



Northern Pacific Railway Company.
Engineering Department Records.

Copyright Notice:

This material may be protected by copyright law (U.S. Code, Title 17). Researchers are liable for any infringement. For more information, visit www.mnhs.org/copyright.

NORTHERN PACIFIC RAILWAY COMPANY.

CONSTRUCTION SPECIFICATION NO. E-114

OFFICE OF CHIEF ENGINEER

ST. PAUL, MINN., JUNE 1, 1928.

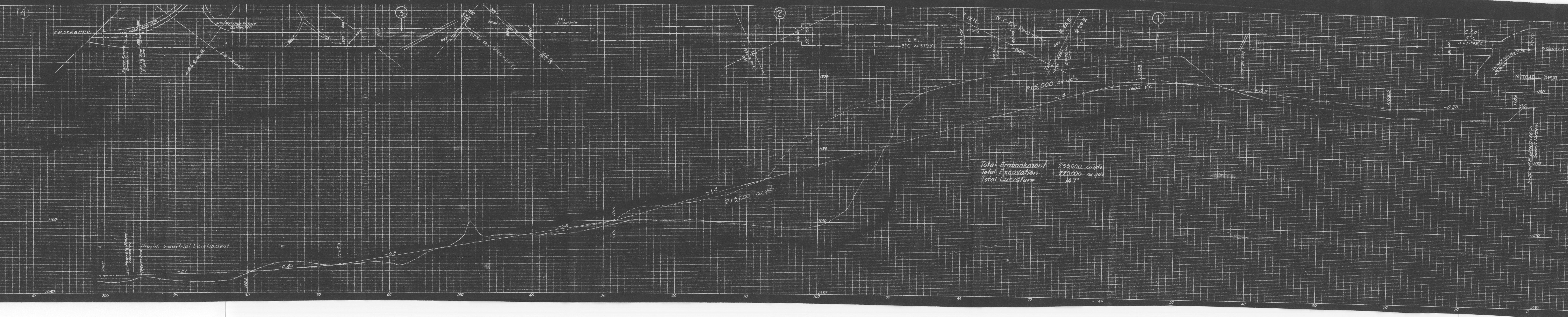
CONTENTS

Section	Subject
1	General
2	Clearing and Grubbing
3	Roadbed
4	Grading
5	Protection Work
6	Pipe and Timber Culverts
7	Pile and Frame Trestles
8	Tracklaying
9	Earth Surfacing
10	Gravel Ballasting
11	Rubble Masonry and Pier Cribs
12	Foundations for Piers, Abutments and Walls
13	Concrete Masonry
14	Erection of Steel Bridges and Viaducts
15	Painting Steel Structures
16	Applying Membrane Waterproofing

Sections 1 to 16 Inclusive, are omitted in this copy.



EXHIBIT "C"
N.P.Ry.
Proposed Line
between
MITCHELL SPUR AND MOSES LAKE
WASH.
Scale: 1" = 1 Mile
Office of Chief Eng. St. Paul, Minn. April 8, 1948
Rev. June 15, 1948



N.P.Ry
Idaho Div. Connell Northern Ry.
Propd. Track from
MITCHELL SPUR TO MOSES LAKE
April 19, 1948
Scales: Hor. 1"=400'; Vert. 1"=20'
Office of Asst. Ch. Engr. Seattle, Wn.

215-52

Exhibit "E"

NORTHERN PACIFIC RAILWAY COMPANY

Mitchell Spur to Moses Lake

Idaho Division

State of Washington

Estimate of cost of branch line from Mitchell Spur to Moses Lake as sketch dated April 8, 1948, revised June 15, 1948.

Outline of Trackwork

Main Track: 90# steel on treated ties
on 6" of pit run ballast. Length 19490 trk. ft.

Second Tracks: 90# steel on treated ties
on 3" of pit run ballast
Length including 6 turnouts

Total track length

6000	"	"
<u>25490</u>	"	"

Outline of Culverts

	<u>48" R.C.P.</u>	<u>36" R.C.P.</u>
Sta. 10	48	
" 119	60	
" 159		40
" 187		60
	<u>108</u>	<u>100</u>

- - - - -

Additions

<u>Acct. 1 - Engineering</u>		15,000
<u>Acct. 2 - Land for transportation</u>	31,500	31,500
<u>Acct. 3 - Grading</u>		
Common excavation and haul 215000 c.y.	64,500	
" borrow 45000 c.y.	<u>9,000</u>	73,500
<u>Acct. 6 - Culverts</u>		
48" Reinf. conc. pipe 108'	1,510	
36" " " " 100'	<u>900</u>	2,410
<u>Acct. 8 - Ties</u>		
Cross ties, treated, 13460 pcs.	33,650	
Switch ties, tr. 6-#9 sets, 18 MFBM	<u>1,420</u>	35,070
<u>Acct. 9 - Rail</u>		
90# 3d. cl. 50584 L.F. 677.5 G.T.	<u>13,550</u>	13,550

Exhibit "E"

<u>Acct. 10 - Other Track Material</u>		
Angle bars 90# S.H. 1600 prs.	3,100	
Track bolts and locks, new 6400 sets	1,410	
Tie plates, 90# S.H. 27400 pcs.	7,670	
Track spikes, new 180 kegs	1,980	
Rail anchors, new 9300 pcs.	2,510	
6-#9 - 90# spring frogs, new	1,350	
6 - Split switches, 90# new	1,410	
6 sets 90# guard rails, new	270	
6 switch stands, new	270	
6 lamps and locks, new	90	
Store expense	<u>1,400</u>	21,460
 <u>Acct. 11 - Ballast</u>		
Pit run gravel 11000 cu. yds.	7,150	7,150
 <u>Acct. 12 - Tracklaying & Surfacing</u>		
Lay, line, and surface 25490' track	51,000	
Place 6 turnouts	<u>3,600</u>	54,600
 <u>Acct. 16 - Station & Office Buildings</u>		
		12,000
 <u>Acct. 26 - Telegraph & Telephone</u>		
		6,000
 <u>Acct. 39 - Public Improvements</u>		
		2,000
 <hr/>		
Total		274,240

NORTHERN PACIFIC RAILWAY COMPANY

Income Account

Years 1943 to 1947, inclusive, and period January 1 to April 30, 1948.

Exhibit "F"

	1943	1944	1945	1946	1947	4 mos. to Apr. 30, 1948
I. Operating Income						
A. Railway operating income						
Railway operating revenues	\$151 531 732	\$155 978 310	\$149 244 108	\$126 744 079	\$142 591 148	\$45 920 588
Railway operating expenses	92 136 022	107 618 188	132 606 256	105 794 661	112 436 547	39 401 136
Net revenue from railway operations	59 395 710	48 360 122	16 637 852	20 949 418	30 154 601	6 519 452
Railway tax accruals	27 604 226	28 775 859	2 709 879	12 323 408	17 466 236	5 097 891
Railway operating income	31 791 484	19 584 263	13 927 973	8 626 010	12 688 365	1 421 561
B. Rent income						
Hire of freight cars - credit balance	1 961 829	1 185 106	1 949 836	2 369 966	2 830 611	421 030
Rent from locomotives	456 435	328 197	203 595	203 860	266 352	147 432
Rent from passenger-train cars	145 115	169 893	204 956	325 196	88 261	20 113
Rent from work equipment	21 510	26 192	33 176	34 808	38 320	10 663
Joint facility rent income	3 411 204	3 498 147	3 676 492	3 495 221	3 669 681	1 379 289
Total rent income	5 996 093	5 207 535	6 068 055	6 429 051	6 893 225	1 978 527
C. Rents payable						
Rent for locomotives	44 951	104 671	98 106	79 600	53 692	17 995
Rent for passenger-train cars	362 404	323 657	540 040	525 699	392 108	132 629
Rent for work equipment	1 415	2 285	1 583	1 308	1 246	363
Joint facility rents	955 351	983 065	1 082 598	1 096 561	1 129 051	363 217
Total rents payable	1 364 121	1 413 678	1 722 327	1 703 168	1 576 097	514 204
Net rents	4 631 972	3 793 857	4 345 728	4 725 883	5 317 128	1 464 323
Net railway operating income	36 423 456	23 378 120	18 273 701	13 351 893	18 005 493	2 885 884
II. Other Income						
Income from lease of road and equipment	383 430	89 684	109 130	109 751	116 418	37 388
Miscellaneous rent income	449 015	441 454	407 750	272 737	493 927	98 149
Miscellaneous non-operating physical property	227 397	167 982	151 924	226 287	105 654	21 629
Dividend income	2 509 699	2 509 699	6 000 236	5 000 236	5 005 957	6 708
Income from funded securities	98 760	404 821	415 659	356 279	153 269	67 652
Income from unfunded securities and accounts	124 407	255 668	256 498	464 808	259 362	111 786
Release of premiums on funded debt	9 509	7 651	5 776	3 886	2 328	-
Miscellaneous income	126 798	128 184	128 156	88 315	38 784	35 096
Total other income	3 929 015	4 005 143	7 475 129	6 522 299	6 175 699	378 408
Total income	40 352 471	27 383 263	25 748 830	19 874 192	24 181 192	3 264 292
III. Miscellaneous Deductions From Income						
Miscellaneous rents	46 798	42 521	47 379	40 572	39 392	15 908
Miscellaneous tax accruals	74 501	76 589	71 300	82 092	63 872	29 768
Miscellaneous income charges	282 020	393 819	283 888	311 580	239 372	62 816
Delayed income debits	-	-	-	-	-	314 075
Total miscellaneous deductions	403 319	512 929	402 567	434 244	342 636	422 567
Income available for fixed charges	39 949 152	26 870 334	25 346 263	19 439 948	23 838 556	2 841 725
IV. Fixed Charges						
Rent for leased roads and equipment	78 739	79 356	81 803	97 079	128 846	44 440
Interest on funded debt - fixed interest	14 293 754	13 605 211	13 622 809	10 398 451	10 257 258	3 390 519
Interest on unfunded debt	2 772	24 782	47 447	21 339	18 750	2 973
Amortization of discount on funded debt	53 457	-	34 343	41 933	53 998	12 201
Total fixed charges	14 428 722	13 709 349	13 786 402	10 558 802	10 458 852	3 450 133
Income after fixed charges	25 520 430	13 160 985	11 559 861	8 881 146	13 379 704	(608 408)

Includes \$20,530,958 account of accelerated amortization of defense projects.

Includes credits to Federal Income Taxes due to above item as well as refunding of Series "B" Mortgage Bonds and other adjustments.

(-----) denotes deficit.

Exhibit "F"

NORTHERN PACIFIC RAILWAY COMPANY

Earned Surplus "Unappropriated" as of April 30, 1948

	<u>Debits</u>	<u>Credits</u>
Credit balance at beginning of year		\$182 737 730
607 Miscellaneous credits		699 792
Debit balance transferred from income	\$ 608 408	
621 Miscellaneous debits	170 880	
Credit balance carried to Balance Sheet	<u>182 658 234</u>	<u> </u>
Total -	\$183 437 522	183 437 522

NORTHERN PACIFIC RAILWAY COMPANY
General Balance Sheet as of April 30, 1948

Exhibit "F"

ASSETS		LIABILITIES	
<u>Investments</u>		<u>Capital Liabilities</u>	
701-Road and equipment property	\$693 560 077	751-Capital stock	\$248 000 000
702-Improvements on leased property	1 639 277	Less- in Treasury	17 400
702 ¹ / ₂ A-Acquisition adjustment	Cr. 3 649 485	755-Funded debt unmatured	\$247 982 600
702 ¹ / ₂ B-Donations and grants	Cr. 3 693 401	756 ¹ / ₂ -Equipment obligations	242 403 900
Investment in transportation property	687 856 468	Total capital liabilities	25 093 294
702 ¹ / ₂ C&702 ¹ / ₂ D-Accrued depreciation-Road and Equipment	Cr. 86 563 979		<u>515 479 794</u>
702 ¹ / ₂ E&702 ¹ / ₂ F-Accrued amortization of defense projects- Road and Equipment	Cr. 46 121 941		
Recorded depreciation and amortization	Cr. 132 685 920		
Investment in transportation property less recorded depreciation and amortization	555 170 548	<u>Current Liabilities</u>	
703-Sinking funds	20 058	760-Audited accounts and wages payable	11 163 937
704-Capital and other reserve funds	1 910 677	761-Miscellaneous accounts payable	3 022 546
705-Miscellaneous physical property	8 151 926	762-Interest matured unpaid	888 991
706-Investments in affiliated companies	169 767 498	763-Dividends matured unpaid	14 101
707-Other investments	6 279 981	764-Unmatured interest accrued	1 377 824
Total investments less recorded deprecn.and amortzn.	<u>741 300 688</u>	766-Accrued accounts payable	2 321 457
		767-Taxes accrued	10 302 900
<u>Current Assets</u>		768-Other current liabilities	806 043
708-Cash	12 089 058	Total current liabilities	<u>29 896 899</u>
709-Temporary cash investments	20 540 000		
711-Special deposits	2 538 110	<u>Deferred Liabilities</u>	
712-Loans and bills receivable	198 330	770-Other deferred liabilities	413 893
713-Traffic and car-service balances - Dr.	997 659	Total deferred liabilities	<u>413 893</u>
714-Net balance receivable from agents and conductors	2 024 742		
715-Miscellaneous accounts receivable	7 752 331	<u>Unadjusted Credits</u>	
716-Material and supplies	19 848 240	773 ¹ / ₂ -Equalization reserves	95 020
717-Interest and dividends receivable	156 223	778-Other unadjusted credits	2 962 304
718-Accrued accounts receivable	4 137 272	779-Accrued depreciation-leased property	136 606
719-Other current assets	268 443	Total unadjusted credits	<u>3 193 930</u>
Total current assets	<u>70 550 408</u>		
		<u>Surplus</u>	
<u>Deferred Assets</u>		784-Unearned surplus	423 105
720-Working fund advances	44 558	785-Earned surplus-appropriated	86 865 662
722-Other deferred assets	450 360	786-Earned surplus-unappropriated, Credit balance	182 658 234
Total deferred assets	<u>494 918</u>	Total surplus	<u>269 947 001</u>
<u>Unadjusted Debits</u>			
723-Prepayments	750		
725-Discount on funded debt	1 093 271		
727-Other unadjusted debits	5 491 482		
Total unadjusted debits	<u>6 585 503</u>		
Grand Total -	\$818 931 517	Grand Total -	\$818 931 517

Exhibit "G"

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.

To the Honorable
Interstate Commerce Commission
Washington, D. C.

Gentlemen:

The undersigned respectfully states that he is familiar with the charter powers of the Northern Pacific Railway Company, and that in his opinion the proposed extension of line as set forth in the application in Finance Docket No. 16119 is within the charter powers of applicant Northern Pacific Railway Company.

L. B. daPonte

General Counsel

10774-3

Seattle, Washington
June 17, 1954

717-1

Mr. H. R. Peterson:

Moses Lake - Proposed line to serve
industrial property, Section 13

With reference to your letter of June 3, 1954, re-
garding proposed line from near Wheeler to Moses Lake, Washington.

The proposed alternate line shown on sketch dated June 3, 1954, which was an office projection, crosses a number of farm units in the Southeast quarter of Section 12. These tracts are being developed quite rapidly and some houses have already been built and others are under construction. This would be very expensive right of way to acquire and it is doubtful if purchase could be made of the tracts for railroad construction due to restrictions placed on these part time Farm Units.

The suggested alternate line was submitted to Mr. Young for his review and his recommendation was against the alternate line as shown on sketch dated June 3, 1954, and I concur in that recommendation.

JEH:jo

J. E. Having
Assistant Chief Engineer

HRP - We sent Having an office
Projection on June 3 showing
a possible line without a
switch back as a matter of
information stating that the
line might not be practical
acct of farm units etc.

Looks as though it is impractical

PRG Jun 28.54

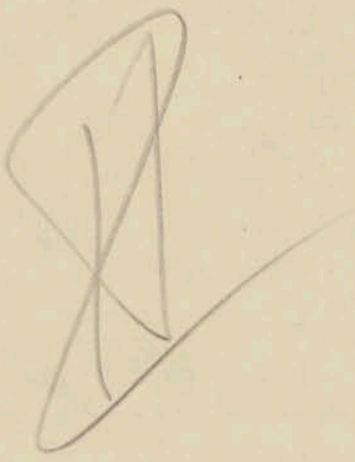
Spokane, Washington
June 14, 1954

Mr. H. R. Peterson:

Attached is the receipt for Bill No. E-1576, Bureau of Reclamation, Ephrata, Washington, as per my Voucher No. 34 dated May 17, 1954 in amount of \$578.61, covering repairs to Lateral EL25 along the south line of Section 8, T. 19 N., R. 29 E., spur track to serve Section 13 near Wheeler, Washington.


District Engineer

JAY:lcb
cc-Mr. J. E. Hoving
Enc.



OFFICE OF
CHIEF ENGINEER
JUN 16
1954
PAC. RY.
ST. PAUL, MINN.

1-2
1-3
1-4
1-5
1-6
1-7
1-8
1-9
1-10
1-11
1-12
1-13
1-14
1-15
1-16
1-17
1-18
1-19
1-20
1-21
1-22
1-23
1-24
1-25
1-26
1-27
1-28
1-29
1-30
1-31
1-32
1-33
1-34
1-35
1-36
1-37
1-38
1-39
1-40
1-41
1-42
1-43
1-44
1-45
1-46
1-47
1-48
1-49
1-50
1-51
1-52
1-53
1-54
1-55
1-56
1-57
1-58
1-59
1-60
1-61
1-62
1-63
1-64
1-65
1-66
1-67
1-68
1-69
1-70
1-71
1-72
1-73
1-74
1-75
1-76
1-77
1-78
1-79
1-80
1-81
1-82
1-83
1-84
1-85
1-86
1-87
1-88
1-89
1-90
1-91
1-92
1-93
1-94
1-95
1-96
1-97
1-98
1-99
1-100

1-101
1-102
1-103
1-104
1-105
1-106
1-107
1-108
1-109
1-110
1-111
1-112
1-113
1-114
1-115
1-116
1-117
1-118
1-119
1-120
1-121
1-122
1-123
1-124
1-125
1-126
1-127
1-128
1-129
1-130
1-131
1-132
1-133
1-134
1-135
1-136
1-137
1-138
1-139
1-140
1-141
1-142
1-143
1-144
1-145
1-146
1-147
1-148
1-149
1-150
1-151
1-152
1-153
1-154
1-155
1-156
1-157
1-158
1-159
1-160
1-161
1-162
1-163
1-164
1-165
1-166
1-167
1-168
1-169
1-170
1-171
1-172
1-173
1-174
1-175
1-176
1-177
1-178
1-179
1-180
1-181
1-182
1-183
1-184
1-185
1-186
1-187
1-188
1-189
1-190
1-191
1-192
1-193
1-194
1-195
1-196
1-197
1-198
1-199
1-200

1-201
1-202
1-203
1-204
1-205
1-206
1-207
1-208
1-209
1-210
1-211
1-212
1-213
1-214
1-215
1-216
1-217
1-218
1-219
1-220
1-221
1-222
1-223
1-224
1-225
1-226
1-227
1-228
1-229
1-230
1-231
1-232
1-233
1-234
1-235
1-236
1-237
1-238
1-239
1-240
1-241
1-242
1-243
1-244
1-245
1-246
1-247
1-248
1-249
1-250
1-251
1-252
1-253
1-254
1-255
1-256
1-257
1-258
1-259
1-260
1-261
1-262
1-263
1-264
1-265
1-266
1-267
1-268
1-269
1-270
1-271
1-272
1-273
1-274
1-275
1-276
1-277
1-278
1-279
1-280
1-281
1-282
1-283
1-284
1-285
1-286
1-287
1-288
1-289
1-290
1-291
1-292
1-293
1-294
1-295
1-296
1-297
1-298
1-299
1-300

OFFICIAL RECEIPT

Bill No. **E-1576**

Date **May 11, 1954**

Interior - Reclamation

(Department or Establishment and Bureau or Office)

Ephrata, Washington

(Address)

PAYER:

Northern Pacific Railway Company
221 West First Avenue
Spokane 8, Washington

To be issued as official receipt
for cash remittances and when
specifically requested if remit-
tance is other than cash.

DATE	DESCRIPTION	Quantity	Unit Price		Amount
			Cost	Per	
	Cost accumulated under reimbursable work order No. RB-3-8, "Repair irrigation lateral EL25 between Farm Units 54 and 55, cost of repairs to be paid by Northern Pacific Railway Co." (See N.P. Ry. letter dated 3/11/54, requesting this work be done and authorizing charge for same.)				
	Labor: Investigation, engineering, inspection and supervision - 32 hours				98.72
	Motor Vehicle Operation Expense - 260 miles				18.20
	Sub-total				116.92
	General Overhead, 10% on items above				11.69
	Purchase Order No. 32,641. Furnish materials, equipment and services for repairing lateral EL 25, Sta. 127+93 at the intersection proposed by N. P. Ry. Co. line along south line of Sec. 8, T. 19N. R 29E., between Farm Units 54 and 55 in Block 41, as directed by contracting officer.				450.00
AMOUNT DUE THIS BILL,					\$ 578.61

RECEIVED as payment on above bill,

\$

Date _____ Signature _____ Title _____

NOTICE TO PAYER

If tender of payment of this bill is other than cash or United States postal money order, this receipt shall not become an acquittance until such tender has been cleared and the amount received by the Treasurer of the United States.

Seattle, Washington
June 11, 1954

717-1

Mr. H. R. Peterson:

For your information, attached is print of sketch
made in office of Assistant Chief Engineer, Seattle, June 7, 1954,
which shows location of secondary Washington State Highway SSH #11G
as it will be located on the west line of Section 13 at Moses Lake.

J E Horning
Assistant Chief Engineer

JEH:jo

cc: FLS (1)
JTM (1)

~~RAS - PRC~~
to note & record

HAP 6/14

Noted
PJS
June 15, 54

Shore 6/14

Recorded on positive

Vicinity of Moses Lake
Track to Section 13

V.F. 403-2

12-16-52
Rev 12-18-52

OFFICE OF
CHIEF ENGINEER
JUN
14
1954
NOR PAC. RY.
ST. PAUL, MINN.

EXHIBIT 'C'

N.P.R.Y.

Idaho Divn. Wash. Central Brch.

PROPOSED LINE

from

NEAR WHEELER TO MOSES LAKE, WASH.

Office of Asst. Chief Engr.

Seattle, Wn.

Scale 1"=1000'

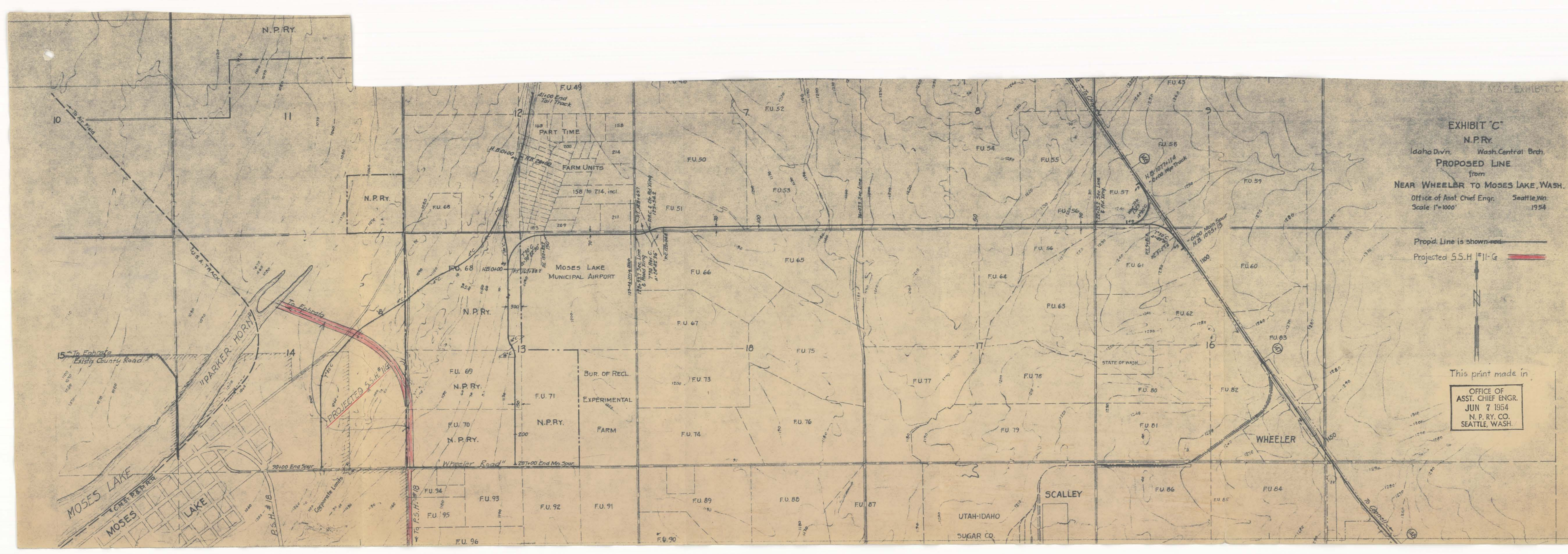
1954

Prop'd. Line is shown red

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. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul, June 11, 1954

J E Hoving - Seattle

H-37 Assuming you have checked your total three fifty-five two
twenty-five I have no objections. P-113

H R Peterson

N. P. RY. ST. PAUL
TELEGRAPH OFFICE

1954 JUN 11 PM 1 01

NP45CF EB SEATTLE 11 938A

H R PETERSON STP

URLET JUNE 3 RETURN TO QUESTIONNAIRE TRACKAGE TO MOSES LAKE HAVE
REVISED JAHN'S ESTIMATE WHICH TOTALLED \$285,625 TO INCLUDE
\$53,000 FOR RIGHT OF WAY \$2,000 FOR OTHER RIGHT OF WAY EXPENDITURES
\$8,000 FOR CROSSING OF PROPOSED NEW SECONDARY STATE HIGHWAY WHICH
WILL CROSS OUR LINE TO MOSESLAKE AT ABOUT THE CENTER OF THE EAST HALF
OF SECTION 14 MY REVISED ESTIMATE TOTALS \$355,225 AM ARRANGING TO
FURNISH THIS TO EASTMAN FOR PURPOSES OF COMPLETING
RETURN TO QUESTIONNAIRE DO
YOU APPROVE H-37

J E HOVING.

Seattle, Washington
June 9, 1954

717-1

Mr. Dean H. Eastman:

Moses Lake (nr) - Proposed line to
serve industrial property

With reference to your letter of May 13th to Messers Steinbright, Bone, Hoving and Stapleton, regarding proposed extension to Section 13 and Moses Lake, Washington.

You asked that I furnish information required for Return to Questionnaire to the I.C.C. for Items 33 and 34 and Exhibits A, B, C, D and E (1).

The information has been developed and is as follows:

Item 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: The track from the connection with the Northern Pacific Railway Company's branch main line in the vicinity of Wheeler to its end in Section 13 has been definitely located and staked. The remainder of the proposed trackage has been tentatively projected.

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

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

Answer: Gage 4' 8 $\frac{1}{2}$ " (standard).
Number of main line tracks - 1

(b) Weight of rail for main line tracks.

Answer: 100# RE second hand

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

Answer: 1.4% westward and
1 $\frac{1}{2}$ % eastward not compensated.

10774
W H Jahnke
to note & return
HPP 6/14
noted 6/15

Mr. ~~Dean H. Eastman~~

- 3 -

June 9, 1954

D. A copy of the best available profile of the proposed line.

Answer: Attached find print of profile of proposed line from near Wheeler to Moses Lake, Washington, dated June 9, 1954. This profile is marked Exhibit "D".

E. (1) A detailed estimate of cost of building the proposed line.

Answer: Attached find estimate of cost dated June 9, 1954.

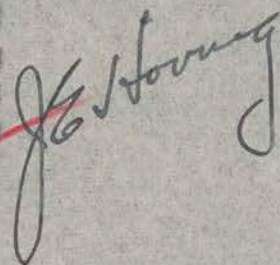
This concludes the information I am to furnish.

J. E. HOVING

Assistant Chief Engineer

JEN:jo

cc: FLS
RDB
WPS
HBP



RECEIVED
JUN 17 1954

Handwritten signature or initials.

June 9, 1954

- (d) Rate of limiting grade in each direction and whether and how compensated for curvature.

Answer: 1.4% westward and
1.3% eastward and 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 curvature:

Answer: 7° 30'

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

Answer: 7° per mile

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

Answer: Wood bridges or other temporary construction is not involved.

EXHIBITS REQUIRED

- A. A copy of Engineering report of reconnaissance for the proposed line, if records of location surveys are not submitted.

Answer: No report of Reconnaissance surveys available.

- B. A copy of the specifications as to construction, if any exist.

Answer: Attached find Exhibit B, consisting of construction specifications E-114, Sections 1 through 16.

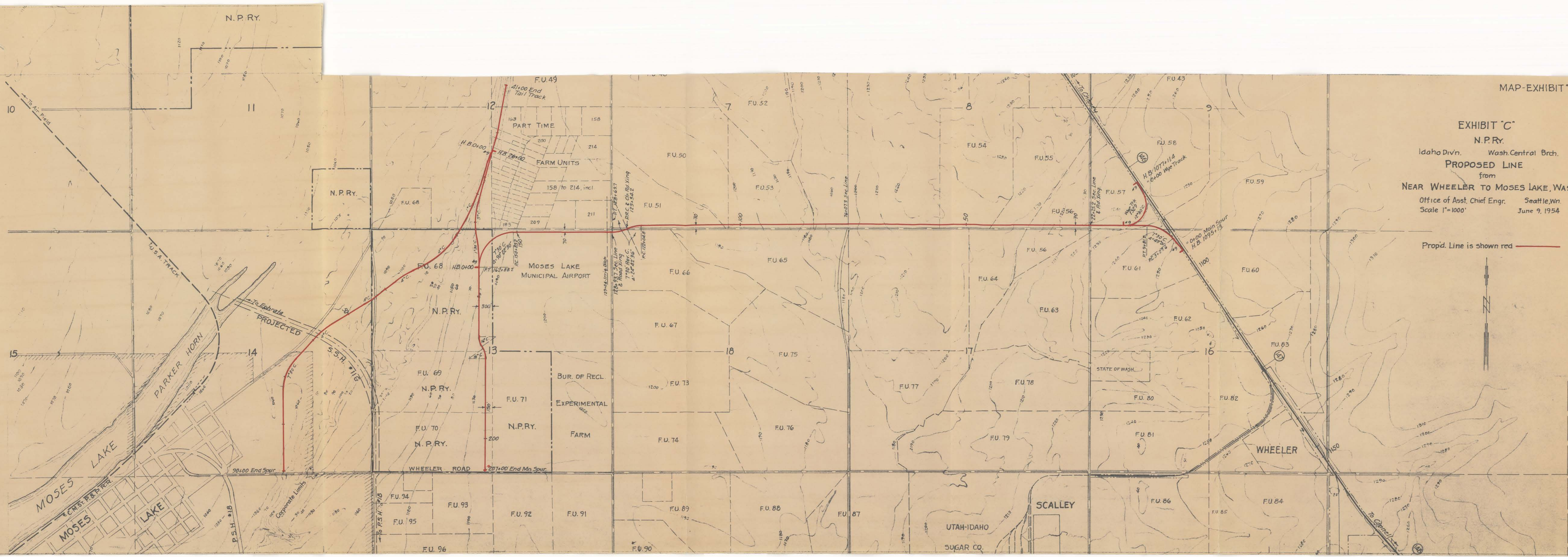
- C. A map of the location projected or actually staked for the proposed line if such location has been made.

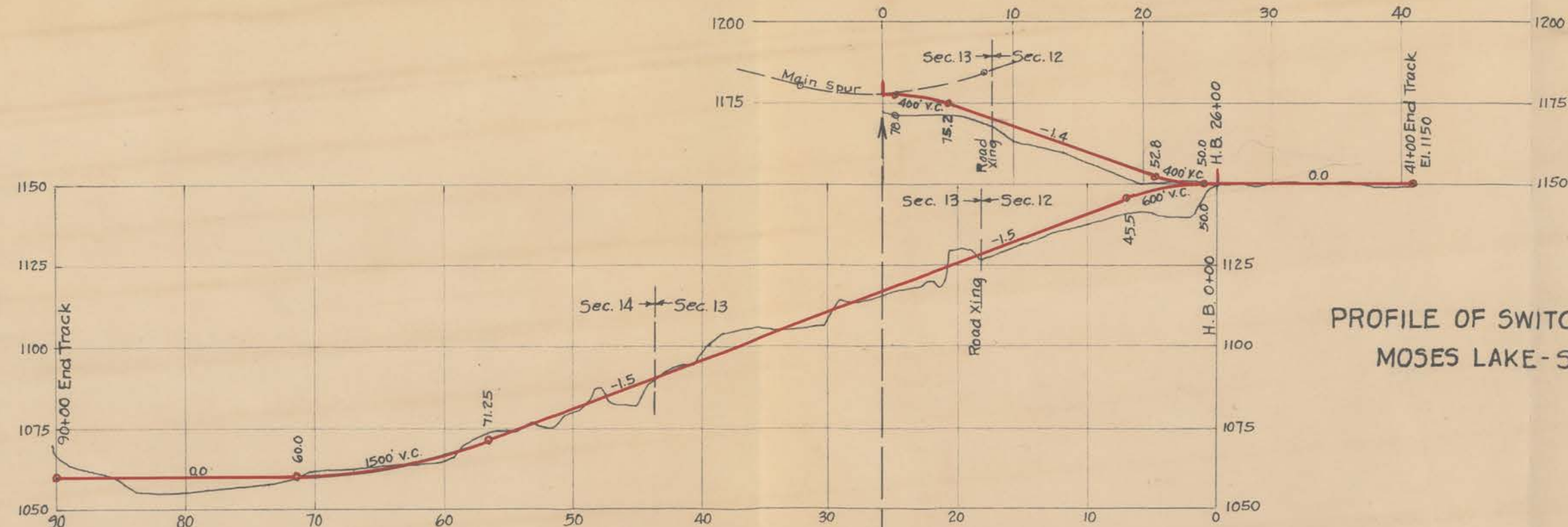
Answer: Attached find prints of map dated June 9, 1954, marked Exhibit C and entitled "Proposed Line from near Wheeler to Moses Lake, Washington". The proposed line is shown colored red.

EXHIBIT "C"

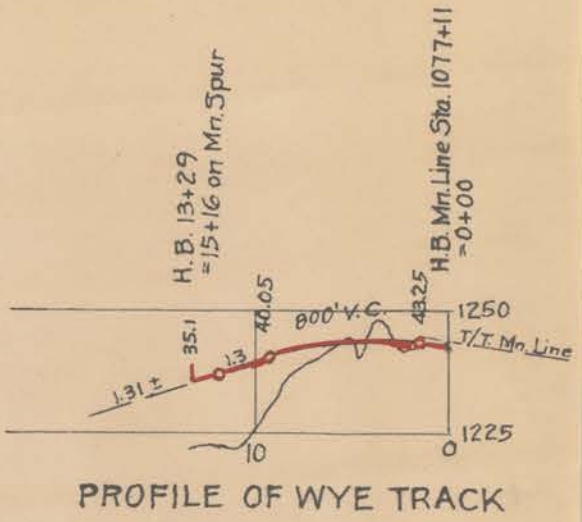
N.P.R.Y.
Idaho Divn. Wash. Central Brch.
PROPOSED LINE
from
NEAR WHEELER TO MOSES LAKE, WASH.
Office of Asst. Chief Engr. Seattle, Wn.
Scale 1"=1000' June 9, 1954

Prop'd. Line is shown red

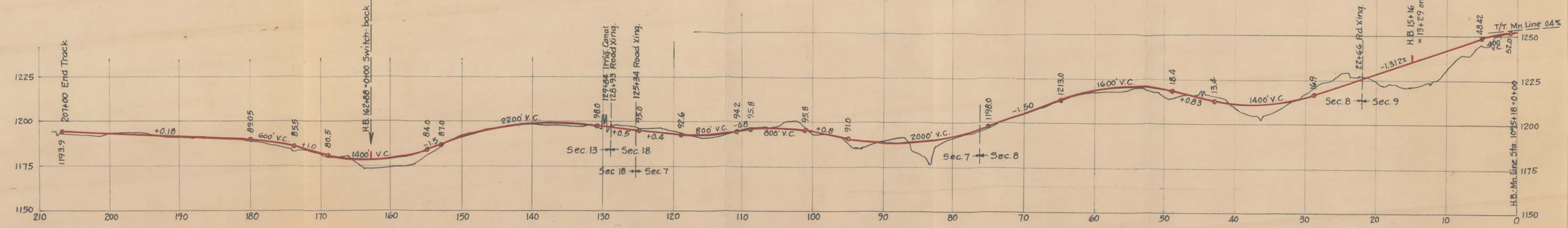




PROFILE OF SWITCH-BACK TO
MOSES LAKE - SEC. 14



PROFILE OF WYE TRACK

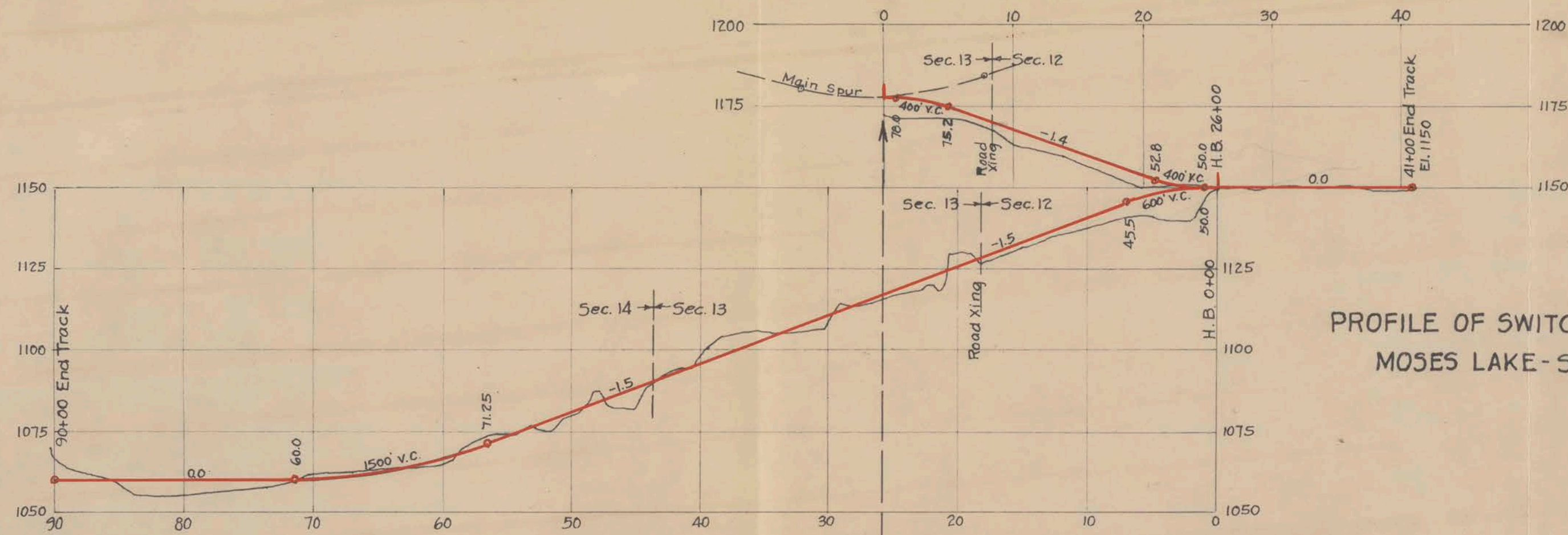
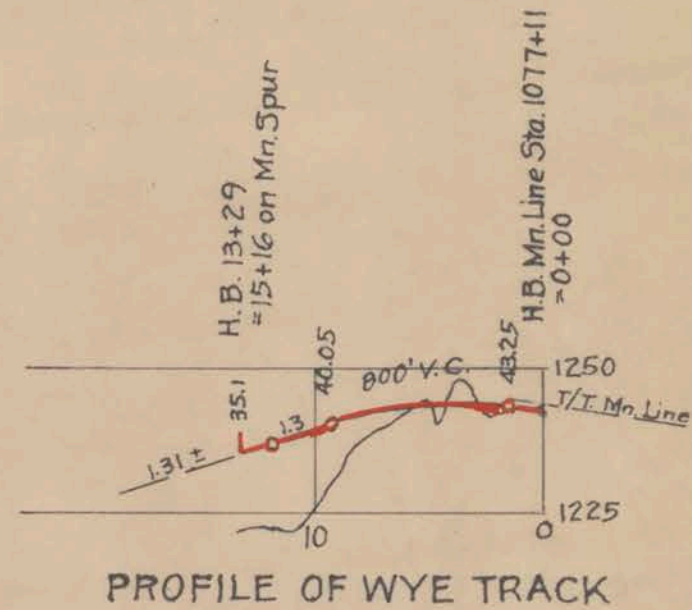


PROFILE OF MAIN SPUR TO SEC. 13

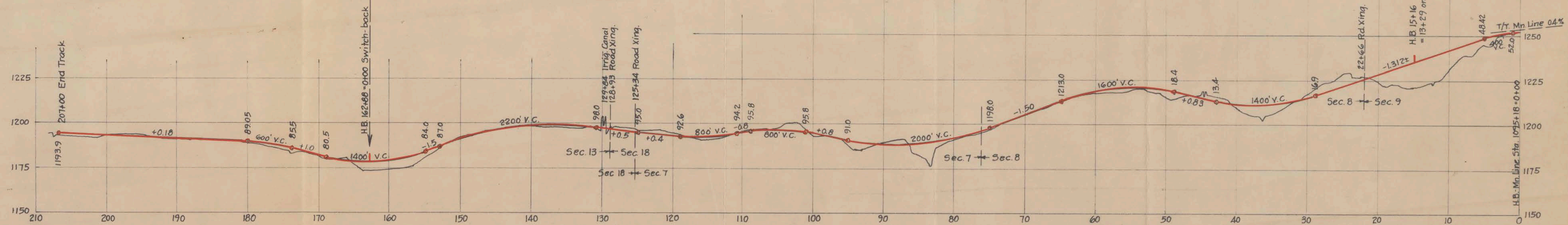
Prop'd. Subgrade shown red

EXHIBIT "D"
N.P.R.Y.
Idaho Div'n. Wash. Central Brch.
PROFILES OF PROPOSED LINE
from
NEAR WHEELER TO MOSES LAKE, WASH.
Office of Asst. Chief Engr. Seattle, Wn.
Scale: Hor. 1"=1000'-Vert. 1"=40'
June 9, 1954

PROFILE - EXHIBIT "D"



PROFILE OF SWITCH-BACK TO MOSES LAKE - SEC. 14



PROFILE OF MAIN SPUR TO SEC. 13

Prop'd. Subgrade shown red

EXHIBIT "D"

N.P.R.Y.

Idaho Div'n. Wash. Central Brch.

PROFILES OF PROPOSED LINE

from

NEAR WHEELER TO MOSES LAKE, WASH.

Office of Asst. Chief Engr. Seattle, Wn.

Scale: Hor. 1"=1000' - Vert. 1"=40'

June 9, 1954

NORTHERN PACIFIC RAILWAY COMPANY

Idaho Division

Connell Northern Branch

Wheeler (near)

State of Washington

Valuation Section No. 12

Estimate of cost of constructing trackage to serve Sections No. 13 and No. 14 near Moses Lake, as per sketch dated June 9th, 1954.

Proposed Trackage:

Main Spur to Section No. 13	20,700 ft.
Wye Leg at Wheeler	1,329 "
Tail Track	4,100 "
Spur to Section No. 14	9,000 "
Total, including 5 turnouts	35,129 "

Additions:

Acct. 1 - Engineering \$ 14,000

Acct. 2 - Land for Transportation purposes 53,000

Acct. 2 1/2 Other Right-of-Way expenditures:
 Raise power and telephone lines 1,000
 Miscellaneous 1,000

Acct. 3 - Grading:

Excavation for track to Section 13	21,000 c. y.	6,300
Borrow " " " " "	28,000 c. y.	8,400
Gravel topping for track to Sec. "	8,000 c. y.	8,000
Premium on performance bond		350
Excavation and borrow for tail track and track to Section 14	38,000 c. y.	19,000

Acct. 6 - Bridges, Trestles and Culverts
Culverts:

12" Reinforced Concrete Pipe	244 lin. ft.	855
48" Corr. Metal Pipe	182 " "	3,325
36" " " "	84 " "	990
30" " " "	180 " "	1,580
24" " " "	32 " "	215
18" " " "	40 " "	165
48" Reinforced Concrete Syphon	160 " "	2,580
24" Corr. Metal Syphon	108 " "	850
18" " " "	48 " "	205
Concrete in place	50 cu. yds.	3,500
Reinforcing Steel	3,500 pounds	230

Acct. 8 - Ties:

Cross Ties - treated	18,753 pieces	50,635
Switch Ties - treated	14,785 FEM	1,360

Acct. 9 - Rails:

100# RE 3rd Class 69,928 lin. ft.	1,040.6 GT	21,340
-----------------------------------	------------	--------

Acct. 10 - Other track material:

Angle Bars	1,841 pair	7,925
Track Bolts & Nut Locks	7,364 pieces	2,725
Tie Plates	37,898 pieces	22,320
Track Spikes	245 kegs	4,175
Rail Anchors	4,900 pieces	1,865
Split Switches 100# RE	16.5 ft. 5	2,180
Rigid Frogs 100# RE #1	5	1,870
Guard Rails 100# RE	5 pr.	555
Switch Stands, Lamps and Locks	5	385
Store Expense		6,160

<u>Acct. 11</u> - Ballast:		
Pit run gravel	10,500 cu. yds.	\$ 5,775
<u>Acct. 12</u> - Tracklaying and Surfacing:		
Lay, line and surface including 5 turnouts	35,129 ft. of track,	72,235
<u>Acct. 13</u> - Fences, Snowshed and Signs:		
Fencing - Hogtight	35,000 lin. ft.	15,750
Cattle Guards		1,000
Signs		500
<u>Acct. 26</u> - Telegraph and Telephone Lines		
Relocate N. P. Communication Lines		750
<u>Acct. 39</u> - Public Improvements - Construction:		
Adjust road grade at Station 22+66		500
Install road crossings & signs (minor roads)		1,675
Install road crossings & signs on State Highway		<u>8,000</u>
	TOTAL	\$355,225

NORTHERN PACIFIC RAILWAY COMPANY

Idaho Division

Connell Northern Branch

Wheeler (near)

State of Washington

Valuation Section No. 12

Estimate of cost of constructing trackage to serve Sections No. 13 and No. 14 near Moses Lake, as per sketch dated June 9th, 1954.

Proposed Trackage:

Main Spur to Section No. 13	20,700 ft.
Wye Leg at Wheeler	1,329 "
Tail Track	4,100 "
Spur to Section No. 14	<u>9,000 "</u>
Total, including 5 turnouts	35,129 "

Additions:

Acct. 1 - Engineering \$ 14,000

Acct. 2 - Land for Transportation purposes 53,000

Acct. 2 1/2 Other Right-of-Way expenditures:
 Raise power and telephone lines 1,000
 Miscellaneous 1,000

Acct. 3 - Grading:

Excavation for track to Section 13	21,000 c. y.	6,300
Borrow " " " "	28,000 c. y.	8,400
Gravel topping for track to Sec. "	8,000 c. y.	8,000
Premium on performance bond		350
Excavation and borrow for tail track and track to Section 14	38,000 c. y.	19,000

Acct. 6 - Bridges, Trestles and Culverts
Culverts:

12" Reinforced Concrete Pipe	244 lin. ft.	855
48" Corr. Metal Pipe	182 " "	3,325
36" " " "	84 " "	990
30" " " "	180 " "	1,580
24" " " "	32 " "	215
18" " " "	40 " "	165
48" Reinforced Concrete Syphon	160 " "	2,580
24" Corr. Metal Syphon	108 " "	850
18" " " "	48 " "	205
Concrete in place	50 cu. yds.	3,500
Reinforcing Steel	3,500 pounds	230

Acct. 8 - Ties:

Cross Ties - treated	18,753 pieces	50,635
Switch Ties - treated	14,785 FBM	1,360

Acct. 9 - Rails:

100# RE 3rd Class 69,928 lin. ft.	1,040.6 GT	21,340
-----------------------------------	------------	--------

Acct. 10 - Other track material:

Angle Bars	1,841 pair	7,925
Track Bolts & Nut Locks	7,364 pieces	2,725
Tie Plates	37,898 pieces	22,320
Track Spikes	245 kegs	4,175
Rail Anchors	4,900 pieces	1,865
Split Switches 100# RE	16.5 ft.	5
Rigid Frogs 100# RE #1		5
Guard Rails 100# RE	5 pr.	555
Switch Stands, Lamps and Locks	5	385
Store Expense		6,160

<u>Acct. 11</u> - Ballast:		
Pit run gravel	10,500 cu. yds.	\$ 5,775
<u>Acct. 12</u> - Tracklaying and Surfacing:		
Lay, line and surface including 5 turnouts	35,129 ft. of track,	72,235
<u>Acct. 13</u> - Fences, Snowshed and Signs:		
Fencing - Hogtight	35,000 lin. ft.	15,750
Cattle Guards		1,000
Signs		500
<u>Acct. 26</u> - Telegraph and Telephone Lines		
Relocate N. P. Communication Lines		750
<u>Acct. 39</u> - Public Improvements - Construction:		
Adjust road grade at Station 22+66		500
Install road crossings & signs (minor roads)		1,675
Install road crossings & signs on State Highway		<u>8,000</u>
TOTAL		\$355,225

10774

Saint Paul, June 3, 1954

A i r m a i l

MR. J. E. HOVING:

Replying to your letter of May 28, file 717-1, in connection with preparation of Return to Questionnaire for the proposed line to serve industrial property near MOSES LAKE:

As Mr. Jahn has in the past prepared - with the Law Department - all returns to questionnaires, I had him review your letter and proposed exhibits.

Attached is copy of Mr. Jahn's comments dated June 2; also three copies of his estimate of cost.

Mr. Jahn's suggested reply to question 33, in lieu of the information suggested by you, is in line with previous submissions of returns to questionnaires, and with the submission made in connection with the proposed line into Moses Lake submitted in June, 1948., to which I presume you have access in Mr. Eastman's office.

I believe the substitution of the word "Projected" at end of his last sentence would be an improvement, in lieu of the word "Located".

The proposed exhibits submitted with your letter appear to be satisfactory.

You will note Mr. Jahn's estimate does not include cost of right of way and incidental costs therewith.

Referring to your suggested answer for question 34-H: it would appear that reply "wood bridges or other temporary construction is not involved" should be sufficient.

P/S

att. cy WHJ letter
WHJ estimate(3)

10774

St. Paul, June 3, 1954

Mr. J. E. Hoving:

In connection with the proposed line from near Wheeler to Moses Lake, Washington, as a matter of information I am attaching a sketch dated June 3, 1954, which is an office projection drawn with the thought of eliminating the switch back.

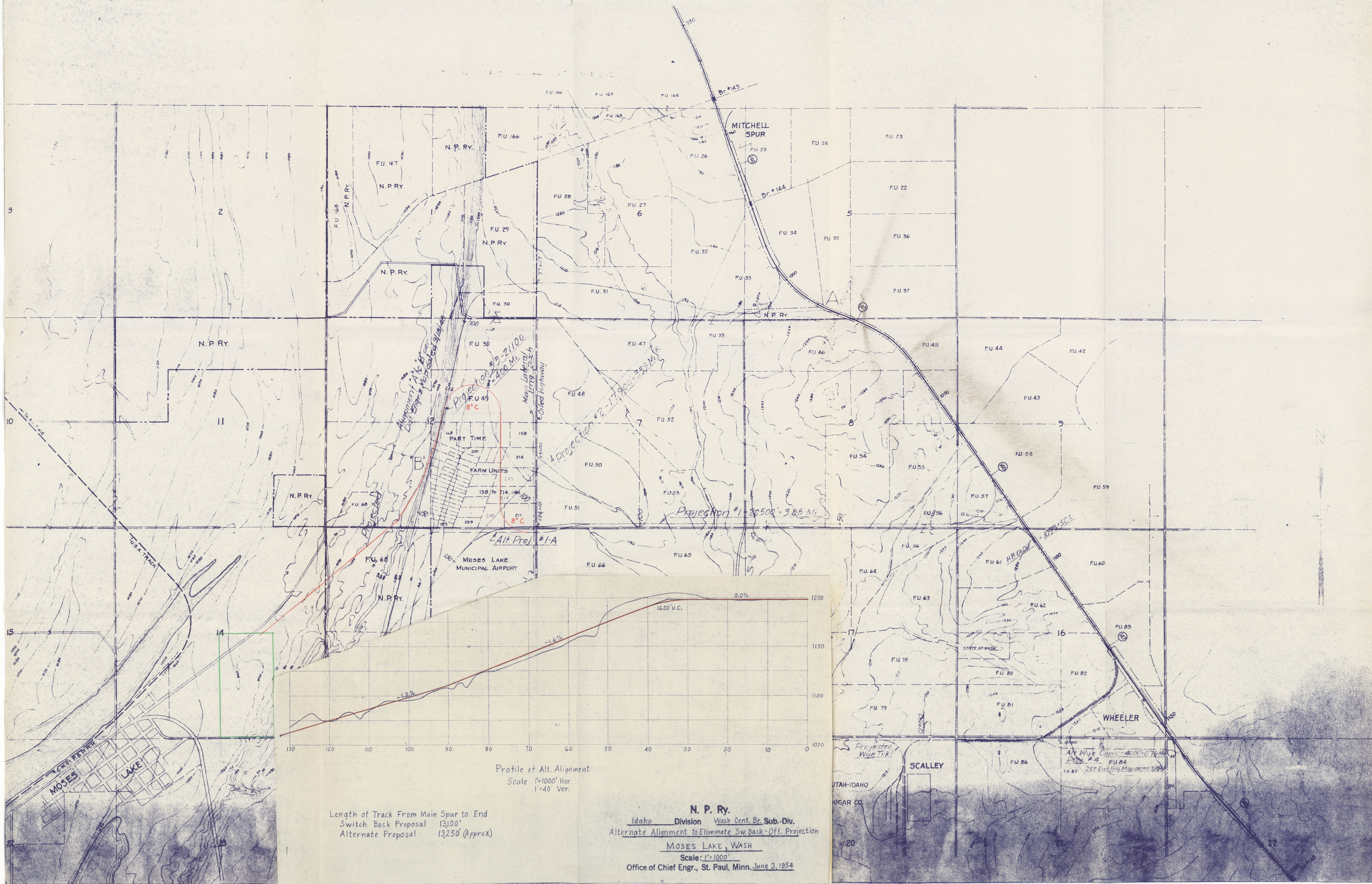
You will note that the office projection crosses a number of farm units which may make this line impractical or the acquisition of right of way too expensive.

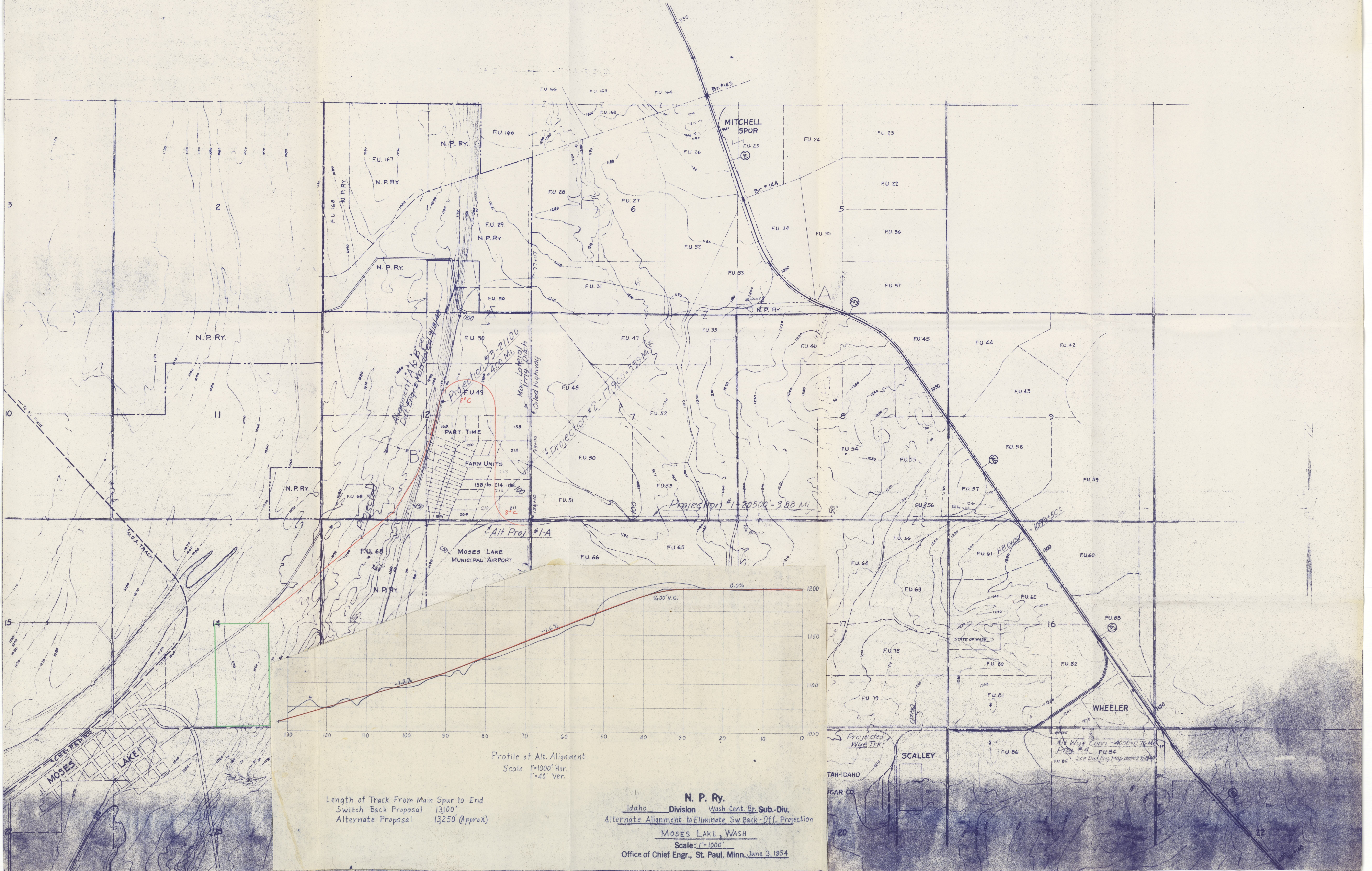
The length of the line and the grade of the office projection correspond closely with that of the line proposed.

PRG/jwm

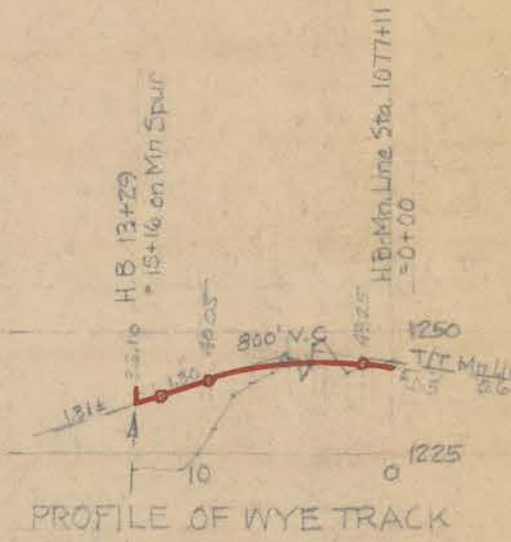
attachment → 2. *prints*

H. R. PETERSON

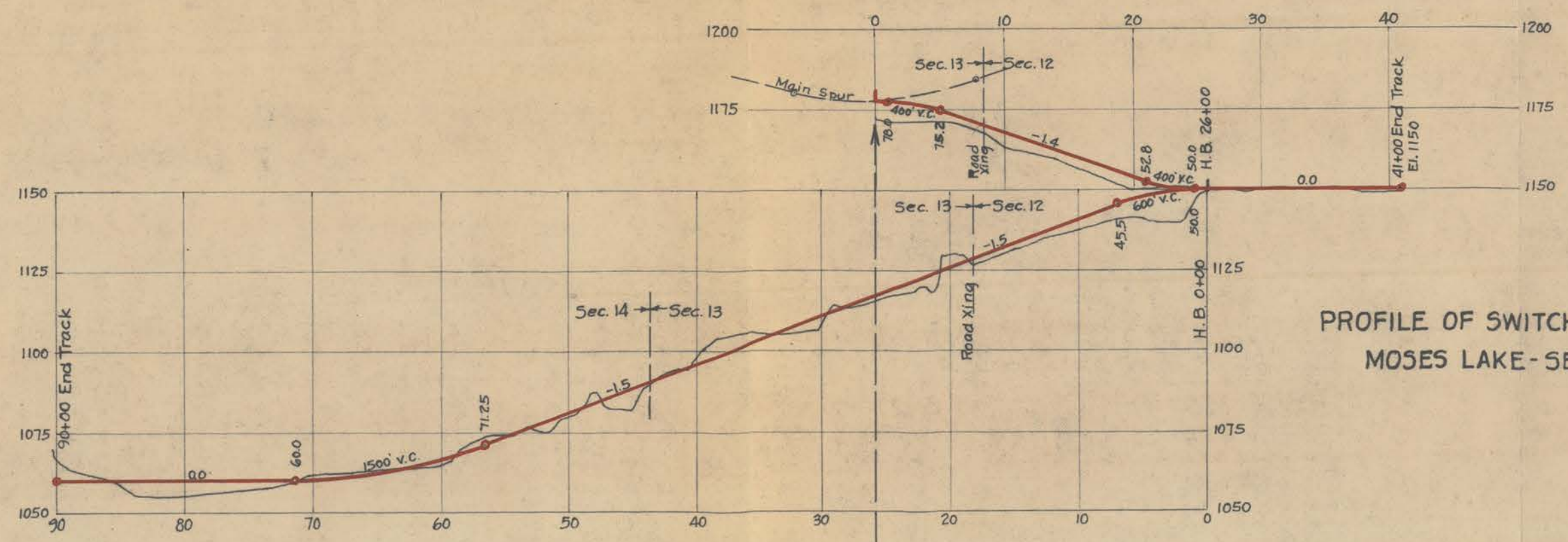




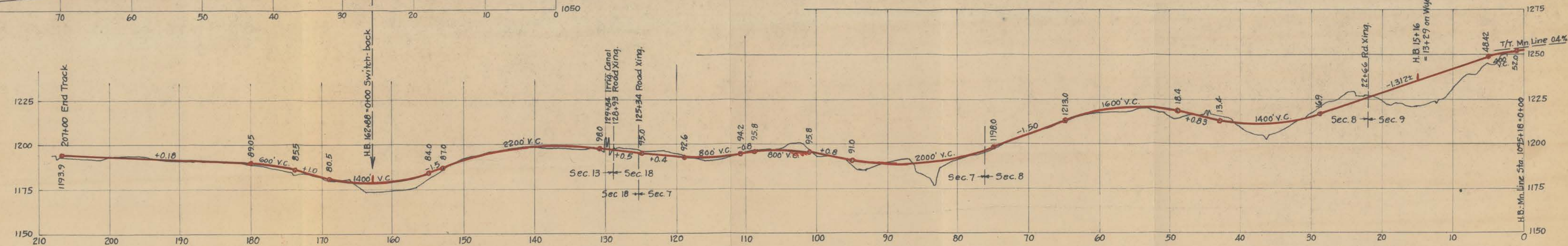
PROFILE-EXHIBIT "D"



PROFILE OF SWITCH-BACK TO MOSES LAKE - SEC. 14



PROFILE OF MAIN SPUR TO SEC. 13



Prop'd. Subgrade shown red

EXHIBIT "D"

N.P.R.Y.

Idaho Div'n. Wash. Central Brch.

PROFILES OF PROPOSED LINE from

NEAR WHEELER TO MOSES LAKE, WASH.

Office of Asst. Chief Engr. Seattle, Wn.

Scale: Hor. 1"=1000'-Vert. 1"=40'

May 28, 1954

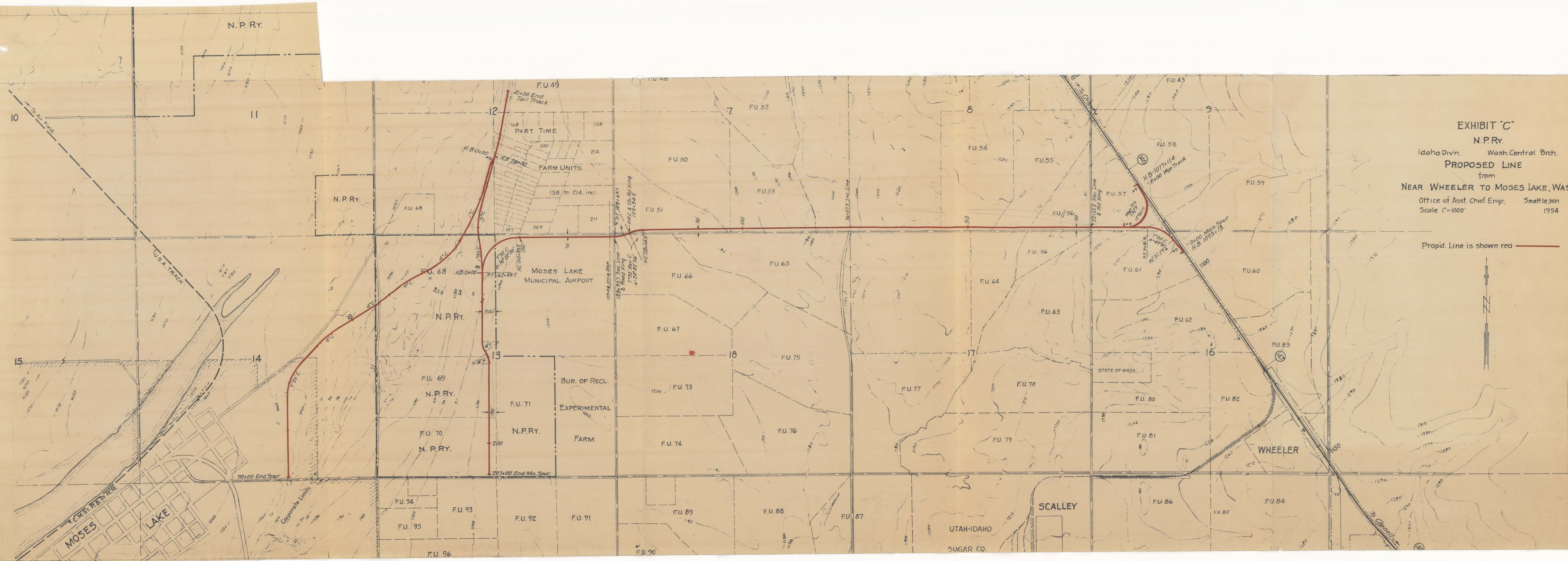


EXHIBIT "C"
N.P.R.Y.
Idaho Div'n. Wash. Central Brch.
PROPOSED LINE
from
NEAR WHEELER TO MOSES LAKE, WASH.
Office of Asst. Chief Engr. Seattle, Wn.
Scale 1"=1000' 1954

Prop'd. Line is shown red

*Legal Dept -
R to Q June 1948*

St. Paul, Minnesota
June 2, 1954

Mr. H. R. Peterson:

Referring to Mr. Hoving's letter of May 28th in regard to the proposed line to serve industrial property at Moses Lake, Washington.

The proposed answer to Question 33 in regard to engineering work goes into considerable detail which I would not consider necessary as reply to this question. It would be my suggestion that the reply be worded as follows: "The track from the connection with the Northern Pacific Railway Company's branch main line in the vicinity of Wheeler to its end in Section 13 has been definitely located and staked. The remainder of the proposed trackage has been tentatively located."

projected
The answers to Question 34 appear to be complete except that the average amount of curvature is still to be computed.

The exhibits which it is proposed to use will, I believe, answer the purpose so far as a return to the questionnaire is concerned since they can be trimmed to meet the requirements as outlined in the instructions, of which Mr. Hoving appears to have a copy.

I am enclosing herewith an estimate, in five copies, which includes all of the quantities and cost for the entire trackage as shown on the map marked Exhibit "C" which was sent you by Mr. Hoving. The estimate is not complete since I have not been able to obtain a figure for right-of-way. The cost of the right-of-way already acquired for the spur, no doubt is available to Mr. Hoving and it would seem that Mr. Moore could furnish a better figure for the right-of-way still to be acquired than could be estimated here. It appears that there may be either property damage on account of proximity of tracks to new buildings or other heavy incidental costs in connection with the acquisition of this right-of-way. Consequently the cost of right-of-way will have to be added by Mr. Hoving to complete the estimate.

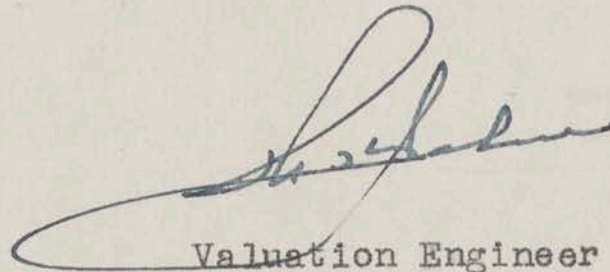
I have, after talking to Mr. Young over the phone, included some additional quantities for drainage and for

H. R. Peterson - 2

June 2, 1954

highway grade crossings on which there was no information in Mr. Hoving's letter.

Mr. Hoving's letter and attachments returned herewith.



Valuation Engineer

WHJ:K
att.

OFFICE OF
ENGINEER
JUN
2
1954
NDR PAC, RY.
ST. PAUL, MINN.

10774-3

St. Paul, Minn.
May 29, 1954

Mr. C. H. Burgess:

For your approval, attached is voucher in amount of \$578.61 to U. S. Bureau of Reclamation, to cover actual cost of work by them for repairing irrigation lateral near Wheeler, Washington, Idaho Division, Washington Central Branch.

Grading Contractor for our proposed industry track to Section 13 had started his work on this ditch, and was uncompleted at time Milwaukee injunction stop order was effected. It was necessary to arrange with the Bureau of Reclamation to restore ditch to original construction before start of irrigation season April 1 to assure work would meet their requirements.

p/o
Att.

Seattle, Washington
May 28, 1954

717-1

10774
W H Galt
Pls review and
advise comments
promptly.
HPR 5/31

Mr. H. R. Peterson:

Moses Lake (nr) - Proposed line to serve
industrial property

A joint letter was sent to Messers Steinbright, Bone, Hoving and Stapleton, under date of May 13, 1954 by Mr. Dean Eastman, covering proposed extension to Section 13 and Moses Lake Washington.

Mr. Eastman requested information of me in connection with return to questionnaire to the I.C.C. for permission to construct the line covering items 33 and 34 and Exhibits A, B, C, D and E (1).

Mr. Eastman advised that it is important that the necessary information be developed so that return to questionnaire can be prepared and filed as promptly as possible.

The questions which must be answered are Number 33,

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: The line to section 13 has been staked and grading work has been done as follows:

A small amount of grading on the east leg of the wye near MP 146 at the junction with Washington Central Branch.

From Station 40 to 54, grading about 95% complete.

From Station 59 to 66, grading about 95% complete.

Station 66 to 73, ditches bladed.

Station 86 to 90 grading about 65% complete.

Station 137 to 155 grader run over this area as was also done to the north and south area in Section 13.

One 36" culvert was placed at Station 36 + 35.

OFFICE OF
VALUATION ENGINEER

JUN 1 1934

NOR. PAC. RY.
ST. PAUL, MINN.

Mr. H. R. Peterson

- 2 -

May 28, 1954

= For your information, there is attached copy of Mr. Young's letter of May 25th, covering this work.

On the line into Moses Lake the line has not been run out in the field but a projection made in the office from maps available. This projected line is shown on print dated May 28, 1954, which is attached, together with profile of the proposed line, also dated May 28, 1954. The maximum rate of grade on the line into Moses Lake is $1\frac{1}{2}\%$.

Grading quantities in accordance with the attached profile have been estimated and are as follows:

For the tail track 4100' long:	Embankment	17,100 c.y.
	Excavation	9,750 c.y.

For the Spur into Moses Lake 9000' long, grading quantities are:	Embankment	20,950 c.y.
	Excavation	8,525 c.y.

There may be an opportunity to shift the line one way or the other in order to balance the quantities. However, from the information available and as the time is short, we have not attempted to arrive at balanced sections.

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

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

Answer: Gage $4' 8\frac{1}{2}"$
Number of main line tracks - 1

(b) Weight of rail for main line track.

Answer: 100# RE second hand

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

Answer: 1.4% westward and
 $1\frac{1}{2}\%$ eastward and not compensated.

May 28, 1954

- (d) Rate of limiting grade in each direction, and whether and how compensated for curvature.

Answer: 1.4% westward and
1½% eastward, 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: 7° 30'

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

Answer: Answer to be computed.

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

Answer: It is not proposed to use wooden bridges or other temporary construction on the proposed line.

EXHIBITS REQUIRED

- A. A copy of the engineering report of reconnaissance for the proposed line, if records of location surveys are not submitted.

No report of reconnaissance surveys available.

- B. A copy of the specifications as to construction, if any exist.

Construction specifications to be furnished Sections 1 to 16, inclusive of construction specifications E-114.

Mr. H. R. Peterson

- 4 -

May 28, 1954

- C. A map of the location projected or actually staked for the proposed line, if such location has been made.

We propose to use the attached map marked "Exhibit C" dated May 28, 1954.

- D. A copy of the best available profile of the proposed line.

It is proposed to use profile marked "Exhibit D" dated May 28, 1954.

- E. (1) A detailed estimate of the cost of building the proposed line.

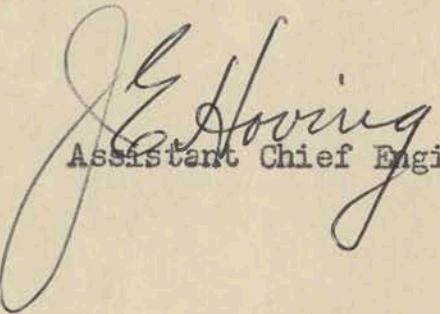
It would be appreciated if Mr. Jahn could furnish this information.

On the east and west section line between Section 12 and 13, there is now an unimproved trail which crosses the tail track and the line to Moses Lake. At this particular location the bluff breaks away sharply and the trail follows a circuitous route to the bottom of the bluff. Mr. Young is to investigate with the County as to their proposal of improving the road at this location. It is possible that grade crossing will be sufficient to take care of the needs.

Will you please advise if you concur with the answers to the Return to Questionnaire and if the exhibits as proposed meet with your approval.

JEH:jo

cc: FLS


Assistant Chief Engineer

4-25-54
 2
 1

The first of these is the fact that the
 second of these is the fact that the
 third of these is the fact that the
 fourth of these is the fact that the
 fifth of these is the fact that the
 sixth of these is the fact that the
 seventh of these is the fact that the
 eighth of these is the fact that the
 ninth of these is the fact that the
 tenth of these is the fact that the

It is to be noted that the first of these
 is the fact that the second of these
 is the fact that the third of these
 is the fact that the fourth of these
 is the fact that the fifth of these
 is the fact that the sixth of these
 is the fact that the seventh of these
 is the fact that the eighth of these
 is the fact that the ninth of these
 is the fact that the tenth of these

The first of these is the fact that the
 second of these is the fact that the
 third of these is the fact that the
 fourth of these is the fact that the
 fifth of these is the fact that the
 sixth of these is the fact that the
 seventh of these is the fact that the
 eighth of these is the fact that the
 ninth of these is the fact that the
 tenth of these is the fact that the

OFFICE OF
 CHIEF ENGINEER
 MAY
 31
 1954
 NOR. PAC. RY.
 ST. PAUL, MINN.

Seattle, Washington
May 28, 1954

717-1

Mr. H. R. Peterson:

Moses Lake (nr) - Proposed line to serve
industrial property

A joint letter was sent to Messers Steinbright, Bone, Hoving and Stapleton, under date of May 13, 1954 by Mr. Dean Eastman, covering proposed extension to Section 13 and Moses Lake Washington.

Mr. Eastman requested information of me in connection with return to questionnaire to the I.C.C. for permission to construct the line covering items 33 and 34 and Exhibits A, B, C, D and E (1).

Mr. Eastman advised that it is important that the necessary information be developed so that return to questionnaire can be prepared and filed as promptly as possible.

The questions which must be answered are Number 33,

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: The line to section 13 has been staked and grading work has been done as follows:

A small amount of grading on the east leg of the wye near MP 146 at the junction with Washington Central Branch.

From Station 40 to 54, grading about 95% complete.

From Station 59 to 66, grading about 95% complete.

Station 66 to 73, ditches bladed.

Station 86 to 90 grading about 65% complete.

Station 137 to 155 grader run over this area as was also done to the north and south area in Section 13.

One 36" culvert was placed at Station 36 + 35.

Mr. H. R. Peterson

- 2 -

May 28, 1954

= For your information, there is attached copy of Mr. Young's letter of May 25th, covering this work.

On the line into Moses Lake the line has not been run out in the field but a projection made in the office from maps available. This projected line is shown on print dated May 28, 1954, which is attached, together with profile of the proposed line, also dated May 28, 1954. The maximum rate of grade on the line into Moses Lake is $1\frac{1}{2}\%$.

Grading quantities in accordance with the attached profile have been estimated and are as follows:

For the tail track 4100' long:	Embankment	17,100 c.y.
	Excavation	9,750 c.y.

For the Spur into Moses Lake 9000' long, grading quantities are:	Embankment	20,950 c.y.
	Excavation	8,525 c.y.

There may be an opportunity to shift the line one way or the other in order to balance the quantities. However, from the information available and as the time is short, we have not attempted to arrive at balanced sections.

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

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

Answer: Gage 4' $8\frac{1}{2}"$
Number of main line tracks - 1

(b) Weight of rail for main line track.

Answer: 100# RE second hand

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

Answer: 1.4% westward and
 $1\frac{1}{2}\%$ eastward and not compensated.

- (d) Rate of limiting grade in each direction, and whether and how compensated for curvature.

Answer: $1\frac{1}{4}\%$ westward and
 $1\frac{1}{2}\%$ eastward, 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: $7^{\circ} 30'$

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

Answer: Answer to be computed.

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

Answer: It is not proposed to use wooden bridges or other temporary construction on the proposed line.

EXHIBITS REQUIRED

- A. A copy of the engineering report of reconnaissance for the proposed line, if records of location surveys are not submitted.

No report of reconnaissance surveys available.

- B. A copy of the specifications as to construction, if any exist.

Construction specifications to be furnished Sections 1 to 16, inclusive of construction specifications E-114.

Mr. H. R. Peterson

- 4 -

May 28, 1954

- C. A map of the location projected or actually staked for the proposed line, if such location has been made.

We propose to use the attached map marked "Exhibit C" dated May 28, 1954.

- D. A copy of the best available profile of the proposed line.

It is proposed to use profile marked "Exhibit D" dated May 28, 1954.

- E. (1) A detailed estimate of the cost of building the proposed line.

It would be appreciated if Mr. Jahn could furnish this information.

On the east and west section line between Section 12 and 13, there is now an unimproved trail which crosses the tail track and the line to Moses Lake. At this particular location the bluff breaks away sharply and the trail follows a circuitous route to the bottom of the bluff. Mr. Young is to investigate with the County as to their proposal of improving the road at this location. It is possible that grade crossing will be sufficient to take care of the needs.

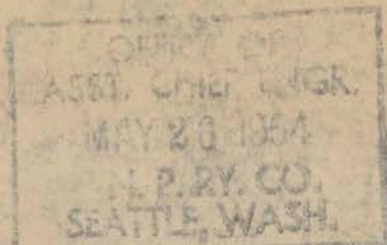
Will you please advise if you concur with the answers to the Return to Questionnaire and if the exhibits as proposed meet with your approval.

J. E. HOVING

Assistant Chief Engineer

JEH:jo

cc: FLS



Spokane, Washington
May 25, 1954

Mr. J. E. Hoving:

Your letter of May 19th, File 717-1, Proposed line to serve Industrial Property, near Moses Lake:

The line from the connection with the Washington Central (Connell Northern) Branch to Section 13 is covered by AFE 742-53. This line was run out and most of it was slope staked except through the south half of Section 13. Contract was awarded to Carbon Bros. for the grading and placing of culverts, contract dated December 1, 1953.

Work was in progress when the injunction was granted on January 8, 1954 and work was stopped on that date.

When data for the Court hearing was presented, it was determined that none of the Spokane Engineering Department force were to be in Court and Mr. W. R. Adams was selected to present the Engineering data. Accordingly, on Mr. Derrig's instructions Mr. Adams came to Moses Lake and Mr. J. P. Titus and Mr. W. D. O'Hearne spent two or three days with Mr. Adams at Moses Lake going over the work which had been completed as of the date of January 8, 1954. Therefore, your files, with maps made by Mr. Adams for the Court hearing, should probably be used for your requirements at this time. I am not familiar with what was compiled as that was all done in the Seattle office.

The dashed red line shown on your map of May 18, 1954 was projected in the Seattle office and no field work has been done on it.

From our experience with these 2-foot contour maps made by the Bureau of Reclamation, they are quite accurate and, therefore, I consider them very good and reliable for projection purposes.

I am returning this map with the projected line, dated Office of Assistant Chief Engineer, Seattle, May 18, 1954. You will note there are a number of buildings shown in pencil along the south line of Section 14. These in the south portion of the SE $\frac{1}{4}$, SE $\frac{1}{4}$ of Section 14 have been laid out in terraced areas. The Shell Oil Company's plant is about 450-feet east of the end of the projected line. The line where it runs through the SE $\frac{1}{4}$ of the ~~SW~~ and SW $\frac{1}{4}$ of SE $\frac{1}{4}$ of Section 14 will probably come close or perhaps through some of the newly built houses. This may also be true for a short distance in the northerly portion of the NW $\frac{1}{4}$ of the SE $\frac{1}{4}$ of Section 14. This might add materially to

NE 1/4

Mr. J. E. Hoving - 2

May 25, 1954

the cost of right of way; however, it looks from the contours that the line could be shifted 400' or 500' southeasterly in the area where the word "Projected Line" is marked on this map. If it is of enough importance at this time, we could make an approximate check of this general building area.

I will endeavor to find out on Wednesday, May 26th, as to what possible plans Grant County have for extending the road along the north line of Section 13; also as to the probable location for the new State north and south highway in this vicinity.

Our record shows there was a small amount of grading done on the east leg of the wye near MP 146 at the junction with the Washington Central Branch; also grading as follows:

Station 40+00 to 54+00 - about 95% complete.

Station 59+00 to 66+00 - about 95% complete.

Station 66+00 to 73+00 - Ditches bladed.

Station 86+00 to 90+00 - about 65% complete.

Station 137+00 to 155+00 - Grader run over this area, as was also done through north and south area in Section 13.

One 36" culvert was placed at Station 36+35.

I am returning the two prints which you furnished me with your letter of May 19th. If you wish any further work done, will you please return a print of the projected line,

(Signed) J. A. YOUNG

District Engineer

JAY:leb

Encs.

NORTHERN PACIFIC RAILWAY COMPANY

Idaho Division

Connell Northern Branch

State of Washington

WHEELER (near)

Valuation Section No. 12

Estimate of cost of constructing trackage to serve Sections No. 13 and No. 14 near Moses Lake.

Proposed Trackage

Main Spur to Section No. 13	20,700 Ft.
Wye Leg at Wheeler	1,329 "
Tail Track	4,100 "
Spur to Section No. 14	9,000 "
Total including 5 turnouts	35,129 "

Right of Way

(To be added)

Raise power and telephone lines	600	400
Relocate N.P. communications line	450	300

Grading:

Excavation for track to Sec. #13	21000 Cu.Yd.	6,300	
Borrow " " " "	28000 " "	8,400	
Gravel topping for track to Sec. #13	8000 " "	8,000	
Premium on perf. bond			350
Excavation and borrow for tail track and to Sec. #14	38000 " "	19,000	

Culverts:

For trackage to Sec. No. 13:

12" Reinf. Concrete Pipe	244 lin. ft.	490	365
48" Corr. Metal " "	182 " "	730	2,595
36" " " " "	84 " "	250	740
24" " " " "	32 " "	65	150
18" " " " "	40 " "	60	105
48" Reinf. Conc. Pipe Syphon	160 " "	800	1,780
24" Corr. Metal " "	108 " "	215	635
18" " " " "	48 " "	70	135
Concrete in place	50 " "		3,500
Reinf. Steel	3500 Lb.		230

For trackage to Sec. No. 14

30" Corr. Metal Pipe	180 lin. ft.	540	1,040
----------------------	--------------	-----	-------

Fencing:

Hog tight	35000 lin. Ft.	10,500	5,250
Cattle Gua rds		400	700

Crossings:

Adjust road grade at Sta. 22+66		500	
Install road crossings and signs		725	950

Track Work:

Place Wye Turnouts and Relay in
Connell Northern Branch

Cross ties, treated	18753 pc.		525
Switch " "	14785 PBM		50,635
Rail, 3rd. Cl. 100# - 69928 lin.ft.	1040.6 G.T.		1,360
Angle bars	1841 pr.		20,815
Bolts and Nut Locks	7364 pc.		7,925
Tie Plates	37898 pc.		2,725
Spikes	245 keg		22,320
Rail Anchors	4900 pc.		4,175
Split Switches, 100#-16.5'	5		1,865
Rigid Frogs 100#-16.5' #9	5		2,180
Guardrails 100#	5 pr.		1,870
Switch Stands	5		555
Ballast, pitrun gravel	10500		310

Lay, line and surface 35129 ft. of track including five turnouts	71,760	
---	--------	--

Engineering

13,035	
143,365	142,260
	143,365
	285,625

Total cost exclusive of right of way expense

Office of Valuation Engineer
St. Paul, Minnesota
June 2, 1954

NORTHERN PACIFIC RAILWAY COMPANY

Idaho Division

Connell Northern Branch

State of Washington

WHEELER (near)

Valuation Section No. 12

Estimate of cost of constructing trackage to serve Sections No. 13 and No. 14 near Moses Lake.

Proposed Trackage

Main Spur to Section No. 13	20,700 Ft.
Wye Leg at Wheeler	1,329 "
Tail Track	4,100 "
Spur to Section No. 14	9,000 "
Total including 5 turnouts	35,129 "

Right of Way

(To be added)

Raise power and telephone lines	600	400
Relocate N.P. communications line	450	300

Grading:

Excavation for track to Sec. #13	21000 Cu.Yd.	6,300	
Borrow " " " "	23000 " "	8,400	
Gravel topping for track to Sec. #13	8000 " "	8,000	
Premium on perf. bond			350
Excavation and borrow for tail track and to Sec. #14	38000 " "	19,000	

Culverts:

For trackage to Sec. No. 13:

12" Reinf. Concrete Pipe	244 lin. ft.	490	365
48" Corr. Metal " "	182 " "	730	2,595
36" " " " "	84 " "	250	740
24" " " " "	32 " "	65	150
18" " " " "	40 " "	60	105
48" Reinf. Cone. Pipe Syphon	160 " "	800	1,780
24" Corr. Metal " "	108 " "	215	635
18" " " " "	48 " "	70	135
Concrete in place	50 " "		3,500
Reinf. Steel	3500 lb.		230

For trackage to Sec. No. 14

30" Corr. Metal Pipe	180 lin. ft.	540	1,040
----------------------	--------------	-----	-------

Fencing:

Hog tight	35000 lin. Ft.	10,500	5,250
Cattle Gua rds		400	700

Crossings:

Adjust road grade at Sta. 22+36		500	
Install road crossings and signs		725	950

Track Work:

Place Wye Turnouts and Relay in Connell Northern Branch		475	525
Cross ties, treated	18753 pc.		50,635
Switch " "	14785 FBM		1,360
Rail, 3rd. Cl. 100# - 69928 lin.ft.	1040.6 G.T.		20,815
Angle bars	1841 pr.		7,925
Bolts and Nut Locks	7364 pc.		2,725
Tie Plates	37898 pc.		22,320
Spikes	245 keg		4,175
Rail Anchors	4900 pc.		1,865
Split Switches, 100#-16.5'	5		2,180
Rigid Frogs 100#-16.5' #9	5		1,870
Guardrails 100#	5 pr.		555
Switch Stands	5		310
Ballast, pitrun gravel	10500		5,775

Lay, line and surface 35129 ft. of track including five turnouts	71,760	
--	--------	--

Engineering

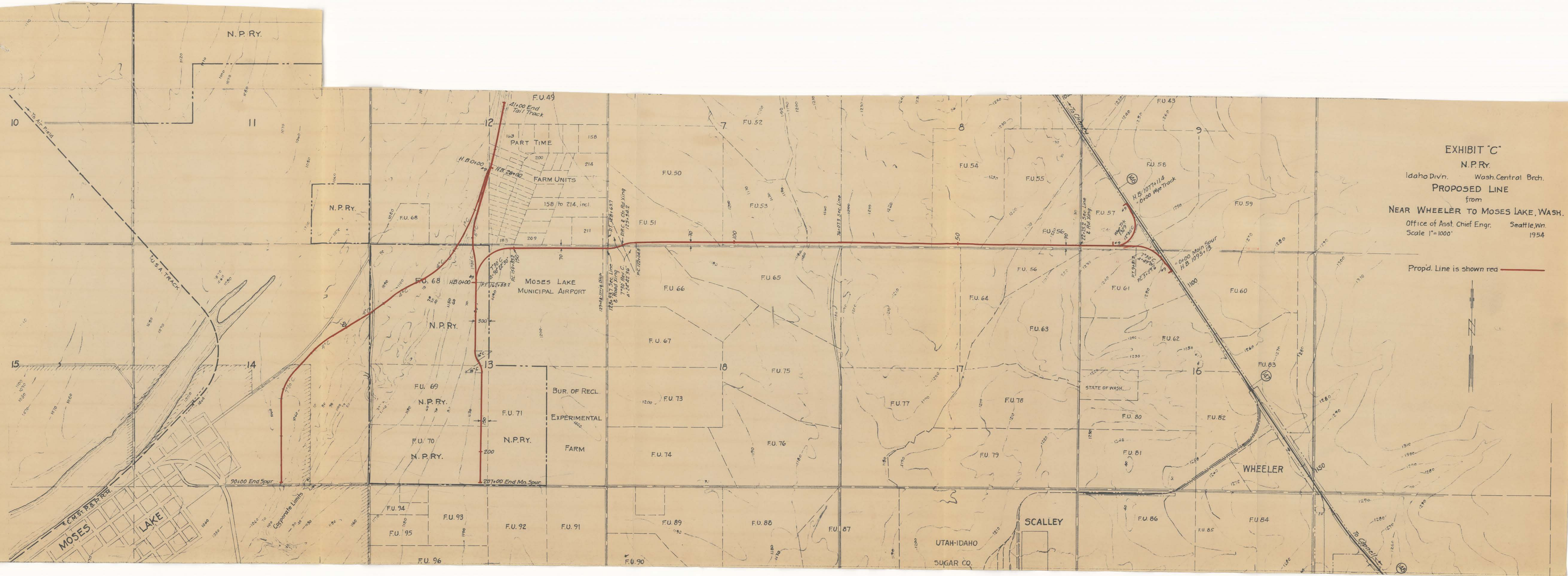
13,935	
143,365	142,260
	143,365
	286,625

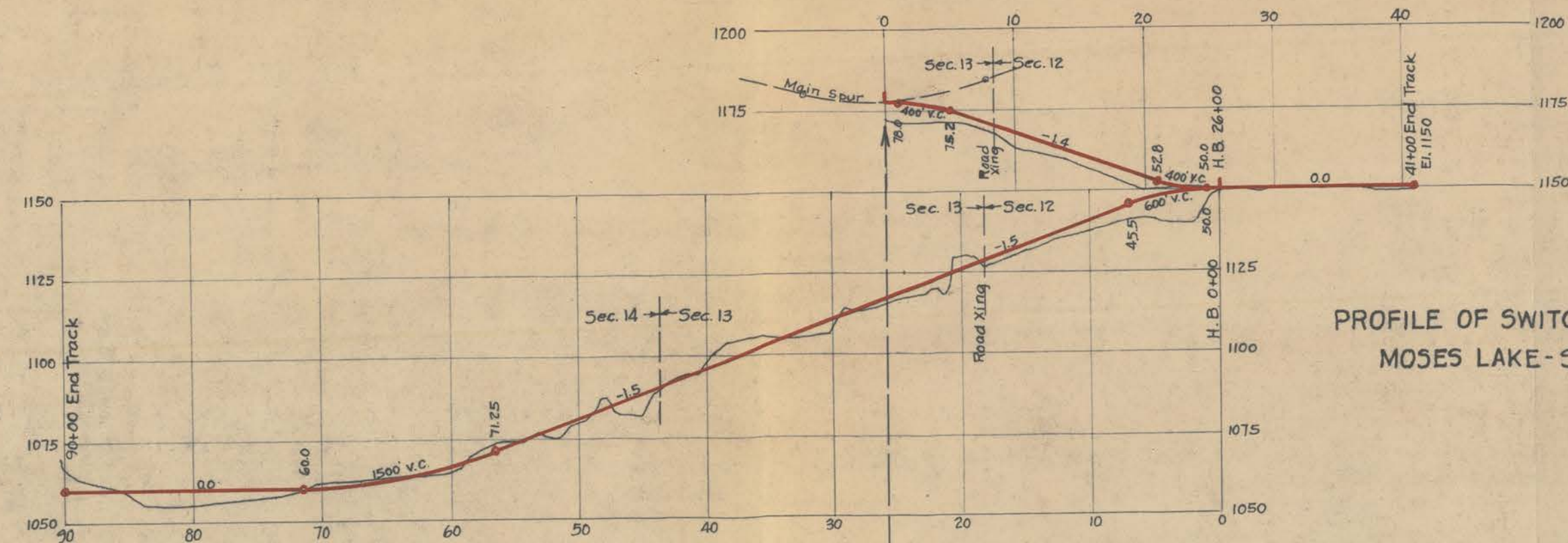
Total cost exclusive of right of way expense

Office of Valuation Engineer

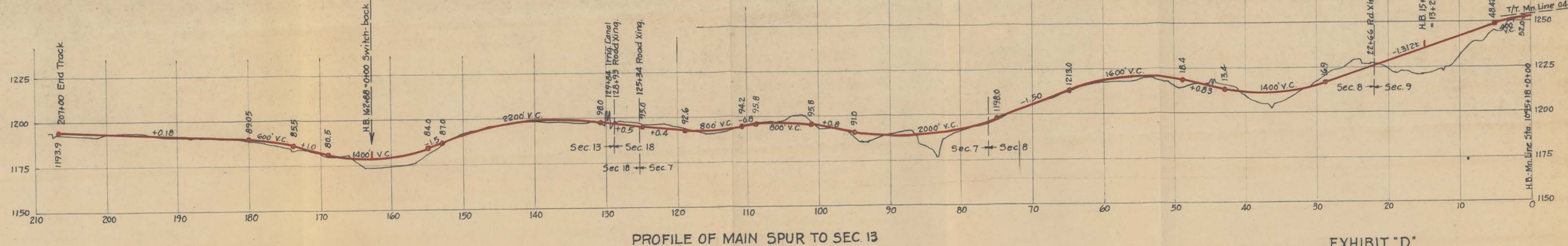
St. Paul, Minnesota

June 2, 1954





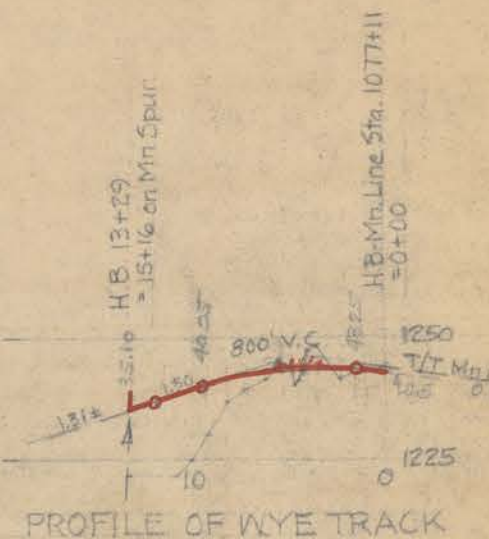
PROFILE OF SWITCH-BACK TO
MOSES LAKE - SEC. 14



PROFILE OF MAIN SPUR TO SEC. 13

Prop'd. Subgrade shown red

PROFILE-EXHIBIT "D"



PROFILE OF WYE TRACK

EXHIBIT "D"

N.P.R.

Idaho Div'n. Wash. Central Brch.

PROFILES OF PROPOSED LINE
from

NEAR WHEELER TO MOSES LAKE, WASH.

Office of Asst. Chief Engr. Seattle, Wn.

Scale: Hor. 1"=1000' - Vert. 1"=40'

May 28, 1954

10974

Seattle, Washington
May 20, 1954

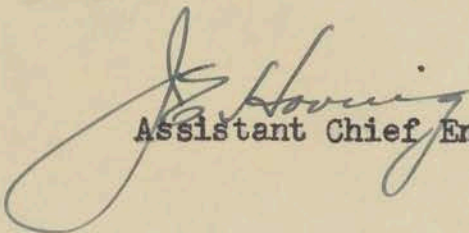
717-1


Mr. H. R. Peterson:

Moses Lake - Trackage to serve
industrial property

Attached is copy of clipping from Seattle Journal
of Commerce, May 19, 1954, relative to proposed trackage
near Moses lake to serve Columbia Basin area.

JEH:jo


Assistant Chief Engineer



114:70

114:70

114:70

114:70

114:70

114:70

114:70

OFFICE OF
CHIEF ENGINEER
MAY 24
1954
NDR PAC. RY.
ST. PAUL, MINN.

717-1

Seattle Journal of Commerce
May 19, 1954

h
w

Railroad Seeks To Extend Basin Line

WASHINGTON, May 18.—(UP) The Northern Pacific Railroad asked permission of the Interstate Commerce Commission to build six miles of track near Moses Lake, to serve a new irrigated farming area in the East Columbia River Basin.

The railroad wants to build an extension of its line from a point near Wheeler to Moses Lake and also to construct nearly a mile of spur track to some industrial property owned by the railroad.

RIGHT OF WAY CHANGE MEMORANDUM

10774

Memo No. 55 Deed No. 195 Adrian to Connell Plat No. 53
 C. F. No. 21642-Pt. 3 A.F.E. No. 742 19 53
 State Washington County Grant
 St. Paul, Minn. May 10, 19 54 Division Idaho
 Improv. Sketch Easement for spur track to serve
 Section 13 Industrial Site at
 Moses Lake.

By easement W-13363 dated November 27, 1953, The United States, the record owner, and Alfred Suiter and wife, the contract purchasers, granted the Northern Pacific Railway Company an 80-ft. strip of right of way across Farm Unit No. 54 in the S $\frac{1}{2}$ of Sec. 8, T.19N., R.29E., W.M., shown colored red on attached sketch.

Copy attached.

Consideration: \$200.00.

Note: Easement was recorded on March 15, 1954, in Vol. 112 of Deeds, Page 46, Grant County Auditor's File No. 218323.

Note: Revised Connell-Adrian R/W Plat 53 attached for interested departments.

RAA
T.R. 5
Noted
a.H.B.
5/17/54

Copies to:-

Chief Engr., St. Paul
 Asst. Chief Engr., Seattle
 Dist. Engr., Spokane
 W.M.I. Prop., Seattle
 Asst. Tax Comm'r., Seattle
 Supt., Spokane

J. E. THAMES,
 General Manager Industrial Properties

ST. PAUL, MINN.

ALPHABETICALLY ORDERED JAN 20 1914

NO. 1012

ORDER OF SERVICE

101

101

101

101

101

101

101

101

OFFICE OF
CHIEF ENGINEER
MAY 11 1954
NOR PAC. RY.
ST. PAUL, MINN.

ST. PAUL, MINN.

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

Columbia Basin Project, Washington

PERPETUAL EASEMENT FOR RAILROAD

THIS INDENTURE, Made this 27th day of November, 1953, pursuant to the Act of Congress of June 17, 1902 (32 Stat. 38) and acts amendatory thereof or supplementary thereto, including without limitation by this enumeration, the Act of Congress of August 4, 1939 (53 Stat. 1187) as amended by the Act of Congress of August 18, 1950 (64 Stat. 463) and the Columbia Basin Project Act (57 Stat. 14) as amended.

WITNESSETH, That:

2. WHEREAS, the NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, hereinafter styled the grantee, has made application to THE UNITED STATES OF AMERICA, the record owner, and ALFRED SUITER and MILDRED SUITER, his wife, the contract purchasers, both parties being hereinafter styled the grantors, for a perpetual easement to construct, operate, and maintain a railway spur track or tracks and appurtenances across certain lands of the United States of America which are being sold to Alfred Suiter and Mildred Suiter, his wife, pursuant to land sale contract 14-06-116-659, dated March 4, 1953, which lands were acquired by the United States pursuant to Section 4 of the Columbia Basin Project Act (57 Stat. 14); and

3. WHEREAS, the granting of an easement to the grantee for said spur track or tracks and appurtenances will not be incompatible with the use for which said lands were acquired by the United States, and there is no objection to such use by the contract purchasers.

4. NOW, THEREFORE, the United States, acting through the Regional Director, Region I, Bureau of Reclamation, for the Secretary of the Interior, and Alfred Suiter and Mildred Suiter, his wife, in consideration of the sum of TWO HUNDRED and no/100 Dollars (\$200.00), to them paid by the Grantee, receipt of which is hereby acknowledged, (the whole of said consideration to be applied to land sale contract 14-06-116-659), do hereby grant, sell, and convey to the grantee, subject to the following terms and conditions, a perpetual easement to construct, operate and maintain a spur track or tracks and appurtenances thereto, over and across the

following described property in Grant County, Washington:

Correct as to
Engineering
Data:
/s/ T.J. Neuteh
Engr., U.S. Bureau
of Reclamation.

The North eighty (80) feet of the South one hundred ten (110) feet of Farm Unit fifty-four (54), Irrigation Block forty-one (41), Columbia Basin Project, Washington, the Farm Unit Plat of said Irrigation Block having been recorded in Grant County on April 11, 1951.

5. The terms and conditions of this easement are:

A. This easement shall be held at all times subject to the rights of the United States to use all or any part of said lands and rights of way occupied by said spur track or tracks and appurtenances for any and all uses authorized under the provision of the Act of June 17, 1902 (32 Stat. 388), the Act of August 30, 1935 (49 Stat. 1028, 1039), and the Act of August 4, 1939 (53 Stat. 1187) and any or all acts now or hereafter amendatory thereof or supplementary thereto.

B. The Grantee will construct, operate and maintain its spur track or tracks and appurtenances on said land in a substantial and good workmanlike manner and in full compliance with the law of the State of Washington, and with all laws, regulations and orders of the United States or any other public authority affecting the same. The failure of the Grantee to abide by any of the terms or conditions of any applicable law, rule or regulation of the United States and the State of Washington shall cause this easement to be subject to immediate termination at the option of the United States.

C. The Grantee shall at all times use reasonable care and diligence in the exercise of privileges hereby granted to it and in the construction, maintenance and use of its spur track or tracks and appurtenances so as to avoid any obstruction or interference with the operation of any feature of the Columbia Basin Project of the United States.

D. Any and all spur track or tracks facilities constructed upon and across said lands of the United States in pursuance hereof shall remain the property of the Grantee except that should the Grantee fail to remove the same within thirty (30) days after the termination of this easement for any cause, the same shall at the option of the United States be forfeited to and become the property of the United States as liquidated damages for the removal thereof by the United States.

E. The Grantors shall not be liable for any damage or injury to said spur track or tracks and appurtenances caused by the construction,

operation and maintenance of the Columbia Basin Project.

F. There are reserved to the United States all minerals, including source material as the same is defined by the Act of August 1, 1946 (Public Law 585, 79th Congress), whether or not of commercial value, together with the right of the United States through its authorized agents or representatives at any time to enter upon the land and prospect for, mine, and remove the same, making just compensation for any damage or any injury occasioned thereby.

G. The Grantee will install and maintain in a location which is mutually agreeable, a pipe line of adequate size across the strip of land described above to dispose of waste irrigation water.

H. The Grantee will install and maintain a grade crossing, in a location which is mutually agreeable, across the strip of land described above.

6. This easement shall terminate:

A. Upon the failure of the Grantee to comply with any of the terms and conditions hereof and at the election of the Grantors upon discontinuance of the use of said spur track or tracks and appurtenances for a period of nine (9) consecutive months.

IN WITNESS WHEREOF, we have signed this instrument this 27th day of November, 1953.

THE UNITED STATES OF AMERICA
THE SECRETARY OF THE INTERIOR

By /s/ Wm. H. Tuller
Acting Regional Director, Region I,
Bureau of Reclamation, pursuant to
delegation of authority under Depart-
mental Order No. 2018 (10 F.R.259), Act of
December 19, 1941 (55 Stat. 842), as
amended.

Contract Purchasers:

/s/ Alfred Suiter

/s/ Mildred Suiter

STATE OF IDAHO)
: ss
County of Ada)

On this 27th day of November, 1953, personally appeared before me Wm. H. Tuller, to me known to be the official of the United States of America that executed the within and foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said United States, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

(NOTARIAL SEAL)

/s/ R. H. Harris
Notary Public in and for the State of
Idaho
Residing at Boise, Idaho
My commission expires: June 18, 1957

STATE OF IDAHO)
: ss.
County of Canyon)

I, George L. Vogt, a Notary Public in and for said county in the State aforesaid, do hereby certify that ALFRED SUITER and WILHELM SUITER, his wife, who are personally known to me to be the persons whose names are subscribed to the foregoing instrument, appeared before me this day in person and acknowledged that they signed, sealed and delivered said instrument of writing as their free and voluntary act, for the uses and purposes therein set forth.

Given under my hand and official seal, this 18th day of December, 1953.

(NOTARIAL SEAL)

/s/ George L. Vogt
Notary Public in and for the State of
Idaho, Residing at Caldwell
My commission expires: June 12, 1957

The covenants and agreements of the foregoing easement are hereby accepted this 23rd day of February, 1954.

NORTHERN PACIFIC RAILWAY COMPANY

(CORPORATE SEAL)

By /s/ E. B. Stanton
Vice President

STATE OF MINNESOTA)
: ss.
County of RAMSEY)

On this 23rd day of February, 1954, before me personally appeared E. B. Stanton, to me known to be the Vice President of the corporation that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

(CORPORATE SEAL)

Stamps:
St. \$.50 I.R. \$.55

/s/ R. A. Arneberg,
Notary Public in and for the State of
Minnesota Residing at St. Paul, Minn.
My commission expires: December 29, 1960

A

FARM UNIT 55

U. S. A.

FARM UNIT 56

E

H

"C"

"F"

In

I

"D"

"D"

G

	Beed No.	Grantor	Grantee	Title	Acres	Date	When and Where recorded	Brief Description	Cor File	Ex Memo.
A B	95	H. G. Lyons & Wife	C. N. Ry. Co.	War. Deed	0.10	Dec. 6, 1909	Jan. 14, 1910. Vol. 1, p 424 - Deeds	R/W in NE & SE 4	6553	421/10

10774

Seattle, Washington
May 4, 1954

Mr. ~~Dean H.~~ Eastman:

Proposed Line from Near Wheeler to
Moses Lake

Attached find twenty prints of Exhibit A, dated May 3, 1954, covering the proposed line from near Wheeler to Moses Lake, Washington, these prints to be used in connection with application to the I.C.C., for permit to construct a new line.

J. E. HOVING
Assistant Chief Engineer

JEH:jo

cc: HUP - Attaching one print of Exhibit A, plus reproducible tracing.

JEH 

Filed in Vault File 1185-26

CHIEF ENGINEER
MAY
1954
NEW YORK, N.Y.
ST. PAUL, MINN.

SALES

33-3811 0113 1100V at Bell

Saint Paul, April 28, 1954

MR. W. W. JUDSON:

Referring to my letter of January 11, about temporary injunction issued by the Court at request of the Milwaukee, requiring stoppage of grading work for industrial spur track to Sec. 13 out of WHEELER, on the Washington Central Branch:

At the time work was stopped, Carbon Bros., contractors, had merely completed 4100 c.y. of roadway excavation and 1100 c.y. of borrow excavation and perhaps 62 linear feet of culvert pipe, for which the total cost at contract prices amounted to \$1813.38.

Estimate No. 1 was paid to the contractor in February, amount \$1032.22, which excluded 10% retainer.

Mr. Derrig in his letter of March 4 advised that Mr. Eastman in a meeting the previous day stated it would probably be nine months or a year before an application for Certificate of Convenience and Necessity will be acted on by the I.C.C. It is therefore considered advisable to close out the contract of December 1, 1953 with Carbon Bros. *Public*

For your approval attached is voucher in the sum of \$6371.48 to cover final settlement account stoppage of work.

The charge for rental of equipment covers time the contractor's tractors, scrapers, graders, trucks, etc. were actually on the job and working. The charge for moving the equipment to and from the job covers actual payment made by the contractor to trucking companies handling same, at standard tariff rates. You will note the Contractor also requested \$1,000 payment to cover overhead expense and partial profit.

My approval has been placed on the attached voucher.

p/s

att.

6371.48

Carbon Brothers
North 3430 Cook Street
Spokane, Washington

April 27, 1954

In payment, as per your statement dated March 26, 1954, for final settlement account stoppage of work due to court injunction on contract dated December 1, 1953, for construction of railroad grade and the placing of culverts, siphons and concrete head and tail walls, required in connection with Railway Company's track to serve Section #13 near Wheeler, Washington:

Rental of Equipment.....	\$4,097.00
Moving Equipment to Job.....	1,326.00
Moving Equipment from Job.....	1,101.20
State of Washington & Idaho Permits.....	134.00
Flag Cars.....	248.00
Insurance Premium for "Hold Harmless" Clause required by Railway Company.....	97.50
Settlement to cover overhead expenses and partial anticipated profit.....	<u>1,000.00</u>
	8,003.70
Less Previous Payment Est. #1.....	<u>1,632.22</u>
AMOUNT OF THIS VOUCHER.....	\$6,371.48

Western District Accounts \$6190.12
Acct. Dept.
10% Ret. Percentage Released 184.36

March 26, 1954

OFFICE OF
ASST. CHIEF ENGR.
MAR 30 1954
N. P. RY. CO.
SEATTLE, WASH.

Northern Pacific Railway Company
Spokane, Washington

Statement covering settlement for grading for trackway, Wheeler, Washington

Equipment Rental

Week of Dec. 22 to 24, 1953

ED-24 6 Scraper	24 hours @ 21.00	504.00
D-6 Tractor (Rented)	12 hours @ 16.50	198.00
D-7 Tractor	8 hours @ 14.50	116.00
Foreman & Pickup	24 Hours @ 6.00	144.00

Week of Jan. 4 to 8, 1954

Rental on shovel & 2 trucks unloading culverts		150.00
ED-24 6 Scraper	45 hours @ 21.00	945.00
D-7 Tractor	45 hours @ 14.50	652.50
Motor Grader	45 hours @ 13.00	585.00
2 - D-20's	20 hours @ 21.00	420.00
Foreman & Pickup	45 hours @ 6.00	270.00
Labor	45 hours @ 2.50	112.50
		<u>4,027.00</u>

Moving to Job

ED-24 from Lewiston to Wheeler	135.00
Grader from Lewiston to Wheeler	150.00
Scraper from Lewiston to Wheeler	150.00
D-7 Tractor from Lewiston to Wheeler	255.00
2 - D-20's from Spokane to Wheeler	336.00

Moving from Job

ED-24 from Wheeler to Spokane	339.00
Grader from Wheeler to Spokane	120.00
D-7 Tractor from Wheeler to St. John	150.00
Scraper from Wheeler to St. John	116.00
2 - D-20's from Wheeler to Spokane	336.00
	<u>2,427.20</u>

State of Washington & Idaho permits	134.00
Flag cars	218.00
	<u>352.00</u>

Insurance premium for "old liabilities" clause required by Railway Co.	27.50
Settlement to cover overhead expenses & partial anticipated profit	7,003.70
	<u>1,000.00</u>
	8,003.70
Less payment - Estimate No. 1	<u>1,632.22</u>
	<u>\$ 6,371.48</u>

CARROLL EDELL

C O P *Carroll E. Edell*
Partner

Spokane, Washington
April 22, 1954

Mr. H. R. Peterson:

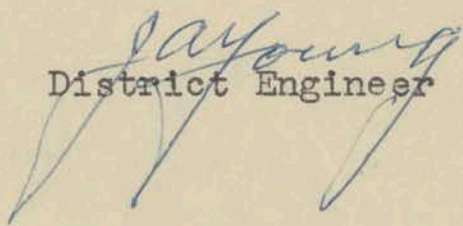
Your P-213.

I had Mr. Carl Carbon in the office this date in regard to these charges for spur track at Wheeler, Washington. Mr. Carbon stated that he could not reduce these figures as the moving costs were what they were charged by the trucking companies for moving this equipment. He stated that when they have these hauling and moving people handle this equipment, they charge them the standard tariff rates and that this was an out-of-pocket cost. Therefore, he does not feel that they can reduce this bill and so advised me verbally.

He stated that in the moving from Wheeler to St. John that St. John is nearer to the job than Spokane would be and there would be very little difference, if any, in the cost of moving to St. John rather than bringing the equipment in to Spokane.

Therefore, as previously mentioned, Mr. Carbon was not agreeable to reducing this bill as previously submitted.

JAY:lcb


District Engineer

101:103

101:103

101:103

101:103

101:103

101:103

101:103

101:103

101:103

101:103

101:103

101:103



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

10774

M.

St Paul, April 21, 1954

J A Young - Spokane

This to remind you of our talk last Saturday to discuss further
with Carbon Bros. the basis of their charges for closing out
grading contract re section 13 out of Wheeler. P-213

H R Peterson

Spokane, Washington
April 13, 1954

Mr. H. R. Peterson:

Your wire P-73.

I am attaching hereto a statement prepared by Carbon Bros. showing the basis of their moving costs in connection with the Wheeler spur job, track-age to serve Section 13, being dated April 8, 1954.

The hours included on their statement transmitted to Mr. Derrig on March 29th are OK. The rental rates are according to the A.G.C. rental schedule. You will note that this moving time is all based on tariff rates prescribed by the Interstate Commerce Commission and the State of Washington Public Service Commission, with the exception of the two DW-20's which Carbon Bros. state were moved under their own power. The time of 16 hours for this moving allows 8 hours time for each machine between Spokane and Wheeler.


District Engineer

JAY:lcb
cc-Mr. J. T. Derrig(1)
Enc.(1)

April 8, 1954

Mr. J. A. Young
District Engineer
Northern Pacific Railway Company
W. 221 First Avenue
Spokane, Washington

Re: Grading for Trackage
Wheeler, Washington

Dear Sir:

In accordance with your request for a more itemized statement on moving equipment to and from the above job, we are listing the weights and tariff rates used as follows:

<u>Moving to Job</u>			
TD-24 from Lewiston to Wheeler @	58,000	@ .75	435.00
Grader from Lewiston to Wheeler -	20,000	@ .75	150.00
Scraper from Lewiston to Wheeler -	20,000	@ .75	150.00
D-7 Tractor from Lewiston to Wheeler-	34,000	@ .75	255.00
2-DW-20's from Spokane to Wheeler	16 hours	@ 21.00	336.00

<u>Moving from Job</u>			
TD-24 from Wheeler to Spokane	58,000	@ .55	319.00
Loading & unloading time			20.00
Grader from Wheeler to Spokane	20,000	@ .55	110.00
Loading & unloading time			10.00
D-7 Tractor from Wheeler to St. John	34,000	@ .53	180.20
Loading & unloading time			10.00
Scraper from Wheeler to St. John	20,000	@ .53	106.00
Loading & unloading time			10.00
2-DW-20's from Wheeler to Spokane	16 hours	@ 21.00	336.00
			<u>2,427.20</u>

The tariff rates from Lewiston to Wheeler are ICC rates being an inter-state movement and the tariff rates from Wheeler to St. John and Spokane are Washington Public Service rates, tariffs #4 & #10

Washington tariffs allow loading and unloading time but ICC rates do not. On the DW-20's, we charged an hourly rate as these are driven to and from the job on their own power.

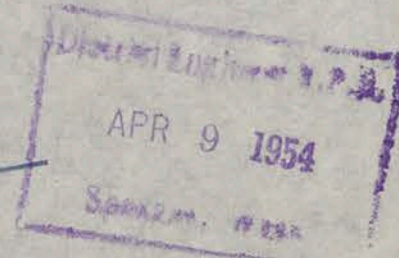
Very truly yours,

CARLTON HECB.

Office Manager

CJS/do

COPY





N. P. 1388
12-24

TELEGRAM—BE BRIEF

TIME FILED

10774

M.

St Paul, Apr. 7, 1954

J A Young - Spokane

Urlet March 29 to Derrig about grading contract for trackage to
Sec. 13 out of Wheeler. Did you taoroughly check hours and rental
rate for equipment billed in December and January also cost for
moving. On what basis are latter costs set up? P-73

H R Peterson

Seattle, Washington
April 6, 1954

717-1

AIR MAIL


Mr. H. R. Peterson:

Wheeler - Trackage to serve Section 13

I am attaching copy of Mr. Young's letter of March 29th, together with copy of Carbon Brothers letter March 26th, together with statement showing proposed final settlement with Carbon Brothers in connection with grading for trackage leading to Section 13, Wheeler.

I concur in Mr. Young's views that the settlement for this proposed work as contained in Carbon Company's letter of March 22nd is a satisfactory adjustment and it is my recommendation that voucher be prepared for this work and the existing contract closed as it will probably be some time before final decision is reached and authority obtained for the proposed extension of this track.

If you concur, will you please advise and I will arrange to have voucher prepared promptly.


Assistant Chief Engineer

JTD:jo

100-100

100-100

100-100

100-100

100-100

100-100

100-100

100-100

100-100

100-100

OFFICE OF
CHIEF ENGINEER
APR 7
1954
NOR PAC. BY
ST. PAUL, MINN.

100-100

March 26, 1954

Mr. J. A. Young
District Engineer
Northern Pacific Railway Company
W. 221 First Avenue
Spokane, Washington

Re: Grading for trackage
Wheeler, Washington

Dear Sir:

We are enclosing herewith a statement covering our actual costs and equipment rental under the above contract, which work was ordered stopped as per Mr. Derrig's telegram of January 8 due to a court injunction.

We have added to our statement the sum of \$1,000.00 as full settlement of our overhead expenses and a portion of our anticipated profits leaving a balance owing us of \$6,371.48 to settle our contract in full.

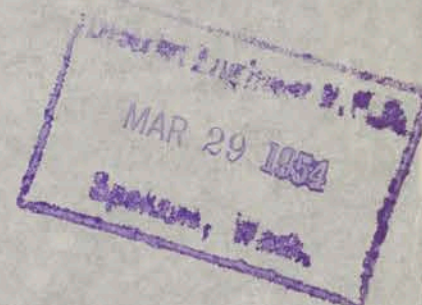
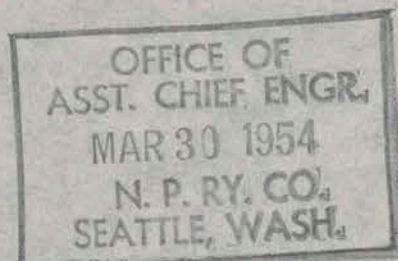
We trust that the Railway Company will consider this settlement very fair on our part and we assure you that we have enjoyed our work for the Railway Company over the past years.

Very truly yours,

CARBON BROS.

Clair Carbon
Partner

CC/cjs



COPY

Rates compare quite favorable with rates taken from the "Associated Equipment Distributors" edition of rental rates.

Compared to "Bureau of Reclamation" rates there is quite a spread.

There is no size on the shovel used, nor hours in service, neither is there shown the capacity of 2 trucks used.

The rate for "Foreman & pickup" does not show the wage rate to deduct for Foreman. Assuming Foreman rate at 3.00 per hr. would result in 3.00 per hr. or 24.00 per day for pick-up which appears high.

Fielding & Shepley are charging 100.00 per month for pickup truck on Bridges 208 & 209.

Rates on
attached letter

	Carbons		Associated Equip. Distributors	Bureau of Reclamation	Force acct	N.P. Rates
	Pross			or days	Bills	
TD 24 + Scraper	21 $\frac{00}{hr}$ = 168 $\frac{00}{da}$		221 $\frac{00}{da}$	1861 $\frac{00}{mo}$ 84 $\frac{60}{da}$	—	N.P. Lane no TD 24
D-8 Tractor	16 $\frac{00}{hr}$ = 132 $\frac{00}{da}$		130 $\frac{00}{da}$	980 $\frac{00}{mo}$ 44 $\frac{55}{da}$	Ditching 1050 $\frac{00}{mo}$	No record
D-7 Tractor	14 $\frac{00}{hr}$ 116 $\frac{00}{da}$		80 $\frac{00}{da}$	728 $\frac{00}{mo}$ 33 $\frac{12}{da}$	900 $\frac{00}{mo}$	34 $\frac{50}{da}$
Motor Grader	no size 13 $\frac{00}{hr}$ 104 $\frac{00}{da}$	Heavy Duty Danzon Drive	85 $\frac{00}{da}$	640 $\frac{00}{mo}$ 29 $\frac{10}{da}$	—	—
DW-20's	21 $\frac{00}{hr}$ 168 $\frac{00}{da}$		392 $\frac{00}{da}$	—	—	—
Foreman + Pickup	6 $\frac{00}{hr}$ = 48 $\frac{00}{da}$		not listed	1 Ton Shov. only 125 $\frac{00}{mo}$ 5 $\frac{15}{da}$	Int. Prep no size 125 $\frac{00}{mo}$ 5 $\frac{15}{da}$	1 Ton 6 $\frac{00}{da}$

OFFICE OF
ASST. CHIEF ENGR.
MAR 30 1954
N. P. RY. CO.
SEATTLE, WASH.

Spokane, Washington
March 29, 1954

Mr. J. T. Derrig:

Your mailgram of March 5th, File 717-1, in regard to your second paragraph with respect to discussing with Carbon Bros. arrangements for settlement of work for grading and culverts to serve Section 13, their contract dated December 1, 1953; also Mr. Peterson's wire P-54 of March 5th:

Attached in duplicate is letter from Carbon Bros. dated March 26th and duplicate copies of their statement covering settlement for grading of trackage, Wheeler, Washington.

Carbon Bros. have listed their costs in the attached statement and have requested a lump sum of \$1,000 to cover overhead expenses and partial anticipated profit for this work. I may advise that on the first statement, which they furnished me, they had listed their rental and had also taken 5% for overhead costs and 10% profit, which included percentage on the rental of equipment. They have now revised this statement as per attached and have included the letter above referred to along with this statement.

On their Estimate #1, which included all the work done up to the time work was stopped on January 8th when the temporary injunction was effective, we retained 10% or \$181.36.

They have considerable expense charged up on this bill for moving in and out from the job, but of course part of this equipment only worked for two or three days so there was not much grading accomplished after it arrived on the job. They had distributed most of the culvert pipe throughout the job and of course this is being picked up by the Division forces and will be stored at Wheeler; however, their expense for unloading this pipe from the cars and distributing it is included in this bill.

Carbon Bros. advise that they would prefer that this contract be closed out completely as it is rather indefinite when and if the work will be resumed and prices and conditions may change so much that they do not want to be held to their present contract prices. I concur in their statement as recently there has been an increase in costs for skilled laborers in this territory.

Carbon Bros. estimate that their overhead expenses run around 5% for which they have to make allowance on their regular work so this request of \$1,000 does not seem to be too

Mr. J. T. Derrig - 2

March 29, 1954

much out of line considering the circumstances in which this job was closed down.

I am handing this to you for your further review and submission to Mr. Peterson, as per his wire P-54, and no commitments have been made to Carbon Bros.

(Signed) J. A. YOUNG

District Engineer

JAY:leb
Encs.

RIGHT OF WAY CHANGE MEMORANDUM

10774

Supplemental Memo No. 118-A Deed No. 172-E Adrian to Connell Plat No. 52
 C. F. No. 21642-3 A.F.E. No. 742 1953 L-5

State Washington County Grant

St. Paul, Minn. March 30, 1954 Division Idaho

Improv. Sketch Revised easement for spur track near
 Wheeler, from Arthur F. Enzler & wife.

R/W Change Memo. No. 118 dated Aug. 31, 1953, covered easement (W-13361) dated Aug. 5, 1953, from Arthur F. Enzler & wife for spur track across Farm Unit 57 in Sec. 9, T.19N., R.29E., W.M., near Wheeler for trackage to serve Industrial Development near Moses Lake. Sketch attached to the easement was not the same as that attached to the option and Mr. Enzler objected thereto.

By Q.C. Deed R.W. 5571 (W-13361A) dated Mar. 8, 1954, the N.P.Ry.Co. re-conveyed to the Enzler's the easement grant mentioned above.

Recorded March 10, 1954, in Vol. 111 of Deeds, Page 768, Grant County Auditor's File No. 218026.

Copy attached.

Consideration: \$1.00.

Deed No. 172-F, Adrian to Connell

By easement (W-13361B) dated March 10, 1954, Arthur F. Enzler & wife granted the N.P.Ry.Co. strips of land for said spur track across Farm Unit 57 described in copy of easement attached and as shown on revised sketch attached thereto.

Recorded March 10, 1954, in Vol. 111 of Deeds, Page 769, Grant County Auditor's File No. 218027.

Copy attached.

Consideration: \$1.00.

Note: Revised Connell-Adrian Branch R/W Plat #52 attached for interested departments.

Copies to:-

Chief Engr., St. Paul
 Asst. Ch. Engr., Seattle
 Dist. Engr., Spokane
 W.M.I. Prop., Seattle
 Asst. Tax Comm'r., Seattle
 Superintendent, Spokane

J. E. THAMES,
 General Manager Industrial Properties

T.R.B.
 Noted a.H.B.
 3/31/54

RECEIVED
MAR 20 1954

RECEIVED
MAR 20 1954
NY 2

RECEIVED
MAR 20 1954

QUITCLAIM DEED

The Grantor, NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, for and in consideration of the sum of One Dollar (\$1.00) to it paid, the receipt of which is hereby acknowledged, hereby RELINQUISHES and CONVEYS to the Grantees, ARTHUR F. ENZLER and GERTRUDE V. ENZLER, his wife, of Moses Lake, Washington, all of its right, title and interest in that certain easement heretofore granted to the grantor herein by the grantee herein by document dated August 5, 1953 and recorded August 10, 1953 in Volume 107 of Deeds at Page 177 under Auditor's File No. 207210 in the deed records of Grant County, said easement being an easement to use as a right of way for a railway spur track or tracks, the following described premises in Section 9, Township 15 North, Range 29 East of the Willamette Meridian, in the County of Grant and State of Washington, to-wit:

R.J.C.

J.M.

That portion of Farm Unit 57 in Irrigation Block 41 of the Columbia Basin Project according to the official plat of said Block 41 filed in the office of the Grant County Auditor on April 11, 1951 and recorded in Book 1 of Columbia Basin Project Plats at Page 6 in the plat records of said County, lying southerly of a line parallel with and distant 40 feet northerly, measured at right angles and radially, from the center line of that certain railway spur track which is to be located and constructed upon, over and across said Farm Unit 57 and the adjoining Unit 61;

Also, a strip of land 100 feet in width, being 50 feet wide on each side of and parallel with that certain railway connecting track which is to be located and constructed upon, over and across said Farm Unit 57. Said strip of land lying northerly of the premises above described and extending easterly of a northerly production of the headblock of said connecting track where the same joins the main spur track above mentioned.

In explanation hereof, the above described premises are indicated by RED color on the map marked Exhibit "A" attached hereto and made a part hereof, said map being identical with the map attached to the above-mentioned recorded document.

Dated this 8th day of March, 1954.

Recorded March 10, 1954 in Vol. 111 of Deeds
Page 768 Records Grant County, Washington
Under Auditor's No. 218026

NORTHERN PACIFIC RAILWAY COMPANY

No Real Estate Excise Tax Paid
Affidavit No. 10015
Date Mar. 10, 1954 by M.G. - Deputy
Robert S. O'Brien, Treasurer
Grant County, Washington

By E. B. Stanton
Vice President

Attest: A.M. Gottschald
Secretary

STATE OF MINNESOTA)
) ss.
County of Ramsey)

On this 8th day of March, 1954, before me personally appeared E.B. Stanton to me known to be a Vice President of the corporation that executed the within and foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

R. A. Arneberg
Notary Public Ramsay Co
Minn.
Comm. Exp. 12-29-60

Seal

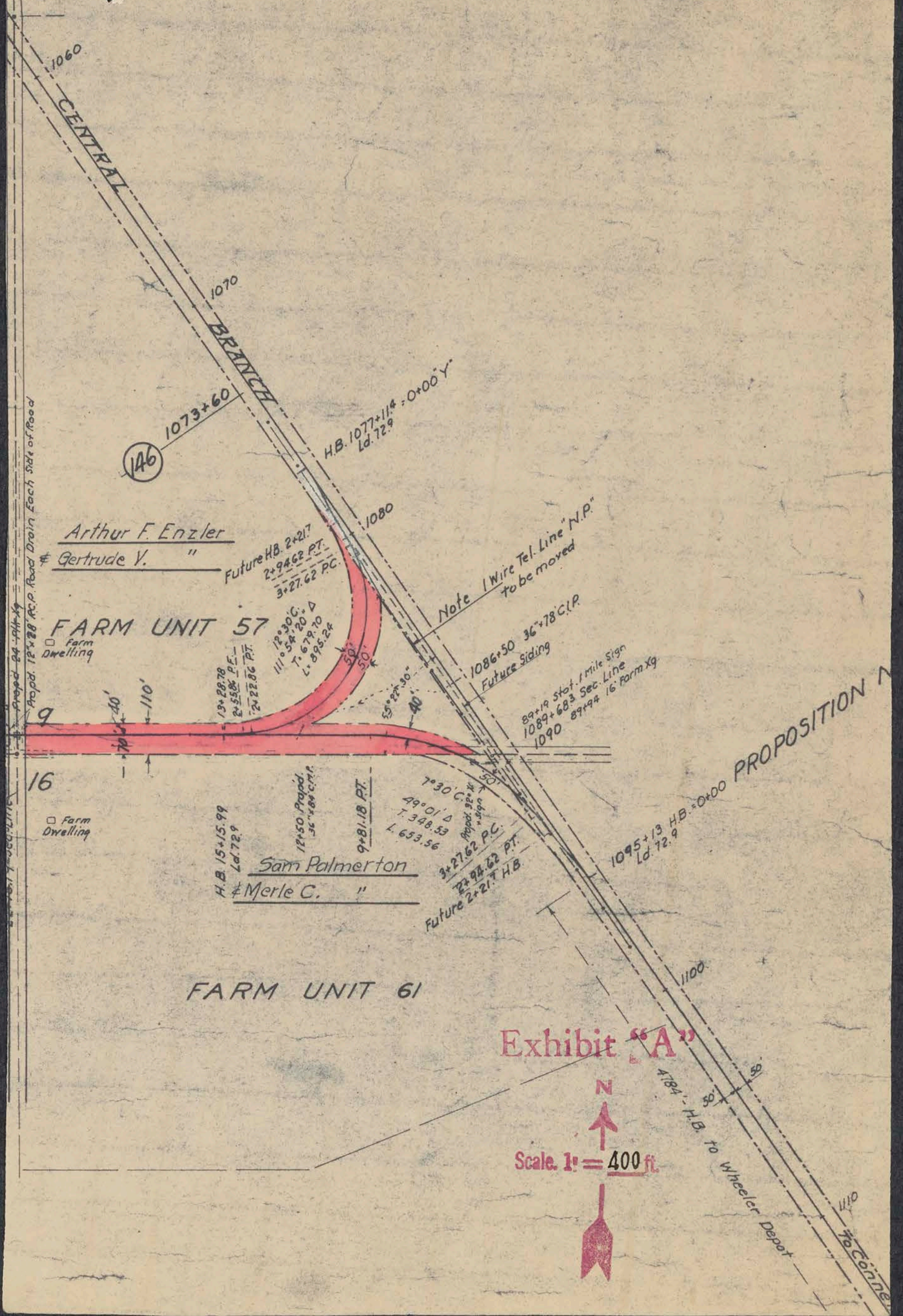


Exhibit "A"

N



Scale. 1" = 400 ft.



EASEMENT

The Grantors, ARTHUR F. ENZLER and GERTRUDE V. ENZLER, his wife, of Moses Lake, Washington, for and in consideration of the sum of One Dollar (\$1.00) to them paid and other good and valuable considerations, the receipt of which are hereby acknowledged, hereby GRANT to the Grantee, NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, its successors and assigns, an easement to use as a right of way for a railway spur track or tracks, the following described premises in Section Nine (9), Township Nineteen (19) North, Range Twenty-nine (29) East of the Willamette Meridian, in the County of Grant and State of Washington, to-wit:

RJC
JM
CRW That portion of Farm Unit 57 in Irrigation Block 41 of the Columbia Basin Project according to the official plat of said Block 41 filed in the office of the Grant County Auditor on April 11, 1951 and recorded in Book 1 of Columbia Basin Project Plats at Page 6 in the plat records of said County, lying southerly of a line parallel with and distant 40 feet northerly, measured at right angles and radially, from the center line of that certain railway main spur track which is to be located and constructed upon, over and across said Farm Unit 57 and the adjoining Unit 61;

Also, a strip of land 100 feet in width, being that portion of said Farm Unit 57 lying between two lines parallel with and distant 50 feet, measured at right angles and radially, from and on both sides of the following described center line:

Commencing at the southwest corner of said Section 9; thence east along the south line of said section a distance of 1766.55 feet to the point of intersection of said south line with the center line of the main track of the Northern Pacific Railway Company's Washington Central Branch; thence North 33° 35' 40" West along said center line a distance of 1024.73 feet to the true point of beginning at Engineering Station 1079 plus 43 of said main track center line; thence southeasterly, on a No. 9 right turnout, along an approximate 7° 31' curve to the right, through an angle of 6° 21' 35" a distance of 72.92 feet to a point of frog; thence southeasterly along said frog tangent produced a distance of 33 feet to a point of curve; thence southeasterly, southerly, southwesterly and westerly along a 12° 30' curve to the right, having a radius of 459.28 feet, a distance of 895.24 feet to a point of tangent; thence westerly along said tangent a distance of 33 feet to a point of frog; thence westerly on a No. 9 turnout, along an approximate 7° 31' curve to the right a distance of 72.92 feet to a point in the center line of the above-mentioned main spur at Engineer's Station 14 plus 97.8.

In explanation hereof, the above described premises are indicated by RED color on the map marked Exhibit "A" and dated March 4, 1954, attached hereto and made a part hereof.

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

Said easement is granted subject to the following conditions:

1. The Grantee will install under the west leg of said wye track a drain pipe of adequate size to take care of overflow from existing weir.
2. The Grantee will also install farm crossing over west leg of wye track.

3. The Grantee will install a one (1) inch water pipe at a point to be agreed upon with the Grantors.
4. The Grantee will not disturb existing road crossing over its main track for its Washington Central Branch located on the line common to Sections 9 and 16 in said township and range.

This easement is given to replace that certain easement from said grantors to said grantee dated August 5, 1953 and recorded August 10, 1953 in Book 107 of Deeds at Page 177 under Auditor's Filing No. 207210.

Dated this 10 th day of March, 1954.

ARTHUR F. ENZLER

ARTHUR F. ENZLER

GERTRUDE V. ENZLER

GERTRUDE V. ENZLER

STATE OF WASHINGTON)
(ss.
County of Grant)

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

Given under my hand and official seal this 10th day of March, 1954.

Recorded March 10, 1954 in Vol. 111 of Deeds
page 769 Records Grant County, Washington
Under Auditor's No. 218027.

Darrell E. Ries
Notary Public

(SEAL)

No Real Estate Excise Tax paid
Affidavit No. 10014
Mar. 10, 1954 by MG Deputy
Robert S. O'Brien, Treasurer
Grant County, Washington

10774

Seattle, Washington
March 12, 1954

717-1

____ D. R. SHEDDEN
____ P. R. GIBSON
____ J. D. WORTHING
____ W. R. BJORKLUND
____ C. E. EKBERG
____ S. W. LAW
____ G. L. SMITH
____ H. M. SCHUDLER
____ S. H. KNIGHT
____ W. H. JAHN
____ L. B. CHITTON
____ R. A. JOHNSON

Wheeler - Proposed trackage to serve
Section 13

In compliance with your verbal request, I have shown on print of the government's topographic map scale 100' to the inch in colored red proposed location leading to Section 13, work on which was stopped by Milwaukee injunction.

I have also shown on this sketch in colored green, the possible switchback connection leading to the Penhallurick property within the limits of Moses Lake using 1.5% grade as suggested by Mr. Steinbright. I have also run out four alternate projections of extending the track within Section 13 westerly and using curvature to reach the Penhallurick property.

The cost of extending the track westerly from the old Wheeler road to reach the Penhallurick property is not feasible from a cost standpoint; neither will any distance be saved. Furthermore, if the Penhallurick property was entered from the south the cost of obtaining right of way would be excessive as a portion of this property south of the Penhallurick property and the Wheeler Highway is now occupied by a Housing project.

I have made up no estimates for the cost figures on these four alternate projections as grading and construction costs would be excessive as compared with the switchback arrangement shown colored green with 1.5% grade on the attached sketch.

There is also shown on this sketch in dashed line the proposed extension as of 1948, which construction was deferred on order of the Interstate Commerce Commission.

It is my understanding the attached sketch was reviewed in your office and meets with your requirements. I am arranging to have Mr. Tandberg work up seven prints as per your request and he will arrange to deliver these prints to you Monday as I will be out of town during the coming week.

HRP - I have shown
in yellow an alternate
line - The loop is necessary
to get distance to get
to the low elevation
PRG
May 25, 54

PRG
Also review & endeavor
to develop alternate plan
3/19

Mr. Dean H. Eastman:

Mr. Dean H. Eastman

- 2 -

March 12, 1954

In the event you desire any revisions on the prints, Mr. Tandberg will arrange to do so as you may require.

In respect to the 1.5% switchback alignment shown green to the Penhallurick property, grading of this line is very light.

If the spur track is constructed from the lower level of the proposed development in Section 13 and extended across the old Wheeler road thence entering the Penhallurick property from the south, it will be necessary to provide a 0.9% grade in the Penhallurick property. The grading cost would also be excessive.

The cheapest method of reaching the Penhallurick property is as shown colored green on the attached print and the estimated cost of constructing that trackage, totalling 2.0 miles, is \$100,000, exclusive of right of way.

J. T. DERRIG

Assistant Chief Engineer

JTD:jo

cc: HRP
FLS
JTM
RDB
JAY

11 DECEMBER

MAR 19 1954



Print Made in
OFFICE OF
ASST. CHIEF ENGR.
MAR 12 1954
N. P. R. Y. CO.
SEATTLE, WASH.





N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul, March 5, 1954

J T Derrig - Seattle

cy J A Young - Spokane

Urairlet March 4 restoring irrigation ditch Wheeler. If Bureau has suitable equipment and you are satisfied that arrangement suggested is most economical you may arrange accordingly. Presume you will cover by letter agreement. You may also arrange for Mr. Young to discuss final settlement with contractor and advise terms for my review before acceptance. Orig. JTD cy JAY. P-54

H R Peterson

Seattle, Washington
March 4, 1954

717-1

AIRMAIL:

H. R. Peterson:

Wheeler: Proposed spur leading to Section 13

I am attaching copy of Mr. Young's letter of March 3rd, together with copy of estimate covering the cost of restoring to its original condition, irrigation ditch at Station 44+60 on the proposed spur leading to Section 13 near Wheeler.

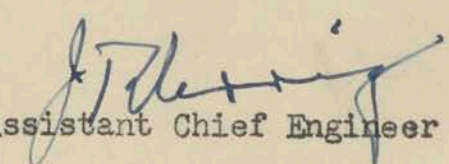
It is obvious that it will be necessary to have this ditch restored for the handling of irrigation water immediately in order to avoid any possible claim, and I concur in Mr. Young's recommendation that we arrange to have the Bureau of Reclamation handle the restoration of this ditch, with the understanding that the cost will not exceed \$500.00.

The contractor does not have any equipment on the job that is suitable for doing this work. In any event, I think it would be preferable to have the Government do the work, as it will then be satisfactory to their requirement. I would thank you to wire me tomorrow if you concur in my recommendation, and I will arrange to have Mr. Young handle accordingly.

At a meeting in Mr. Eastman's office yesterday, it was agreed that the matter of constructing this spur would be submitted to the Inter-state Commerce Commission, and it will probably be nine months or a year before we get approval for the work.

In addition to restoring the ditch, I think it would be advisable to inform the contractor that no other work will be performed in connection with this contract and instruct the contractor to return his equipment in order to avoid any rental claims. Also proceed to make final settlement with the contractor for the work now completed. Please advise your wishes with respect to how this matter should be handled.

JTD:ld
Encl.


Assistant Chief Engineer

----- D. N. SHOEMAKER
----- P. R. GIBSON
----- J. D. WORTHING
----- W. R. BJORKLUND
----- C. E. EKBERG
----- S. W. LAW
----- G. L. SMITH
----- H. M. SCHUDLIGNER
----- S. H. KNIGHT
----- W. H. JAHN
----- L. B. CURTIS
----- R. A. BRIDGEMAN

Spokane, Washington
March 3, 1954

Mr. J. T. Derrig:

Your D-92 regarding restoration of irrigation ditch across the grade for spur track to serve Section 13, near Wheeler, Washington.

On further review, there was only one irrigation ditch which had been disturbed. This is at Station 44+60.

It will require the replacement of about 420 cubic yards of earth, which amount includes a liberal allowance for compaction, and then excavation for the ditch cut section. This earth fill and ditch cut section has been estimated at \$1.00 per cubic yard as there is only a small quantity involved.

This work will need to be done before the end of March as the Reclamation Service plan on putting water in the ditches about the first of April. Should we arrange to have the Bureau of Reclamation perform this work or could the Railway Company do it.

The estimated cost is \$470.00 and I have been told the Bureau of Reclamation can spend up to an amount of \$500.00 without having to refer it to the Boise or Denver offices for approval.

Attached is original sketch showing sections and plan indicating the location of this ditch, dated Office of Division Engineer, Spokane, February 24, 1954, and in triplicate, estimate of cost for the above, dated this office February 25, 1954.

(Signed) J. A. YOUNG

District Engineer

JAY:lcb
cc-Mr. W. D. O'Hearne(1)(1)
Encs.(1)(3)



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

Estimate of cost of proposed filling the roadbed prism as now constructed at Station 44+60 on the proposed spur to serve Section 13 to restore the irrigation ditch to its original condition prior to the settlement of the pending injunction.

INCID. OPR. EXP.

	<u>Labor</u>
Fill section of roadbed prism to former natural ground forty feet wide, including water for compaction and 50% shrinkage, 420 cubic yards	420
Excavate ditch section after filling the roadbed prism, 50 cubic yards	<u>50</u>
Total Est. Cost - - - - -	\$470

Not Joint Account

No Signal or Telegraph Work Involved

Office of District Engineer
Spokane, Washington
February 25, 1954

OFFICE OF
ASST. CHIEF ENGR.
MAR 4 1954
N. P. RY. CO.
SEATTLE, WASH.

RIGHT OF WAY CHANGE MEMORANDUM

10774

Memo No. 20 Deed No. 194 Adrian to Connell

Plat No. 53
L-5

C. F. No. 21642-3

A.F.E. No. 19

State Washington County Grant

St. Paul, Minn. Feb. 24, 19 54 Division Idaho

Improv. Sketch Perpetual easement to Northern Pacific
Railway Company for Spur Track to Industry
Site in Sec. 13, near Moses Lake.

By easement W-13366 dated Nov. 27, 1953, the United States of America granted the N. P. Ry. Co. an 80-foot strip of right of way across the $W\frac{1}{2}SW\frac{1}{4}$, excepting the westerly 70 acres in Sec. 8, T.19N., R.29E., W.M., shown colored in red on attached sketch.

Copy attached.

Consideration: \$10.00.

Note: Easement was recorded on Jan. 29, 1954, in Book 111 of Deeds, Page 186, Grant County, Auditor's Fee No. 215821.

Note: Revised Connell-Adrian Branch R/W Plat #53 attached for interested departments.

RAA
T.R. 2
Record made
a. H.B.
2/8/53

Copies to:-

✓ Chief Engr., St. Paul
Asst. Chief Engr., Seattle
Dist. Engr., Spokane
W.M.I. Prop, Seattle
Asst. Tax Comm'r., Seattle
Superintendent, Spokane

J. E. THAMES,
General Manager Industrial Properties

W-13366
UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
Columbia Basin Project, Washington
PERPETUAL EASEMENT FOR RAILROAD

H.G.B. Asst. West. Counsel
J.M. West. Mgr. Ind. Prop.

THIS INDENTURE, Made this 27th day of November, 1953, pursuant to the Act of Congress of June 17, 1902 (32 Stat. 38) and acts amendatory thereof or supplementary thereto, including without limitation by this enumeration, the Act of Congress of August 4, 1939 (53 Stat. 1187) as amended by the Act of Congress of August 18, 1950 (64 Stat. 463) and the Columbia Basin Project Act (57 Stat. 14) as amended.

WITNESSETH, That:

Approved as to description By A.J.T. Chief Draftsman

2. WHEREAS, the NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, hereinafter styled the Grantee, has made application to THE UNITED STATES OF AMERICA, hereinafter styled the United States, for a perpetual easement to construct, operate and maintain a railway spur track or tracks and appurtenances across certain lands of the United States in Grant County acquired pursuant to Section 4 of the Columbia Basin Project Act (57 Stat. 14); and

3. WHEREAS, the granting of an easement to the Grantee for said spur track or tracks and appurtenances will not be incompatible with the use for which said lands were acquired by the United States.

4. NOW THEREFORE, the United States, acting through the Regional Director, Region I, Bureau of Reclamation, for the Secretary of the Interior, in consideration of the sum of TEN and no/100 Dollars (\$10.00), to it paid by the Grantee, receipt of which is hereby acknowledged, does hereby grant, sell, and convey to the Grantee, subject to the following terms and conditions, a perpetual easement to construct, operate and maintain a spur track or tracks and appurtenances thereto, over and across the following described property in Grant County, Washington:

The North eighty (80) feet of the South one hundred ten (110) feet of the West half of the Southwest quarter ($W\frac{1}{2}SW\frac{1}{4}$) of Section eight (8), Township nineteen (19) North, Range twenty-nine (29) East, Willamette Meridian, excepting therefrom that portion thereof lying in the West seventy (70) acres of said West half of the Southwest quarter ($W\frac{1}{2}SW\frac{1}{4}$).

5. The terms and conditions of this easement are:

A. This easement shall be held at all times subject to the rights of the United States to use all or any part of said lands and rights of way occupied by said spur track or tracks and appurtenances for any and all uses authorized under the provision of the Act of June 17, 1902 (32 Stat. 388), the Act of August 30, 1935 (49 Stat. 1028, 1039), and the Act of August 4, 1939 (53 Stat. 1187) and any or all acts now or hereafter amendatory thereof or supplementary thereto.

B. The Grantee will construct, operate and maintain its spur track or tracks and appurtenances on said land in a substantial and good workmanlike manner and in full compliance with the laws of the State of Washington, and with all laws, regulations and orders of the United States or any other public authority affecting the same. The failure of the Grantee to abide by any of the terms or conditions of any applicable law, rule or regulation of the United States and the State of Washington shall cause this easement to be subject to immediate termination at the option of the United States.

C. The Grantee shall at all times use reasonable care and diligence in the exercise of privileges hereby granted to it and in the construction, maintenance and use of its spur track or tracks and appurtenances so as to avoid any obstruction or interference with the operation of any feature of the Columbia Basin Project of the United States.

D. Any and all spur track or track facilities constructed upon and across said lands of the United States in pursuance hereof shall remain the property of the Grantee except that should the Grantee fail to remove the same within thirty (30) days after the termination of this easement for any cause, the same shall at the option of the United States be forfeited to and become the property of the United States as liquidated damages for the removal thereof by the United States.

E. The United States shall not be liable for any damage or injury to said spur track or tracks and appurtenances caused by the construction, operation and maintenance of the Columbia Basin Project.

F. There are reserved to the United States all minerals, including source material as the same is defined by the Act of August 1, 1946 (Public Law 585, 79th Congress), whether or not of commercial value, together with the right of the United States through its authorized agents or representatives at any time to enter upon the land and prospect for, mine, and remove the same, making just compensation for any damage or injury occasioned thereby.

6. This easement shall terminate:

A. Upon the failure of the Grantee to comply with any of the terms and conditions hereof and at the election of the United States upon discontinuance of the use of said spur track or tracks and appurtenances for a period of nine (9) consecutive months.

IN WITNESS WHEREOF, I have signed this instrument this 27th day of November, 1953.

THE UNITED STATES OF AMERICA
THE SECRETARY OF THE INTERIOR

By /s/ Wm. H. Tuller
Acting Regional Director, Region I,
Bureau of Reclamation, pursuant to
delegation of authority under Departmental Order No. 2018 (10 F.R.259), Act of December 19, 1941 (55 Stat. 842), as amended.

STATE OF IDAHO)
 : ss
County of Ada)

On this 27th day of November, 1953, personally appeared before me Wm. H. Tuller, to me known to be the official of the United States of America that executed the within and foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said United States, for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

(NOTARIAL SEAL)

/s/ R. H. Harris
Notary Public in and for the State of
Idaho Residing at Boise, Idaho

My commission expires: June 18, 1957

The covenants and agreements of the foregoing easement are hereby accepted this 21st day of January, 1954.

NORTHERN PACIFIC RAILWAY COMPANY

(CORPORATE SEAL)

By /s/ E. B. Stanton
Vice President

STATE OF MINNESOTA)
) ss.
County of Ramsey)

On this 21st day of January, 1954, before me personally appeared E. B. Stanton, to me known to be the Vice President of the corporation that executed the within and foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation for the uses and purposes therein mentioned, and on oath stated that he was authorized to execute said instrument and that the seal affixed is the corporate seal of said corporation.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.

(NOTARIAL SEAL)

/s/ R. A. Arneberg
Notary Public in and for the
State of Minnesota
Residing at St. Paul, Minn.

Filed for Record Jan. 29, 1954
9:28 A.M.

Request of Northern Pacific RR Co.
C. A. HAWLEY, County Auditor
Vol. 111 of Deeds, Page 186
Aud. No. 215821

My commission expires: December 29, 1960.

"B" →

8

FARM UNIT 54

FARM UNIT 55

FARM UNIT 56

U. S. A.

U. S. A.

545

542

"E"

"H"

"C"

"F"

"D"

"D"

40'
40'
40'

Deed No.	Grantor	Grantee	Title	Acres	Date	When and Where recorded	Brief Description	Cor. File
----------	---------	---------	-------	-------	------	-------------------------	-------------------	-----------

PERSONAL

Spokane, Washington
February 19, 1954

Mr. J. T. Derrig:

When I was at Ephrata on February 18th, Mr. Davidson, Chief of Design Section of the Bureau of Reclamation, gave me the attached letter in regard to irrigation work along the spur track to serve Section 13. Please note the last paragraph of this letter, which is dated February 17th, in which he calls attention to the fact that two of these irrigation ditches were cut through by the Contractor before work was halted on January 8th due to the temporary restraining order. These irrigation laterals will have to be put into condition for operation by around April 1st.

I inquired of Mr. Davidson, due to this restraining order, what the mechanics of replacing these irrigation laterals could be; i.e., if the Bureau could do the work and bill on us. He stated that they did not have authority for expenditures of over \$500.00 but he thought possibly if we could furnish the pipe they could do the labor of installation. I do not know if this would be considered a violation of the restraining order or not and also if we could have these siphons, which are to conform to our proposed line, or if it would be necessary to attempt to replace these with merely pipes across the right of way without the actual siphon installation.

You may wish to discuss this with Mr. Eastman, but it is something that will have to be considered to be taken care of, and as this is after the middle of February, we only have about five weeks time to replace these irrigation laterals.

You will notice the first part of this letter of February 17th concerns the crossing of existing lateral EL27. This is the siphon which was not shown on the preliminary maps and, therefore, was overlooked when the estimates were submitted. However, this siphon has not been disturbed at this time and it is questionable whether we would have to lay this leg of the wye track this summer in the event we are permitted to go ahead with the work. In that event, we could wait to replace the standard strength pipe with extra strength pipe next fall after the irrigation season is over. Therefore, I do not consider this as too urgent and I think it is possible we might be able to move the east switch of the head block of this wye track westward so that it might not be necessary to replace the standard strength pipe with extra strength; however, it would shorten the possible future projected siding slightly.

Mr. J. T. Derrig - 2

February 19, 1954

Along with this copy of the letter of February 17th,
I am attaching a drawing of the siphon EL27, as built, for
your information.

(Signed) J. A. YOUNG

District Engineer

JAY:lcb
cc-Mr. H. R. Peterson ✓
Encls.

In reply refer to:

210

C
O
P
Y

C
O
P
Y

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

February 17, 1954

Mr. J. A. Young, District Engineer
Northern Pacific Railway Company
221 West First Avenue
Spokane 8, Washington

Dear Mr. Young:

Additional study of your survey and construction work on the Moses Lake extension shows that the track of the north leg of the wye will be constructed over standard-strength reinforced culvert pipe on our existing lateral EL27 crossing.

We are enclosing a print of a sketch, which shows the "as built" details for the downstream half of the 24" siphon constructed from Drawing No. 222-116-20233, which you referred to on your Proposed Trackage drawing dated April 6, 1953. This crossing which is located in Section 9, T. 19 N., R. 29 E., MP 146+613, was approved by your company in the early stages of the project prior to your request to place 21 feet of extra-strength pipe on each side of centerline of the track.

As the standard-strength reinforced culvert pipe does not meet U.S.B.R. or the railway company's requirements, it will be necessary that the existing standard-strength pipe be removed and replaced with extra-strength pipe for the limits indicated on the enclosed print. A detail drawing showing the extra-strength pipe extended, and the connections to the existing pipe, should be submitted for our approval.

It is noted from a field inspection at this crossing site that you have stakes calling for a 6.6' cut along your old right-of-way line, which crosses the pipe about five feet east of our concrete box. In order to avoid damage to the existing pipe, we have indicated on the print in red the maximum cut line and the limits over which we would like to see this ground line maintained. This section would also provide a suitable approach for the O&M road crossing.

We note that our division box at end of the EL27 crossing now falls inside your new right-of-way for the spur line. If this situation meets with your approval, we have no objections, otherwise the division box will have to be moved outside the right-of-way. If you should decide to move the division box, we should

Mr. J. A. Young

Page 2

February 17, 1954

be consulted and it would be necessary to move the farmer's facilities as well. All work on EL27 must be completed by April 10, when irrigation water will be available to the farmers.

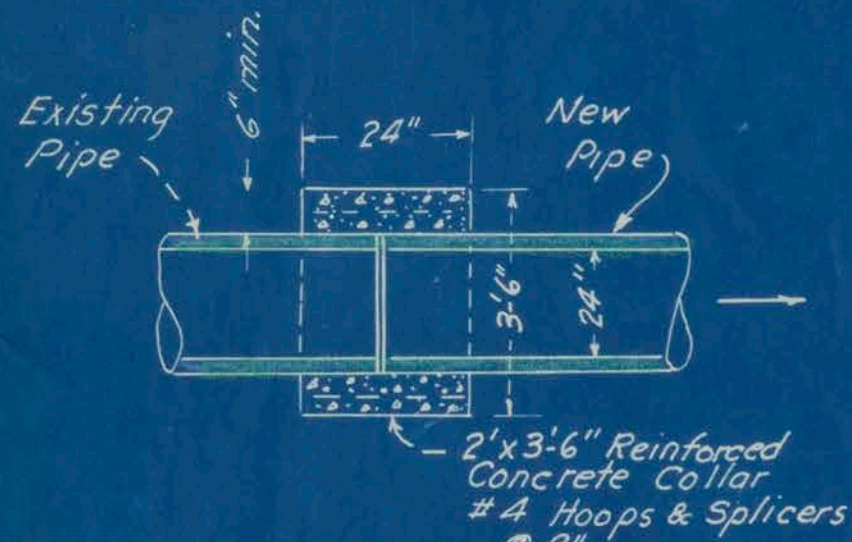
Your attention is also called to the EL20S and the EL25 crossing, which were cut by the contractor before work was halted. These crossings must be repaired or completed to your designed grades prior to the beginning of the irrigation season, which will be April 1.

Sincerely yours,

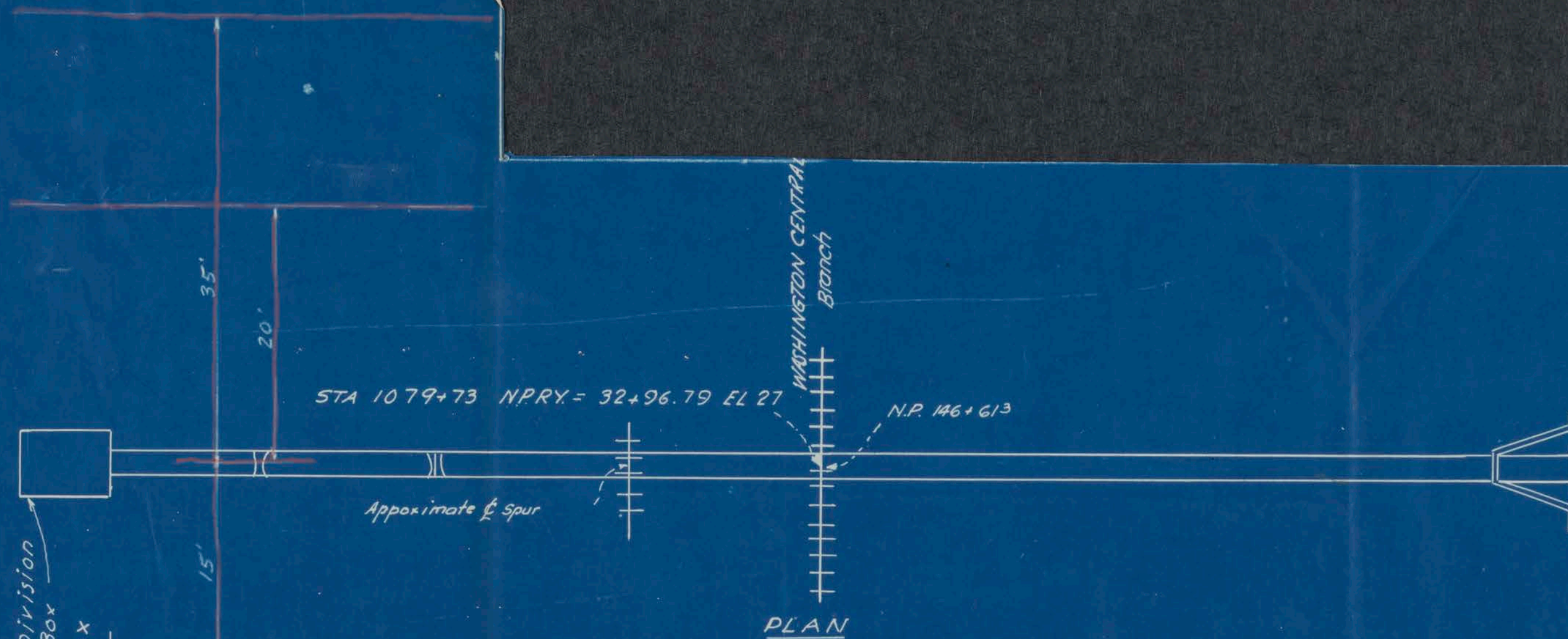
/s/ J. D. Humes

J. D. Humes, Acting Chief
Design & Construction Division

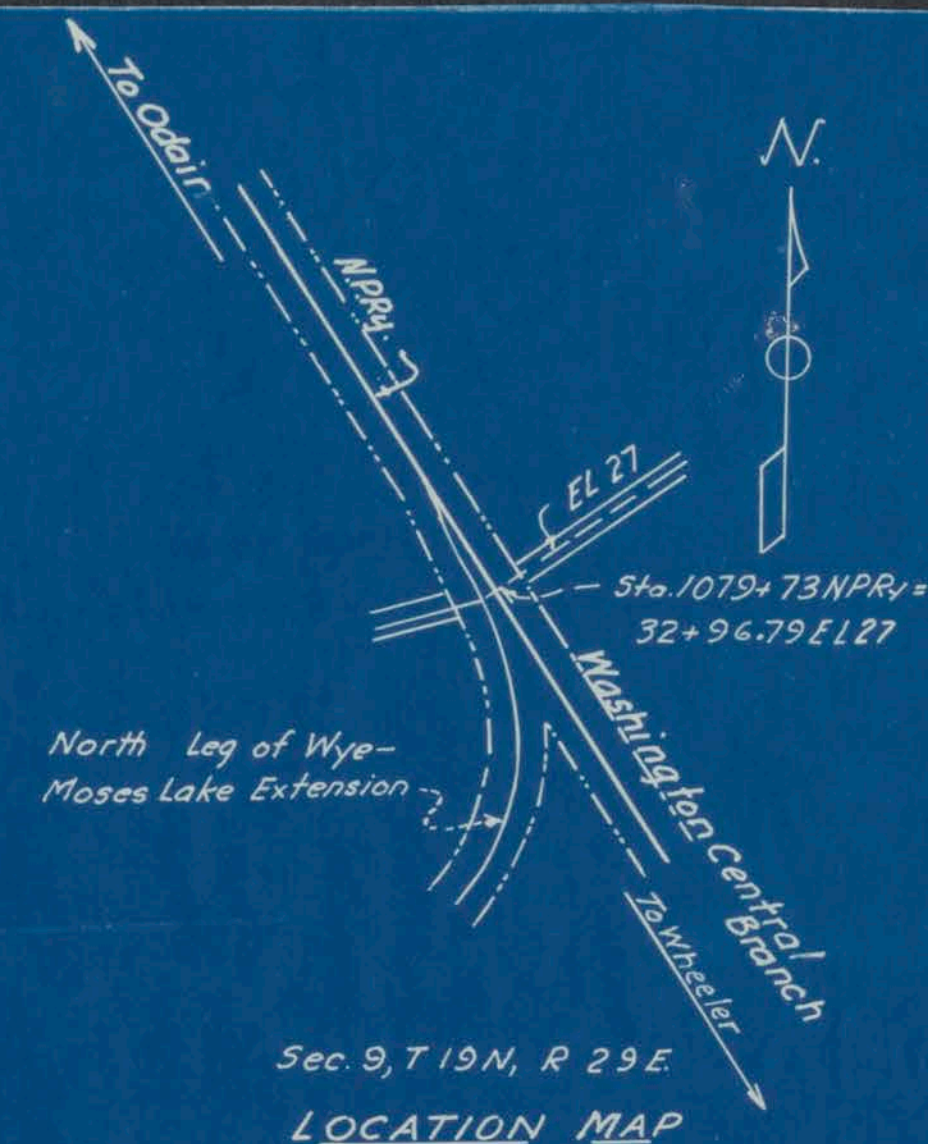
Enclosure



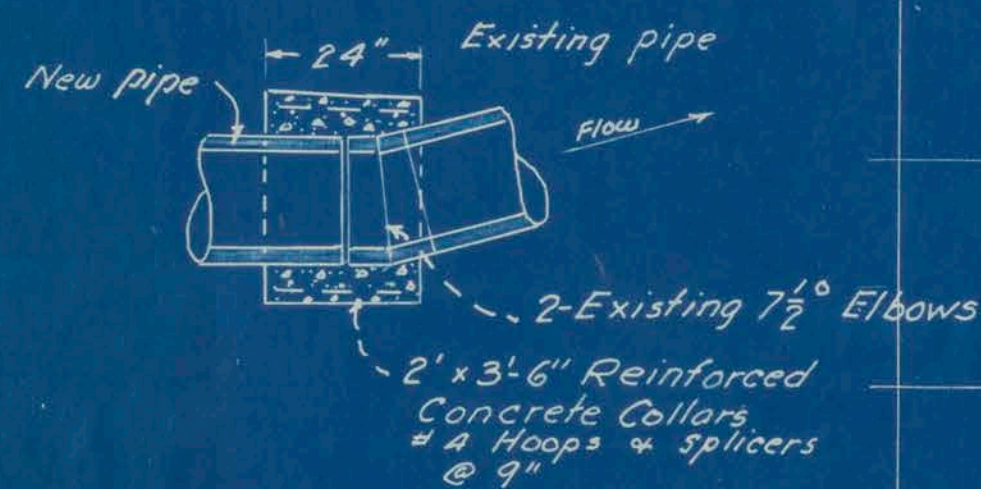
DETAIL "A"



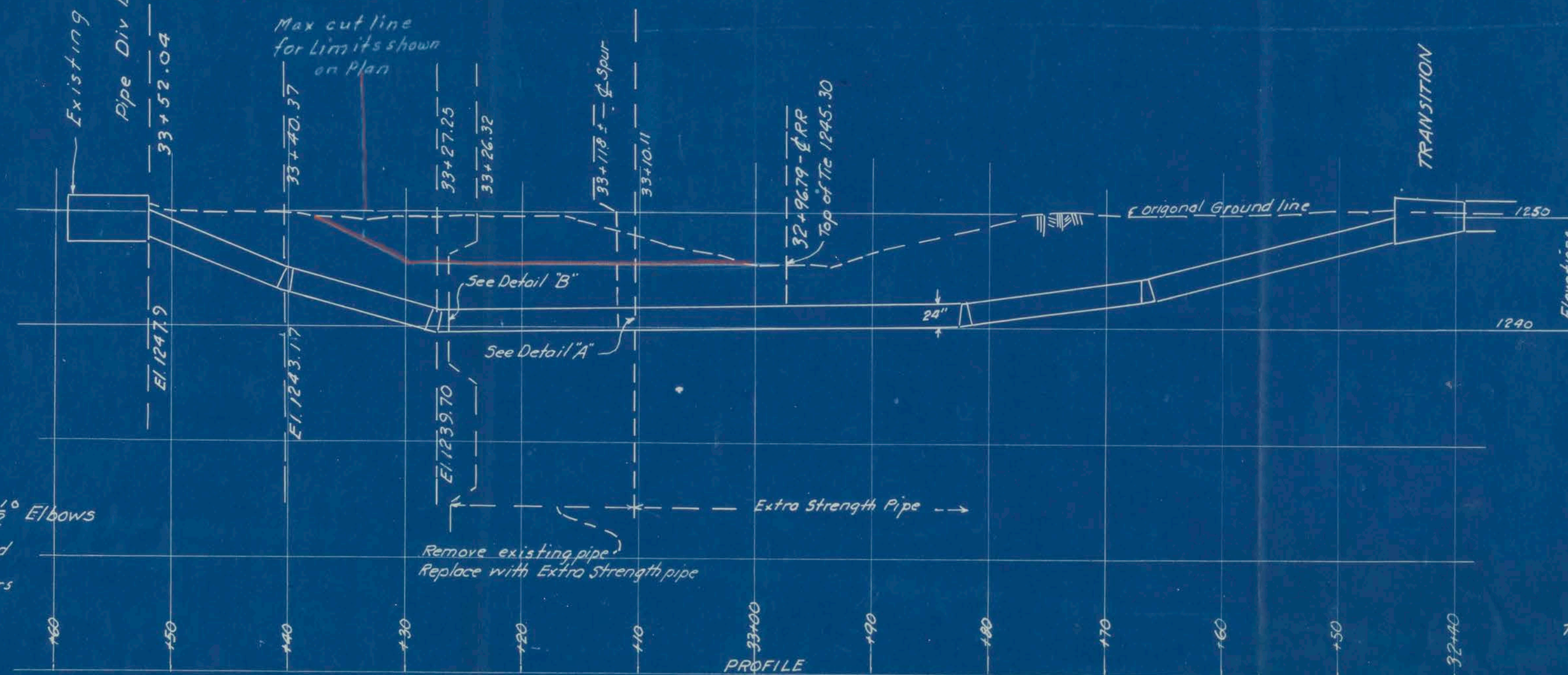
PLAN



Sec. 9, T 19 N, R 29 E.
LOCATION MAP



DETAIL "B"



PROFILE

COLUMBIA BASIN PROJECT
EAST LOW CANAL LATERALS BLOCK 41
SKETCH OF LAT. EL 27 CROSSING
UNDER N.P.R.Y.

Drawn - Wm. L. - 2-12-54
Checked J.C. P. 2-15-54

Traced in Office Div Engr. Spokane Wn. 2-19-54
from Data furnished by Bureau of Reclamation

St. Paul, December 9, 1953

Mr. H. R. Peterson:

Attached hereto for your approval are requisitions ED 1706, 1707 and 1708 covering rail and fastenings, cross and switch ties for tracks to serve Section 13, Moses Lake, together with a letter which I have written Mr. Slorah asking him in turn to notify Mr. Turner what delivery he wants.

GLS/jwm
attachments

G. L. Smith

J. D. H. Grew 3/4
To note - can be
allocated to Pasco.
HRR 3/4

Bush

TO: [illegible]
FROM: [illegible]

SUBJECT: [illegible]

[Several paragraphs of extremely faint, illegible text follow, appearing to be a formal letter or report.]

[Faint text at the bottom of the main body, possibly a signature or closing.]

[Faint text at the bottom center, possibly a date or reference.]

OFFICE OF
CHIEF ENGINEER
DEC 1953
NDR PAC. RY.
ST. PAUL, MINN.

St. Paul, December 9, 1953

Mr. G. L. Slorah:

We have prepared requisitions ED 1706, 1707 and 1708 covering rail and fastenings, cross and switch ties for the construction of trackage to serve Section 13, Moses Lake.

You will note that the requisitions bear the notation, "Delivery to be as called for by the Superintendent", and I wish you would give Mr. Turner about two weeks notice of the date by which you want the material delivered at Wheeler.

G. L. SMITH

GLS/jwm

cc: Mr. F. C. Turner
Mr. H. R. Peterson ✓



N. P. 1018
6-24

NORTHERN PACIFIC RAILWAY CO.

St. Paul, Minn., December 9, 1953 m

GEN'L STOREKEEPER'S REQ. NO.

DIVISION

ED 1708

SHEET

A. F. E. COMPTROLLER'S

TO THE PURCHASING AGENT

THE FOLLOWING ARTICLES ARE REQUIRED FOR RAILWAY COMPANY'S USE, AND SHOULD BE DELIVERED

TO **M. L. Frederick, Division Roadmaster**

AT

Wheeler, Washington

SUPPLIES WILL BE FURNISHED ONLY UPON THE WRITTEN REQUISITION OF THE HEADS OF DEPARTMENTS, AND THE OFFICER MAKING THE REQUISITION MUST STATE FULLY AND MINUTELY WHERE AND FOR WHAT PURPOSE THE ARTICLES ORDERED ARE TO BE USED. IF THIS IS NOT DONE THE REQUISITION MUST BE RETURNED FOR THE INFORMATION.

ITEM NO.	QUANTITY	DESCRIPTION OF ARTICLES	ESTIMATED COST	DELIVERY REQUIRED (DAYS)	FOR WHAT PURPOSE ORDERED	ON HAND AND DUE
1.	3	sets #9 treated Switch Ties, Plan T-16-6A DELIVERY TO BE AS CALLED FOR BY THE SUPERINTENDENT. cc: GLS MLF MEN JTD JAY JFA SHB FH AJL-3			Construction of trackage to serve Sec. 13, Moses Lake	

APPROVED

Chief Engineer

G. L. Smith
System Engineer of Track

(SIGN HERE)

(TITLE)

FOR THE PRESIDENT

GENERAL STOREKEEPER