Northern Branch; however, it is contemplated that the major portion of the tonnage produced in the area will be handled through

the processing houses and other facilities established and to be established at Moses Lake.

21. Whether the chief support of the line to be constructed or acquired would come from the general community or from some particular industry or industries, located or to be located. In the latter case, give facts concerning such particular industry or industries and applicant's contractual or financial relation thereto.

ANSWER: The chief support of the line would come from the general community, but will be derived primarily from the handling of the products of agriculture produced in the area to be served, as explained in preceding answers. There are no contractual or financial relations between applicant and such producers.

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

ANSWER: The proposed line would be built and operated for a direct profit from railway operations.

23. If the line is to be or is an extension of an existing railroad, or a branch, connecting track, or cutoff, the extent to which it is expected to be directly profitable in itself, and the extent to which it is expected to be justified by its effect on the business of the existing line.

ANSWER: The proposed line is an extension of the Connell Northern Branch and is expected to be profitable as a part of the Connell Northern Branch and part of the system.

24. If the line is to be a connecting link between existing railroads, the kind and volume of traffic, expressed in tons or carloads, that probably would be interchanged, and the economies that would be effected by such interchange.

ANSWER: The proposed line is not to be a connecting link between existing railroads.

25. Of the interchange traffic mentioned in answer to paragraph 24, what part, expressed in tons or carloads, cannot be hauled or moved by existing railroads or truck lines.

ANSWER: Not applicable.

26. The facts concerning any agreement, tentative or otherwise, with existing carriers, covering operation, interchange of traffic, division of rates, or trackage rights, in connection with the line.

ANSWER: Not applicable.

27. Whether any aid, gift, grant of right-of-way, or other donation has been promised in connection with the proposed new line of railroad; if so, state specifically the nature, amount, and value of such promised donations.

ANSWER: No aid, gift, grant of right-of-way or other donation has been promised in connection with this proposal.

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

ANSWER: The cost of the new line would be financed from current funds.

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

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

Commodity	Point of destination or interchange point	Mean haul Miles	Rate per car (min. tons)	1st Year No. of Cars	1st Year Revenue	2nd Year No. of Cars	2nd Year Revenue	3rd Year No. of Cars	3rd Year Revenue	4th Year No. of Cars	4th Year Revenue	5th Year No. of Cars	5th Year Revenue	Av. per year for 2nd 5 yr. period No. of Cars	Av. per year for 2nd 5 yr. period Revenue	Average per year after full development No. of Cars	Average per year after full development Revenue
Forwarded			$		$		$		$		$		$		$		$
Potatoes	To Minn. Tfr., Minn.	1642.7	363.60	96	34900.00	180	65400.00	180	65400.00	1226	446000.00	1472	535200.00	1334	485200.00	1460	530900.00
"	" Seattle, Wash.	329.9	105.60							204	21500.00	241	25500.00	221	23400.00	241	25500.00
Onions	" Minn. Tfr.	1642.7	323.10			10	3200.00	10	3200.00	138	44600.00	165	53500.00	107	34500.00	274	88400.00
"	" Seattle	329.9	105.60							75	7900.00	85	8900.00	54	5800.00	139	14800.00
Tomatoes	" Minn. Tfr.	1642.7	344.00									45	15500.00	36	12400.00	23	7700.00
"	" Seattle	329.9	196.80									4	800.00	3	600.00	2	400.00
Dried Peas	" Minn. Tfr.	1642.7	666.40							18	11800.00	21	14200.00	18	11800.00	21	14100.00
"	" Seattle	329.9	138.00							20	2800.00	37	5100.00	21	2900.00	24	3400.00
Canned Goods	" Minn. Tfr.	1642.7	691.20											17	12000.00	106	73200.00
" "	" Seattle	329.9	249.00											17	4300.00	106	26400.00
TOTAL				96	34900.00	190	68600.00	190	68600.00	1681	534600.00	2070	658700.00	1828	592900.00	2396	784800.00
Received			$		$		$		$		$		$		$		$
Fertilizer	From Durant, Mont.	519.9	220.80	3	700.00	4	900.00	11	2400.00	13	3000.00	14	3100.00	13	3000.00	18	4000.00
"	" Spokane, Wash.	156.6	70.80	3	200.00	4	300.00	11	800.00	13	1000.00	14	1000.00	13	900.00	18	1300.00
Seed potatoes	" Grand Forks, N.D.	1523.0	349.20	5	1700.00	7	2500.00	15	5400.00	18	6400.00	19	6800.00	15	5400.00	18	6400.00
"	" Craigmont, Idaho	265.5	177.10	15	2700.00	20	3600.00	37	6700.00	44	7900.00	47	8400.00	38	6800.00	45	8100.00
Farm Machinery	" Minn. Tfr., Minn.	1642.7	803.00	1	800.00	1	800.00	45	20400.00	11	9100.00	13	10200.00	28	22300.00	62	50200.00
Autos and Trucks	" Portland, Ore.	469.1	95.76					25	2400.00	10	1000.00	15	1400.00	20	1900.00	40	3800.00
Lumber	" Spokane, Wash.	156.6	132.00					28	3800.00	22	2900.00	17	2300.00	10	1300.00	40	5400.00
"	" Tacoma	326.0	180.40	2	400.00	4	800.00	28	5100.00	22	4000.00	17	3200.00	10	1800.00	40	7400.00
Cement	" Seattle	329.9	195.00					14	2700.00	10	2000.00	5	1000.00	5	900.00	16	3100.00
"	" Irvin	164.6	110.00					14	1500.00	10	1100.00	5	600.00	5	500.00	16	1800.00
Coal	" Wallula	97.2	78.60					4	300.00	7	600.00	10	700.00	14	1100.00	53	4200.00
"	" Roslyn	234.6	191.50	3	600.00	4	800.00	4	800.00	7	1400.00	10	1800.00	14	2700.00	53	10100.00
Flour and Feed	" Spokane	156.6	128.00					14	1800.00	17	2200.00	20	2600.00	26	3300.00	90	11500.00
Roofing	" Portland, Ore.	469.1	114.80					3	300.00	5	600.00	5	600.00	10	1100.00	10	1100.00
Plaster	" Spokane, Wash.	156.6	82.00					3	200.00	3	200.00	3	200.00	3	200.00	5	400.00
Gasoline and Oil	" Seattle, "	329.9	237.60					8	2000.00	11	2400.00	12	2900.00	15	3800.00	54	13000.00
Heating Equipment	" Minn. Tfr. Minn.	1642.7	880.00					2	1400.00	2	1400.00	3	2600.00	2	1900.00	4	2800.00
Household Furnishings	" Minn. Tfr. "	1642.7	677.28					5	2000.00	4	2800.00	6	4200.00	20	14400.00	28	19200.00
	TOTAL			32	7100.00	44	9700.00	271	60000.00	229	50000.00	235	53600.00	261	73300.00	610	153800.00
	TOTAL REVENUE				42000.00		78300.00		128600.00		584600.00		712300.00		666200.00		938600.00

30. The estimated gross revenue, operating expenses, net revenue, and net railway operating income, corresponding with the estimates of traffic under paragraph 29. By "net railway operating income" is meant the excess of the credits over the debits to income, as reflected by the operating revenue, operating expense, railway tax accrual, uncollectible railway revenue, equipment rent, and joint facilities rent accounts.

ANSWER:

	Estimated Gross Revenue	Estimated Operating Expense	Estimated net Railway Operating Income
	$	$	$
First Year	42,000	21,000	21,000
Second Year	78,300	39,150	39,150
Third Year	128,600	64,300	64,300
Fourth Year	584,600	292,300	292,300
Fifth Year	712,300	356,150	356,150
Average for 2nd five year period	666,200	333,100	333,100
Average per year after full development	938,600	469,300	469,300

Operating expenses estimated on basis of 50% of the gross revenue shown

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

ANSWER: The estimate of traffic in answer to question 29 is restricted to the tonnage which it is calculated will be produced on the lands in the Moses Lake trade territory which are tributary to applicant's Connell Northern Branch, plus such traffic as will indirectly result from the development of such lands under irrigation. All of such traffic will constitute net additional business developed or created after construction of the proposed new line. It is assumed, of course, that a portion of such traffic will be handled by the Chicago, Milwaukee, St. Paul and Pacific Railroad, which line presently serves Moses Lake. The Columbia Basin Irrigation Project, however, includes large additional areas within the Moses Lake Trade Territory which are not tributary to applicant's line. A substantial volume of traffic, comparable to that produced in the area tributary to

applicant's Connell Northern Branch, will result from the development under irrigation of these additional lands. It is assumed that applicant will receive for transportation some substantial part of that traffic sufficient, at least, to offset the portion of traffic produced in the area tributary to applicant's Connell Northern Branch, which will be handled by the Milwaukee.

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

ANSWER: It is expected to commence construction of the proposed line of railroad immediately following receipt of a Certificate of Public Convenience and Necessity from the Commission and construction would be completed within six months thereafter.

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

ANSWER: Preliminary survey has been made and line tentatively located.

34. The following details concerning the line to be constructed:

(a) The gage and number of main line tracks.

ANSWER: Standard gage and single main track.

(b) Weight of rail for main line track.

ANSWER: 90#

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

ANSWER: 1.4% east bound and 0.5% west bound, not compensated.

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

ANSWER: 1.4% east bound, 0.5% west bound, not compensated.

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

ANSWER: No helper grades are to be used.

(f) The maximum rate of curve.

ANSWER: Five degrees.

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

ANSWER: Thirty-eight degrees.

(h) The approximate length and height of wooden trestles or other temporary construction.

ANSWER: There would be no wooden bridges or other temporary construction on the proposed line.

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

ANSWER: It is not anticipated that any charges to road and equipment accounts would be incurred during the first five years after completion of the new line.

36. Any additional facts or reasons to show that the public convenience and necessity require the granting of this application.

ANSWER: Moses Lake, the terminus of the line proposed to be built is the only established community presently located in the immediate vicinity of the area being improved in the First Unit of the East Columbia Basin Irrigation District. The physical advantages enjoyed by this community, of an ample supply of good water and highway facilities insure its growth and its importance as the marketing, processing, trading, and shipping center of the area being improved under the First Unit of the East Columbia Basin District and the territory now under irrigation in the Moses Lake Area.

The Applicant's existing Connell Northern Branch bi-sects or closely borders the First Unit of the East Columbia District for a distance of 25 miles. The territory within this district at present is semi-arid and the cost of developing an adequate water supply and providing means for disposal of sewage and waste from processing plants at some point on applicant's existing line would be so excessive as to preclude the establishment of processing and canning plants on an economic parity with those at Moses Lake.

The lands to be irrigated under the East Columbia Basin Irrigation District are highly fertile and when irrigated will be devoted to intensive production of a variety of agricultural products. It is estimated that homes for approximately 878 farm families will be established in the area with a farm population of 3500 people. It is estimated also that the population of the town of Moses Lake will have a population of 15,000 to 25,000 when the area tributary thereto is fully developed as now planned.

The maturing period of crops in this area will result in a wide distribution of the agricultural produce and consequent need for rapid and expanded transportation facilities.

NORTHERN PACIFIC RAILWAY COMPANY

BY C. E. Denney
President

STATE OF MINNESOTA)
) ss
COUNTY OF RAMSEY)

C. E. DENNEY makes oath and says that he is the President of Northern Pacific Railway Company, applicant herein; that he has been authorized by proper corporate action on the part of said applicant to verify and file with the Interstate Commerce Commission the foregoing return to questionnaire of said Commission in respect of the application in Finance Docket No. 16119; that he has carefully examined all of the statements referred to in said return and the exhibits attached hereto and made a part hereof; that he has knowledge of the matters set forth in such return and that all such statements made and the matters set forth therein are true and correct to the best of his knowledge, information, and belief.

C. E. Denney

Subscribed and sworn to before
me this 25th day of June, 1948

C. B. Theits

C. B. Theits
Notary Public, Ramsey County, Minnesota
My Commission expires Jan. 24, 1951.

Exhibit "A"

Exhibits " C", "D", and "E" are hereto attached, and therefore, a copy of engineering report of reconnaissance for the proposed line is not furnished.