



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](http://www.mnhs.org/copyright).



N. P. 1757  
6-24

OFFICE OF

CHIEF ENGINEER

FILE NO.

11399

SUBJECT:

Eleanor, Wash

Bridge '15.

Contract Colonial Construction Co

11399

11399

11399

CONTRACT

with

Colonial Construction Company  
P. O. Box 1452  
Spokane 6, Washington

dated November 26, 1948

for

The reconstruction of Bridge 15  
near Eleanor on the Company's  
Seattle Branch out of Davenport,  
Washington.

11399

Date.

Agreement made the 26th day of November, A.D. 1948  
between the NORTHERN PACIFIC RAILWAY COMPANY hereinafter called the  
"Company" and Colonial Construction Company, a Washington  
corporation,

Parties.

hereinafter called the "Contractor."

The Contractor agrees to furnish all labor, services, appliances and material for, except as may be hereinafter otherwise provided and to construct, install, complete and finish in the most thorough workmanlike and substantial manner in every respect, within the time hereinafter specified, and according to the specifications hereto annexed and made part of this contract and listed on Sheet 1 of the specifications,

Work.

the reconstruction of Bridge 15 near Eleanor on the Company's Seattle Branch out of Davenport, Washington.

Date of completion.

The work is to be commenced immediately and completed on or before as soon as possible.

Definition  
of terms  
Engineer  
Chief  
Engineer.

Where the word "Engineer" occurs in this contract or specifications attached hereto it refers to the Engineer of the Company representing the Company in connection with this contract; and "Chief Engineer" means the Chief Engineer of the Company from time to time.

Protection  
of Operated  
Property.

In the prosecution of work under this contract on or near operated trackage of the Company, or of any other Railway Company, the safe and uninterrupted operation of said trackage shall take precedence over all contract work, and nothing shall be done or suffered to be done by the Contractor, his agents or employees, which will endanger or delay the trains on the said operated tracks.

Keep  
Crossings  
Open and  
Safe.

The Contractor shall keep open and in safe condition all public or private highways, highway crossings and highway approaches that may be affected by his operations hereunder, unless permission to the contrary is given by the Engineer.

Whenever, on the authority of the Engineer highways or road crossings are temporarily closed, disturbed or detoured, the Contractor, at his own expense, shall erect and maintain suitable barriers, warning signs and lights.

Local  
Regulations.

The Contractor, at his own expense, shall obtain all necessary permits and shall comply in all respects with any ordinances, laws or regulations of the general or local government properly applicable to the work.

Sub-contracts.

The work shall be performed under the personal supervision of the Contractor and neither this contract or any interest therein shall be assigned, nor said work or any part thereof sub-contracted without the written consent of the Chief Engineer to every such assignment or sub-contract.

Lines, Levels  
and Marks.

For the guidance of the Contractor in prosecuting the work, lines, levels and marks which the Company decides necessary will be furnished by the Engineer.

The Contractor shall be solely responsible for the construction of the work in accordance with said lines, levels and marks, and for any disturbance or displacements of marks from their position as finally located by the Engineer.

Work when  
and where  
directed.

The Contractor shall prosecute and complete the work according to the Contractor's own manner and methods and with and by the Contractor's own means and employees, free from any supervision, inspection or control whatever by the Company, except only such inspection as may be necessary to enable the Company to determine whether the work performed complies with the requirements of this contract and conforms to the plans and specifications, it being the intention of the parties hereto that the Contractor shall be and remain an independent contractor and that nothing herein contained shall be construed as inconsistent with that status.

Remedy  
faulty  
work.

All imperfect or insufficient construction or material shall be remedied immediately whenever pointed out and shall be made good and sufficient to comply with contract and specifications. Omission by the Engineer to disapprove of or reject insufficient or imperfect construction or material at the time of any monthly or other estimate shall not be deemed an acceptance of such construction or material. The Engineer shall have the power at all times to have defective construction or material taken out and rebuilt or replaced at the expense of the Contractor.

Patents.

The Contractor shall protect and indemnify the Company against claims, demands, judgments and costs, on account of patented devices or parts used by him on the work.

Extra work  
and bills  
therefor.

The term extra work as used in this contract shall be considered as meaning work which is not properly a part of or incidental to the creation of a completed unit of the work for which a unit price has been specified in the contract.

Payment will be made for extra work to cover direct cost for such work and ten percent additional. Direct cost of extra work upon which said additional ten percent shall be computed shall consist of labor, material, field supervision, payroll and sales taxes, and insurance, but shall not include rental of equipment or general office expense. Said additional ten percent covers the Contractor's profit, general office expense and the use of small tools. Extra work performed by a Subcontractor shall be paid for on same basis as heretofore stated for the Contractor, and in addition thereto, the Company will pay the Contractor for extra work performed by the Subcontractor five percent of the Subcontractor's direct cost as herein defined.

If equipment is required in connection with extra work it shall be paid for in accordance with rental rates to be agreed upon by the parties prior to its use.

No extra work or material will be allowed or paid for, excepting that done or furnished in performance of a previous order in writing of the Engineer, and all claims for extra work or material must be presented to the Engineer for allowance at the close of the month in which the work shall have been done or material furnished, otherwise all claim therefor shall be deemed waived.

Arbitration.

Should the parties disagree upon any question touching the construction of this agreement or concerning the business or manner of transacting the business to be carried on under its provisions or concerning the observance or performance of any of its covenants, including, among other things, extra work, the amount and quantity, character and kind of work done and materials furnished by the Contractor, such questions shall be submitted to the Chief Engineer of the Company, who is hereby made the arbitrator to decide all such questions, and his decision shall be final and conclusive on the parties.

The prices to be paid by the Company for the work are as follows:

|   |             |
|---|-------------|
| 1. Excavation, per cubic yard.....  | \$ 4.00     |
| 2. Removal of old bridge and bulkheads and ties, lump sum.....  | \$ 500.00   |
| 3. Driving creosoted piles, cutting them off at grade, and<br>protecting them, per pile driven.....<br>(The Company will furnish piles and protection material)   | \$ 40.00    |
| 4. Framing and erecting bridge timber and fastenings, including<br>field treatment of creosoted timber, not including ties, per<br>MFBM.....<br>(The Company will furnish timber, fastenings and treating material) | \$ 100.00   |
| 5. Placing bridge ties and fastenings, per MFBM.....<br>(The Company will furnish ties and fastenings)  | \$ 100.00   |
| 6. Placing galvanized sheet iron, lump sum.....<br>(The Company will furnish galvanized iron and fastenings)  | \$ 100.00   |
| 7. Handling and placing 2 - 30 foot I-beam spans, total weight<br>about 54,200 pounds, including altering bed plates, lump sum....<br>(The Company will furnish I-beam spans)                                       | \$ 1,000.00 |
| 8. Painting steel spans, including spot painting and one complete<br>finish coat of paint and bridge cement, lump sum.....<br>(The Company will furnish paint and bridge cement)                                    | \$ 125.00   |
| 9. Removing track rail and fastenings, per track foot.....  | \$ .60      |
| 10. Laying track complete with rail and fastenings, per track foot..<br>(The Company will furnish rail and fastenings)  | \$ .60      |
| 11. Overhaul of material hauled outside of 2500 free haul limit,<br>per net ton mile.....   | \$ .30      |
| 12. Rental of locomotive crane when used on extra work, per hour....  | \$ 15.00    |
| 13. Rental of compressor when used on extra work, per hour.....   | \$ 5.00     |

The prices for Items 1 to 10 include all labor, material and equipment which are necessary for the completion of the work, except the material which the Company will furnish, as stated under the several items. The prices also include unloading, hauling within a distance of 2500 feet from either end of the bridge, and storing and handling material, and loading usable removed material on cars.

Work train, pilot and flagging service which, in the opinion of the Engineer is necessary, will be furnished by the Company free of charge.

Transportation  
General

The Company will furnish such free transportation over its lines for use in connection with the work covered by this contract as is provided for hereinafter. Such free transportation will be subject to the review and instructions of the Chief Engineer as to the necessity for and proper use of same, and the Chief Engineer may make exceptions to such provisions and grant additional free transportation if in his judgment it may be found necessary for the proper handling of the work.

Passenger  
Transportation

Passenger Transportation:  
(To be used only when traveling on business in connection with this contract).

1. For one member and one superintendent of the Contractor's firm or corporation, time passes good from Seattle to job site.

2. For Sub-contractors trip passes from None

and intermediate points to the station of the Company nearest the site of the work and return.

3. For foremen and skilled and common laborers from Seattle to points of work.

4. In addition to the foregoing transportation and subject to such exceptions as the Chief Engineer may make with respect thereto, return transportation will be furnished to such foremen and skilled labor as may remain until completion of the class of work on which employed, but no return transportation will be granted for common laborers.

**Freight  
Transportation**

**Freight Transportation:**

1. For all material to be used in the work, except coal, fuel oil, gasoline, oil fuels for internal combustion engines, boarding and commissary supplies, hay and grain, lumber for camps, powder and explosives, from **Spokane to job site**

and intermediate points to the station of the Company or spur track nearest the site of the work.

2. For tools, outfit, and equipment used in the work from **Porter, Wash.**  
and Pullman, Wash. - 250,000 lbs. Approx.

to the station of the Company or spur track nearest the site of the work and return to the point from which same were originally shipped to the work, or to any intermediate point on the line of the Company. The right to such free return transportation must be exercised within ninety (90) days after the date of completion of the work, after which time no free transportation will be furnished.

**Express  
Transportation**

**Express Transportation:**

The Contractor shall pay full tariff rates on all materials, supplies and equipment which he elects to ship by express over Company and Foreign lines.

**Demurrage  
charges.**

Nothing herein contained shall be construed to relieve the Contractor of payment of demurrage charges under applicable tariffs. Claims for cancellation or refund of demurrage on account of inclement weather, or for other reasons, shall be presented to the Engineer in charge of the work within fifteen (15) days after presentation of demurrage bills by the Company, and it is hereby agreed that no claim shall be presented after the expiration of the above time limit.

**Routing**

For all materials for which free transportation is not granted the Contractor shall buy said materials, if possible, at points which will permit the Company to receive the haul on same, routing same via the lines of the Company and its connecting lines designated by the Chief Engineer.

**Estimates.**

**Payments.**

**Retained  
percentage.**

Approximate estimates of the work done are to be made by the Engineer or his assistants at or about the end of each calendar month; and payment of the amount of each monthly estimate will be made by the Company on or about the twentieth day of the following month, less however all previous payments and less ten per cent of such estimates. Ten per cent upon all monthly estimates shall be retained until, and as security for, complete performance of this contract.

**Stopping  
work.**

The Company reserves the right at any time before completion to stop the work or any part thereof, or retard the work in whole or in part and upon receipt of notice to such effect, the Contractor shall promptly comply therewith. The Contractor shall have no claim whatsoever for damages by reason of stopping or retarding the work but shall receive payment for the work done in full discharge and satisfaction of all demands against the Company, provided, however, if the Chief Engineer shall deem the stopping or retarding of work pursuant to said notices to have materially affected the cost of doing the work, he shall determine the prices to be paid so as to do substantial justice between the parties. Any notice given by the Company under this paragraph shall be in writing signed by the Engineer, and shall be delivered to the Contractor or to an employee of the Contractor on the work at least five days prior to taking effect.

**Power to  
cancel  
contract.**

If the Contractor at any time shall fail to perform any agreement herein contained the Company may cancel this contract; in which event the Contractor shall have no claim for damages, or for compensation for work done or material furnished, or for any portion of the percentage retained on monthly estimates. In the event of cancellation hereunder the Company shall have the right to take possession of and hold the work done and material furnished and to retain all moneys which may be then unpaid.

**Contractor  
to pay all  
laborers.**

Before final settlement is made the Contractor shall furnish to the Company satisfactory evidence that the work is free and clear from all liens for labor or materials, and that all payroll taxes have been paid, and that no claim exists out of which a lien may grow.

Indemnity.

The Contractor shall indemnify and save harmless the Company from any and all claims, suits, losses, damages or expenses on account of injuries to or death of any and all persons whomsoever, including the Contractor, subcontractors, employees of the Contractor, subcontractors and of the Company, and any and all property damage, arising or growing out of, or in any manner connected with the work performed under this contract, or caused or occasioned in whole or in part by reason of the presence of the person or of the property of the Contractor, subcontractors, their employees or agents, upon or in proximity to the property of the Company.

The Contractor further agrees that it will defend, at its own expense, in the name and on behalf of the Company, all claims or suits for injuries to persons or damage to property arising or growing out of the work carried on under this contract, for which the Company is liable, or is alleged to be liable.

The Contractor will procure and furnish to the Company an insurance policy or endorsement to the Contractor's public liability insurance policy herein provided for, under the terms of which the Insurance Company assumes the liability of the Contractor hereunder.

Workmen's  
compensation.

The Contractor, at his sole cost and expense, shall comply with all laws of the State where this contract is to be performed, relating to Workmen's Compensation covering all employees of said Contractor or of any sub-contractor employed to perform work under this contract.

Public  
Liability  
and Property  
Damage  
Insurance.

The Contractor shall carry regular Contractor's Public Liability Insurance providing for a limit of not less than Fifty Thousand Dollars for all damages arising out of the bodily injuries to or death of one person, and, subject to that limit for each person, a total limit of One Hundred Thousand Dollars for all damages arising out of bodily injuries to or death of two or more persons, in any one accident, and regular Contractor's Property Damage Liability Insurance providing for a limit of not less than Fifty Thousand Dollars for all damages to or destruction of property in any one accident, and subject to that limit, a total (or aggregate) limit of One Hundred Thousand Dollars for all damages to or destruction of property during the policy period.

Approval of  
Policies by  
Company.

All such policies shall be approved by the Company as to the insurance company writing same, the amount and the form.

The Contractor shall deposit with the Company the Public Liability and Property Damage Insurance policy required hereunder, or in lieu thereof shall furnish the Company a certified copy of said policy.

Fire  
Insurance.

Damage by fire to the work under construction during the construction period shall be made good by the Contractor, who shall keep all structures fully insured until completion and acceptance by the Company. The cost of such insurance will be divided equally between the parties, the policies written in the name of both, loss payable as their interest may appear. The policies shall be deposited with the Chief Engineer.

**Sales and  
other taxes.**

The Contractor, at his sole expense, shall pay all sales taxes, compensating taxes and other taxes of every kind, nature and description, which may accrue on equipment, material, supplies or fixtures furnished or owned by him or his sub-contractors in connection with the work contemplated by this contract, and the Contractor shall furnish to the Company satisfactory evidence that all such taxes have been paid, provided, however, that the Company shall pay to the Contractor the amount of any sales tax due the State of Washington which the Contractor is required to collect as a result of the performance of this contract.

**Bond.**

If required by the Company, the Contractor shall furnish to the Company a bond in amount, form and substance satisfactory and acceptable to the Company, which shall provide that the Contractor shall well and faithfully keep, perform and carry out each and all of the terms, conditions and provisions of this contract. If a bond is required, the Company will reimburse the Contractor for the cost thereof.

**Contractor's  
base of  
information.**

It is understood and agreed that the Contractor has by careful examination, satisfied himself as to the nature and location of the work, the conformation of the ground, the character, quality and quantity of the materials to be encountered, the character of equipment and facilities needed preliminary to and during the prosecution of the work, the general and local conditions, and all other matters which can in any way affect the work under this contract. No verbal agreement or conversation with any officer, agent or employee of the Company, either before or after the execution of this contract, shall affect or modify any of the terms or obligations herein contained.

Where borings or soundings for foundation of structures are indicated on the plans, it shall be understood that this data has been obtained for guidance in the design of the structure, and the Company will assume no responsibility contingent upon the accuracy of the borings or soundings.

**Right reserved  
to modify  
and change  
the amount  
of work.**

The Company reserves the right at any time to modify or change the plans and specifications covering the details of the work embraced in the contract, including, in cases where the contract covers the construction of new lines of railway, modifications and revisions of the located line. Such modifications or changes shall not affect the prices herein stated, nor shall any bill for extra or other charges or claims be made by reason thereof, but if the Chief Engineer shall deem the change or modification to have materially affected the cost of doing the work, he shall determine the price to be paid, either above or below, as the case may be, the prices herein provided, so as to do substantial justice between the parties. Orders for changes or modifications that may be required under this paragraph shall be given in writing by the Engineer.

**Use of Com-  
pleted or  
Partially  
Completed  
Portions.**

The Company shall have the right to take possession of and to use any completed or partially completed portions of the work notwithstanding that the time of completing the entire work, or such portions, may not have expired.

The use of such partially completed portions does not constitute acceptance, nor does it relieve the Contractor of his obligation to complete in accordance with the terms of this contract.

If such prior use of completed or partially completed portions of the work increases the cost of or delays the work, the Contractor shall be entitled to extra compensation, or extension of time, or both. The Engineer shall fix the extension of time and shall determine such extra compensation as will reimburse the Contractor for his increased cost.

Final  
Estimate.

Time of  
payment  
of final  
estimate.

Release.

When in the opinion of the Chief Engineer this contract shall have been completed, he shall so certify in writing and give a final estimate and statement of the balance unpaid; and the Company within thirty days thereafter shall pay the full balance. The Contractor at final payment will execute, acknowledge and deliver to the Company under his hand and seal a valid discharge from all claims and demands growing out of or connected with this contract.

Execution.

IN WITNESS WHEREOF, the Company has caused these presents to be signed by its duly authorized officer and the Contractor has hereunto set his hand and seal.

Witness as to the Company

Northern Pacific Railway Company.

By \_\_\_\_\_

Witness as to the Contractor

\_\_\_\_\_  
(SEAL)

\_\_\_\_\_  
(SEAL)

# NORTHERN PACIFIC RAILWAY COMPANY

## SPECIFICATIONS

These specifications, together with the plans hereinafter listed, which are a part of them, cover the reconstruction of Bridge 15 near Eleanor on the Company's Seattle Branch out of Davenport, Washington.

The specifications are as follows:

### N. P. Ry. Construction Specifications E-1114:

Section One, General, except deleted paragraphs 6 and 10..... 2 pages

Section Seven, Pile and Frame Trestles, except deleted paragraph 5. 1 page

Section Fourteen, Erection of Steel Bridges and Viaducts, except deleted paragraphs 4 and 5..... 2 pages

Section Fifteen, Painting Steel Structures, except deleted paragraph 8 ..... 1 page

N. P. Ry. Construction Specifications E-134-A, Application of Bridge Cement ..... 1 page

### Special Specifications (below)

#### Plans:

Bridge Engineer's Index numbers 93239 and 93240.

Standard Plans Nos. 8-1-1 and 8-2-1.

Steel span plans R-10-304 and Index number 172029,

The foregoing plans are on file in the Office of the Company's Bridge Engineer in St. Paul, its Assistant Chief Engineer in Seattle and in the Office of the Contractor.

### Special Specifications:

The I-beam spans will be shipped with the two inner beams of each span assembled complete with lateral bracing and connections as detailed on Plan 172029. The remaining beams will have to be reassembled and attached with separators and long bolts as shown on the plans.

## N. P. RY. CO. CONSTRUCTION SPECIFICATIONS E-114

### Section One

#### GENERAL

1. **Contract Work.** The term "contract work" or "work" as used in this contract and specifications, shall be considered as meaning all labor, material, equipment, tools, temporary structures, fuel, supplies, and any other items necessary to fulfill the requirements of the contract, plans and specifications. Except as herein specifically provided otherwise, the Contractor shall furnish for the compensation specified, all work covered by the contract, plans and specifications, complete, to the satisfaction of the Engineer.

2. **Preliminary Estimate and Classification.** Preliminary estimated quantities, distribution and classification, if shown on plans or profiles, or otherwise furnished the Contractor, are approximate only and shall in no way govern the final estimate. The Company reserves the right to increase or diminish the approximate estimated quantities without affecting the contract unit prices for the various parts of the work except as provided in the contract.

3. **Verification of Plans and Physical Conditions.** If the Contractor, in the course of the work, finds any discrepancy between the instructions, plans and physical conditions of the work, or any errors in plans, or in the layout made from said plans and instructions, it shall be his duty to immediately inform the Engineer. Any work done after such discovery, except on written instructions from the Engineer, shall be done at the Contractor's risk.

4. **Unloading and Storing Materials.** The Contractor shall unload and be responsible for all material whether furnished by the Company or by the Contractor. Material shall be properly stored at least six feet, six inches from the nearest rail on suitable foundations or platforms, and if necessary to prevent deterioration, it shall be protected from the weather. Any material furnished by the Company, lost or damaged in handling by the Contractor during the progress of the work, shall be replaced at his expense; unless such loss or damage is plainly the fault of the Company. Material furnished by the Company which is delivered before the Contractor is on the ground, will, if necessary to release cars, be unloaded by the Company along the set out track constructed for or assigned to the work, or the nearest available siding to the work. All material held on cars, or received after the Contractor is on the ground, shall be unloaded promptly by the Contractor in the material yard nearest the point of use.

5. **Hauling Material.** All material, whether unloaded by the Company or by the Contractor, shall be hauled from the point where it is delivered by the Company to the site of the work by the Contractor, by team, truck or train as directed in writing by the Engineer. Haul of material, except track laying material, if made by the Contractor by train, shall be paid for at the contract rate for moving loaded and empty cars per car mile, and if made other than by train, it shall be paid for at the contract unit price for team or truck haul applicable to the kind of material moved, measured along the most direct practicable route as determined by the Engineer.

~~6. **Material Yard Tracks.** The Contractor shall construct such material yard tracks as the Engineer may order and shall be paid for same at the contract unit prices applicable to the classes of work performed. On the completion of the work, he shall take up such of these tracks as the Engineer may direct, and the work of taking up the tracks and loading the material shall be paid for as extra work.~~

7. **Inspection of Material.** All material and equipment to be used will be inspected by the Company on the site of the work. If the Contractor sees fit to furnish any or all such material and equipment in such manner as to require inspection away from the site of the work, he shall bear any expense the Company may be put to by reason of such inspection.

# N. P. RY. CO. CONSTRUCTION SPECIFICATIONS B-114

## Section One GENERAL

1. **Contract Work.** The term "contract work" or "work" as used in this contract and specifications shall be considered as meaning all labor, material, equipment, tools, temporary structures, fuel, supplies, and any other items necessary to fulfill the requirements of the contract, plans and specifications. Except as herein specifically provided otherwise, the Contractor shall furnish for the compensation specified, all work covered by the contract, plans and specifications, complete, to the satisfaction of the Engineer.

2. **Preliminary Estimate and Classification.** Preliminary estimated quantities, distribution and classification, if shown on plans or profiles, or otherwise furnished the Contractor, are approximate only and shall in no way govern the final estimate. The Company reserves the right to increase or diminish the approximate estimated quantities without affecting the contract unit prices for the various parts of the work except as provided in the contract.

3. **Verification of Plans and Physical Conditions.** If the Contractor, in the course of the work, finds any discrepancy between the instructions, plans and physical conditions of the work, or any errors in plans, or in the layout made from said plans and instructions, it shall be his duty to immediately inform the Engineer. Any work done after such discovery, except on written instructions from the Engineer, shall be done at the Contractor's risk.

4. **Unloading and Storing Materials.** The Contractor shall unload and be responsible for all material whether furnished by the Company or by the Contractor. Material shall be properly stored at least six feet, six inches from the nearest rail on suitable foundations or platforms, and if necessary to prevent deterioration, it shall be protected from the weather. Any material furnished by the Company, lost or damaged in handling by the Contractor during the progress of the work, shall be replaced at his expense; unless such loss or damage is plainly the fault of the Company. Material furnished by the Company which is delivered before the Contractor is on the ground, will, if necessary to release cars, be unloaded by the Company along the set out track constructed for or assigned to the work, or the nearest available siding to the work. All material held on cars, or received after the Contractor is on the ground, shall be unloaded promptly by the Contractor in the material yard nearest the point of use.

5. **Hauling Material.** All material, whether unloaded by the Company or by the Contractor, shall be hauled from the point where it is delivered by the Company to the site of the work by the Contractor, by team, truck or train as directed in writing by the Engineer. Haul of material, except track laying material, if made by the Contractor by train, shall be paid for at the contract rate for moving loaded and empty cars per car mile, and if made other than by train, it shall be paid for at the contract unit price for team or truck haul applicable to the kind of material moved, measured along the most direct practicable route as determined by the Engineer.

6. **Material Yard Tracks.** The Contractor shall construct such material yard tracks as the Engineer may order and shall be paid for same at the contract unit prices applicable to the classes of work performed. On the completion of the work, he shall take up such of these tracks as the Engineer may direct, and the work of taking up the tracks and loading the material shall be paid for as extra work.

7. **Inspection of Material.** All material and equipment to be used will be inspected by the Company on the site of the work. If the Contractor sees fit to furnish any or all such material and equipment in such manner as to require inspection away from the site of the work, he shall bear any expense the Company may be put to by reason of such inspection.

8. **Contractor's Temporary Tracks.** Temporary tracks put in by the Contractor on his own initiative will not be paid for and shall be removed by the Contractor on completion of the work, at his sole expense. The Contractor, with the approval of the Engineer, will be permitted to use for temporary tracks, without rental charge, such Company material as may be available, but any material so used and lost or damaged, shall be deducted from the Contractor's final estimate.

9. **Flagmen.** Whenever the Engineer considers flagmen necessary for the protection of the Company's operated tracks they will be furnished by and at the expense of the Company. The Contractor shall carry on no operation requiring the use of flagmen unless they are on duty.

10. **Cars Furnished by Company.** On request, the Company will furnish to the Contractor without rental charge, such standard flat cars, ballast cars, box cars, outfit cars, or other types of cars as the Engineer may consider necessary for hauling Company material, commercial freight, ballasting and track-laying. The Contractor shall repair all damage to such equipment furnished for his use and return it in as good condition as when he received it. The value of any equipment lost or destroyed shall be deducted from the Contractor's final estimate.

11. **Tote Roads.** No allowance or compensation whatever shall be due or paid to the Contractor for any tote roads, trails, bridges or trestles incident thereto, that he may construct to facilitate his work.

12. **Protecting Premises.** Previous to, or during the work, the Contractor shall, at his own expense, erect and maintain such temporary fences or take such other action as may be necessary to prevent trespass upon the Company's property or damage to adjoining property.

13. **Co-ordinating Work.** Wherever work being done by the Company's forces or by other Contractors is contiguous to work covered by this contract, the respective rights of the various interests involved shall be established by the Engineer, to secure the completion of the various portions of the work in general harmony.

14. **Removal of Equipment.** On the completion of the contract, or its termination from any cause, the Contractor shall, if so directed by the Engineer, immediately remove from the premises of the Company, all equipment, material, supplies or other property of the Contractor.

15. **Cleaning Up.** The contractor shall, on the completion of the work, or any part thereof, remove from the Company's property and from all public and private property, all temporary structures, rubbish and waste materials, resulting from or incident to the operations.

February 7, 1940.

## N. P. RY. CO. CONSTRUCTION SPECIFICATION E-114

### Section Seven

### PILE AND FRAME TRETTLES

---

1. **Work Included.** The Contractor shall build complete all pile and frame trestles to grade and alignment, in strict accordance with the Standard and Special Plans of the Company.

2. **Furnishing Materials.** Unless otherwise specified in the contract, all material entering into the completed structure for pile and frame trestles will be furnished by the Company.

3. **Driving Piles.** Piles shall be driven to a penetration satisfactory to the Engineer. Where the foundation material causes difficult driving, the Engineer may require the use of metal pile points and cap blocks or rings. Piles shall be driven by a steam or drop hammer. The weight of the drop hammer shall not be less than twenty-five hundred (2500) lbs.

4. **Cutting Off Piles.** The Contractor shall cut off piles squarely and true to the elevation given by the Engineer. Tops shall be trimmed so as not to leave any horizontal projection outside the cap.

~~5. **Measurement of Piles.** Piles shall be measured and paid for at the contract unit prices per lineal foot above cut off and below cut off. The labor of cutting off and trimming shall be considered as included in the price per lineal foot for driving.~~

6. **Framing and Placing Timber.** All framing shall conform to the plans and shall be accurately fitted and joints brought to a true and uniform bearing throughout. No blocking or shimming will be allowed in making joints. Timbers shall be cut off with a saw. Caps and sills shall be sized and brought to a uniform thickness and even bearing on piles or posts. Posts shall be sawed to proper length for their position in the structure to an even bearing on cap and sill. Sash and sway braces, longitudinal diagonal braces and girts, shall have an even bearing against the main members and where necessary, on account of variation in size of piles of a bent, filling pieces shall be used or piles dapped to permit proper alignment of the braces. Stringers shall be sized to a uniform depth at supports and shall be bored for packing after being placed in their permanent position. Ties on railway bridges will be sized to a uniform thickness at the mill and shall be placed with the surfaced side upward. They shall be spaced regularly and cut to an even length and line. Guard timbers shall be accurately framed, laid to line and even surface.

7. **Bulkheads.** Bulkheads shall be of sufficient length to keep the embankment clear of the caps, stringers and ties at the end bents of the trestle. The projecting ends of the bulkheads shall be sawed off to conform to the slope of the embankment.

8. **Placing Metal Fastenings and Fire Protection.** All metal fastenings and fire protection shall be placed as called for on the plans. Holes for all bolts and dowels shall be bored. The size of the holes shall be the diameter of bolt or dowel to be placed. For drift bolts the depth of the hole shall be one inch less than the length of the bolt.

9. **Measurement of Timber.** All timber shall be measured and paid for at the contract unit prices per thousand feet board measure. The lengths of timbers paid for shall be the minimum commercial lengths from which the timber in the finished structure can be cut.

10. **Excavation for Foundation Blocking.** Excavation for frame trestle bents will be measured and paid for at the contract unit prices for bridge foundation excavation.

August 15, 1928

## N. P. RY. CO. CONSTRUCTION SPECIFICATION E-114

## Section Fourteen

## ERECTION OF STEEL BRIDGES AND VIADUCTS

1. **Work Included.** The Contractor shall handle and erect the metal work, make all connections and adjustments, remove the old structures and falsework, and do all the work required to complete the structure or structures ready for the passage of trains. The Company will furnish complete detail plans for the structure or structures to be erected, including shop details, camber diagrams, erection diagrams, match marking diagrams, list of field rivets and bolts, and copy of shipping statements showing a full list of parts and weights.

2. **Plant.** The Contractor shall provide all tools, machinery and appliances, including drift pins and fitting up bolts, necessary for the expeditious handling of the work.

3. **Overhaul of Materials.** Materials furnished by the Company shall be handled from the point where it is unloaded to the site of the work by the Contractor, without additional cost to the Company, provided the distance such material is to be moved does not exceed 2500 feet, measured to the nearest end of the bridge. For distance in excess of 2500 feet, the Contractor shall be paid overhaul at the unit price specified in the contract.

~~4. **Falsework.** Unless otherwise agreed in the contract, the Company will furnish and install the necessary falsework, except for viaducts. Such falsework will be installed in accordance with detail plans of the Company and maintained by the Contractor, and, should the Contractor desire to make changes in same, he shall do so at his own expense.~~

5. **Substructure.** The Company will construct the timber or masonry supports.

6. **Bearings.** Bed plates, bolsters, and shoes shall be set level in exact position. They shall be given full and even bearing by setting them on a layer of Portland cement mortar or dry cement, or by tightly ramming in rust cement after blocking them accurately in position, as directed by the Engineer. Sub-castings shall be set well in advance of the other work and no weight shall be put upon them until approved by the Engineer. Castings shall be set with extreme accuracy as to lines and levels given by the Engineer. Castings shall be brought to exact height by rust cement joint of requisite thickness. The rust cement shall be mixed in small quantities in accordance with the instructions of the Engineer and rammed under the bed plates in a most thorough and careful manner.

7. **Anchorage.** The Contractor shall drill the holes and set the anchor bolts, except on viaduct piers where the center bolts are built into the masonry. The bolts shall be set accurately and fixed with Portland cement grout completely filling the holes.

8. **Assembling Steel.** All parts shall be accurately assembled as shown on the plans and any match marks carefully followed. The material shall be carefully handled so that no parts will be broken or damaged. Hammering which will injure or distort the work will not be permitted. Bearing surfaces and surfaces to be in permanent contact shall be cleaned just before the members are assembled. Unless erected by the cantilever method, truss spans shall be erected on blocking so placed as to give the trusses proper camber until all tension chord splices are fully riveted and all other truss connections pinned and bolted. Rivets in splices of butt joints in compression members shall not be driven until the span has been swung. Splices and field connections shall have one-half of the holes filled with bolts and cylindrical erection pins (half bolts and half pins) before riveting. Splices and connections carrying traffic during erection and viaduct tower bracing, shall have three-fourths of the holes so filled. Fitting up bolts shall be of the same nominal diameter as the rivets, and the cylindrical erection pins shall be  $\frac{1}{8}$  inch larger.

9. **Riveting.** Riveting preferably shall be done with pneumatic riveters and buckers. Rivets larger than  $\frac{3}{8}$  inch in diameter shall not be driven by hand. Connections shall be accurately and securely fitted up before the rivets are driven. Tight fitting will be permitted to draw the parts together, but fitting to match main holes will not be permitted. Unstayed holes shall be reamed or drilled. Rivets shall be heated to a light cherry color in an oil forge and in driving shall be upset to completely fill the holes. Heads shall be full and symmetrical, concentric with the shank, and shall have full bearing all around. They shall be the same shape and size as the heads of the shop rivets. Rivets shall be tight and shall grip the connected parts securely together. No reupping or reworking will be permitted. Rivets shall not be overheated or burned. In removing rivets, the surrounding metal shall not be injured; if necessary, such rivets shall be drilled out. Cup faced bolters, fitting the heads closely to insure good bearing, shall be used.

10. **Bolted Connections.** In bolted connections, bolts shall be drawn up tight and threads buried so that nuts cannot become loose.

11. **Pin Connections.** Pin and driving nuts shall be used in driving pins. They will be furnished by the Company and shall be returned to the Company on completion of the work. Pin nuts shall be screwed up tight and threads buried so that the nuts cannot become loose.

12. **Misfits.** Corrections or minor misfits and a reasonable amount of reaming will be considered as a legitimate part of the erection. Any error in shop work which prevents the proper assembling and fitting of parts by the moderate use of drift pins, and a moderate amount of reaming and slight chipping or cutting shall immediately be reported to the Inspector, and his approval of the method of correction obtained. The correction shall be made in the presence of the Engineer, who will check the time expended.

13. **Painting.** Heads of field rivets shall be painted by the Contractor. This painting shall not be done until the Engineer has examined the rivets and found them satisfactory. The tops of stringers and girders which are to carry ties shall be given one coat of field paint. If specified in the contract, the Contractor shall paint the steel work complete.

14. **Railroad Deck.** Where so specified, the ties, guard timbers, inside metal guard rails, fire blocking, concrete decking, waterproofing, ballast and deck planking, and the track rails and tie plates, shall be placed by the Contractor. The timber deck, if untreated, shall be framed and placed in accordance with the Company's plans. The ties shall be framed to give a full and even bearing on the girders and under the rails. Unnecessary spiking or prying about of ties for temporary track will not be permitted. The guard timbers shall be dapped and framed to a snug fit over the ties and latched as shown on the plans. If treated timber is used, the Company will deliver it properly framed to the Contractor. It is necessary to do any framing or cutting of treated timber, the resulting surfaces shall be given a brush treatment with wood preservative, as directed by the Engineer. Where concrete decking is used, or waterproofing is required, the specifications therefor will be furnished by the Company.

15. **Removing Old Structure and Falsework.** The Contractor shall dismantle the old structures and falsework and load the material on cars for shipment, or pile it neatly at a site immediately adjacent to the tracks, at a convenient elevation for future handling, as directed by the Engineer. When the old structure is of iron or steel and is to be used again, it shall be dismantled without unnecessary damage. Rivets will be cut out. Burning out of rivets will not be permitted. Before the work of dismantling is commenced, all parts of the old structure shall be carefully marked for re-erection in accordance with diagram to be furnished by the Engineer. The Contractor shall remove the piling to the surface of the ground and all debris and refuse resulting from his work, leaving the site in good condition.

16. **Measurement of Quantities.** The weight of structural steel shall be obtained from the shipping statements based on actual shop weights of the steel. Timber shall be estimated on the basis of the minimum commercial lengths from which the actual timber in the structure can be cut.

June 12, 1928.

Section 14—Page 1 of 2 Pages.

## N. P. RY. CO. CONSTRUCTION SPECIFICATION E-111

Section Fourteen  
ERECTION OF STEEL BRIDGES AND VIADUCTS

1. **Work Included.** The Contractor shall handle and erect the steel work, make all connections and adjustments, remove the old structures and falsework, and do all the work required to complete the structures or structures ready for the passage of trains. The Company will furnish complete detail plans for the structure or structures to be erected, including shop details, camber diagrams, erection diagrams, match marking diagrams, list of field rivets and bolts, and copy of shipping statements showing a full list of parts and weights.

2. **Plant.** The Contractor shall provide all tools, machinery and appliances, including drift pins and fitting up bolts, necessary for the expeditious handling of the work.

3. **Overhaul of Materials.** Materials furnished by the Company shall be handled from the point where it is unloaded to the site of the work by the Contractor, without additional cost to the Company, provided the distance such material is to be moved does not exceed 2500 feet, measured to the nearest end of the bridge. For distance in excess of 2500 feet, the Contractor shall be paid overhaul at the unit price specified in the contract.

4. **Falsework.** Unless otherwise agreed in the contract, the Company will furnish and install the necessary falsework, except for viaducts. Such falsework will be installed in accordance with detail plans of the Company and maintained by the Contractor, and should the Contractor desire to make changes in same, he shall do so at his own expense.

5. **Substructure.** The Company will construct the timber or masonry supports.

6. **Bearings.** Bed plates, bolsters and shoes shall be set level in exact position. They shall be given full and even bearing by setting them on a layer of Portland cement mortar or dry cement, or by tightly ramming in first cement after blocking them accurately in position, as directed by the Engineer. Sub-castings shall be set well in advance of the other work and no weight shall be put upon them until approved by the Engineer. Castings shall be set with extreme accuracy as to lines and levels given by the Engineer. Castings shall be brought to exact height by first cement joint of requisite thickness. The first cement shall be mixed in small quantities in accordance with the instructions of the Engineer and rammed under the bed plates in a most thorough and careful manner.

7. **Anchorage.** The Contractor shall drill the holes and set the anchor bolts, except on viaduct piers where the center bolts are built into the masonry. The bolts shall be set accurately and fixed with Portland cement grout completely filling the holes.

8. **Assembling Steel.** All parts shall be accurately assembled as shown on the plans and any match marks carefully followed. The material shall be carefully handled so that no parts will be broken or damaged. Hammering which will injure or distort the work will not be permitted. Bearing surfaces and surfaces to be in permanent contact shall be cleaned just before the members are assembled. Unless erected by the cantilever method, truss spans shall be erected on blocking so placed as to give the trusses proper camber until all tension chord splices are fully riveted and all other truss connections pinned and bolted. Rivets in splices of butt joints in compression members shall not be driven until the span has been swung. Splices and field connections shall have one-half of the holes filled with bolts and cylindrical erection pins (half bolts and half pins) before riveting. Splices and connections carrying traffic during erection and viaduct tower bracing shall have three-fourths of the holes so filled. Fitting up bolts shall be of the same nominal diameter as the rivets, and the cylindrical erection pins shall be  $\frac{1}{2}$  inch larger.

9. **Riveting.** Riveting preferably shall be done with pneumatic riveters and buckers. Rivets larger than  $\frac{7}{8}$  inch in diameter shall not be driven by hand. Connections shall be accurately and securely fitted up before the rivets are driven. Light drifting will be permitted to draw the parts together, but drifting to match unfair holes will not be permitted. Unfair holes shall be reamed or drilled. Rivets shall be heated to a light cherry color in an oil forge and in driving shall be upset to completely fill the holes. Heads shall be full and symmetrical, concentric with the shank, and shall have full bearing all around. They shall be the same shape and size as the heads of the shop rivets. Rivets shall be tight and shall grip the connected parts securely together. No recupping or caulking will be permitted. Rivets shall not be overheated or burned. In removing rivets, the surrounding metal shall not be injured; if necessary, such rivets shall be drilled out. Cup faced dollies, fitting the heads closely to insure good bearing, shall be used.

10. **Bolted Connections.** In bolted connections, bolts shall be drawn up tight and threads burred so that nuts cannot become loose.

11. **Pin Connections.** Pilot and driving nuts shall be used in driving pins. They will be furnished by the Company and shall be returned to the Company on completion of the work. Pin nuts shall be screwed up tight and threads burred so that the nuts cannot become loose.

12. **Misfits.** Corrections or minor misfits and a reasonable amount of reaming will be considered as a legitimate part of the erection. Any error in shop work which prevents the proper assembling and fitting of parts by the moderate use of drift pins, and a moderate amount of reaming and slight chipping or cutting shall immediately be reported to the Inspector, and his approval of the method of correction obtained. The correction shall be made in the presence of the Engineer, who will check the time expended.

13. **Painting.** Heads of field rivets shall be painted by the Contractor. This painting shall not be done until the Engineer has examined the rivets and found them satisfactory. The tops of stringers and girders which are to carry ties shall be given one coat of field paint. If specified in the contract, the Contractor shall paint the steel work complete.

14. **Railroad Deck.** Where so specified, the ties, guard timbers, inside metal guard rails, fire decking, concrete decking, waterproofing, ballast and deck planking, and the track rails and tie plates, shall be placed by the Contractor. The timber deck, if untreated, shall be framed and placed in accordance with the Company's plans. The ties shall be framed to give a full and even bearing on the girders and under the rails. Unnecessary spiking or prying about of ties for temporary track will not be permitted. The guard timbers shall be dapped and framed to a snug fit over the ties and fastened as shown on the plans. If treated timber is used, the Company will deliver it properly framed to the Contractor. If necessary to do any framing or cutting of treated timber, the resulting surfaces shall be given a brush treatment with wood preservative, as directed by the Engineer. Where concrete decking is used, or waterproofing is required, the specifications therefor will be furnished by the Company.

15. **Removing Old Structure and Falsework.** The Contractor shall dismantle the old structures and falsework and load the material on cars for shipment, or pile it neatly at a site immediately adjacent to the tracks, at a convenient elevation for future handling, as directed by the Engineer. When the old structure is of iron or steel and is to be used again, it shall be dismantled without unnecessary damage. Rivets will be cut out. Burning out of rivets will not be permitted. Before the work of dismantling is commenced, all parts of the old structure shall be carefully marked for re-erection in accordance with diagram to be furnished by the Engineer. The Contractor shall remove the piling to the surface of the ground and all debris and refuse resulting from his work, leaving the site in good condition.

16. **Measurement of Quantities.** The weight of structural steel shall be obtained from the shipping statements based on actual shop weights of the steel. Timber shall be estimated on the basis of the minimum commercial lengths from which the actual timber in the structure can be cut.

June 12, 1928.

## N. P. RY. CO. CONSTRUCTION SPECIFICATION E-114

### Section Fifteen

#### PAINTING STEEL STRUCTURES

1. **Work Included.** All parts of the structure shall be given two field coats of paint.
2. **Plant.** The Contractor will furnish all tools and equipment necessary to clean and paint the structural steel.
3. **Paint Materials.** The Company will furnish all paint and oil necessary for the work and will deliver the same to the Contractor at a station in the vicinity of the structure or structures to be painted. The paint will be delivered mixed and ready to apply. The contents of barrels or cans must be thoroughly stirred before any paint is removed. The Contractor will not be permitted to use any dryer or thinner, or any adulterant in the paint. In case the paint as delivered to the Contractor should prove too thick for applying in a workmanlike manner, pure boiled linseed oil shall be added in such amounts as may be directed by the Engineer, in order to reduce paint to proper consistency. Any additions of oil must be thoroughly stirred into the paint by the Contractor before any paint is removed from the barrels.
4. **Cleaning.** Before paint is applied, all oil and grease spots must be removed and all dirt, cinders, blisters, scale and other foreign matter must be scraped off and the entire surface swept perfectly clean.
5. **Applying Paint.** All surfaces shall be perfectly dry when paint is applied. The paint shall be applied with a stiff bristle brush and must be uniformly spread and thoroughly rubbed over the entire surface. The first coat of paint must be dry and hard when the second coat is applied. If a fresh coat of paint is washed off or damaged by rain during the progress of the work, an extra coat of paint shall be applied.
6. **Workmanship.** All work must be done in a neat workmanlike manner, by competent workmen and must be in every way satisfactory to the Engineer.
7. **Returning Paint Containers.** The barrels or cans in which the paint was shipped shall not be destroyed or damaged any more than is necessary to remove their contents. Empty barrels and cans and material left over after work is finished shall be delivered by the Contractor to the Agent of the Company at the nearest station, or shall be shipped as instructed by the Engineer or Inspector representing the Company.
- ~~8. **Measurement of Quantities.** The work shall be paid for at a unit price per net ton of steel. The weight of steel shall be determined from the records of the Company and, if practical, shall be obtained from the actual shipping weights of the steel.~~

June 12, 1928.

## N. P. RY. CONSTRUCTION SPECIFICATION E-134-A

### APPLICATION OF BRIDGE CEMENT.

---

1. **Work Included.** The horizontal top surfaces of steel stringers, floorbeams, and girders and beams supporting ties shall be given one field coat of bridge cement in lieu of any other field painting. Bridge cement shall be used instead of paint on other surfaces when so stated in the contract.

2. **Plant.** The Contractor will furnish all tools and equipment necessary to clean the structural steel and apply the bridge cement.

3. **Materials.** The Company will furnish all bridge cement necessary for the work and will deliver it to the Contractor at a station in the vicinity of the work. The cement will be delivered ready to apply, except as hereinafter provided. If the contents of barrels or cans are not of uniform body, they must be stirred until uniform before any bridge cement is used. Bridge cement is a viscous material, much thicker than ordinary paint. The Contractor will not be permitted to use any dryer or thinner or any adulterant. In case the cement as delivered should prove too thick for proper application at the prevailing temperature, it may be heated to a temperature not above 120° F., using extreme care, as the vapors released in heating are inflammable, and explosive if confined.

4. **Cleaning.** Before bridge cement is applied, all oil and grease spots must be removed and all dirt, cinders, blisters, scale and other foreign matter must be scraped off and the entire surface swept clean. Unless otherwise provided in the Special Specifications, no paint primer will be used before applying the bridge cement.

5. **Application.** All surfaces shall be dry when cement is applied. It may be applied with a stiff bristle brush or trowel. It must be spread uniformly to a thickness of 1/20 or 1/25 inch over the entire surface, or to a thickness which will spread a gallon of cement over 30 square feet of surface. It shall be thoroughly brushed, or troweled with enough pressure to assure adhesion to all irregularities of surface. Bridge cement shall not be applied in freezing weather, with the following exception: When ties must be placed in freezing weather, bridge cement may be placed on the actual tie bearings by application either to the ties or to the steel. Steel between the ties shall be covered with bridge cement as soon afterward as weather permits. Application to surfaces which are hot as a result of flame cleaning or other cause, shall be made with special precautions to assure retention of a uniform coating of the specified thickness. If a coat fails to adhere properly as a result of rain-wetted steel or other cause, it shall be removed and replaced with a fresh coat. Application by spraying will not be permitted.

6. **Workmanship.** All work must be done in a neat workmanlike manner by competent workmen and must be in every way satisfactory to the Engineer.

7. **Returning Containers.** The barrels or cans in which the Bridge Cement was shipped shall not be destroyed or damaged any more than is necessary to remove their contents. Empty barrels and cans and material left over after the work is finished shall be delivered by the Contractor to the Agent of the Company at the nearest station, or shall be shipped as instructed by the Engineer or Inspector representing the Company.

8. **Measurement of Quantities.** The work shall be paid for at the unit price in the contract. Where application is limited to one surface of a member which is to be painted, no deduction of tonnage will be made in payment for painting.

V-2190 April

Colonial Construction Company  
E. 1702 Broadway  
Spokane, Washington

April 29, 1949

4,417.29

In full payment or reimbursement for all labor, services, appliances and material furnished during the month of April, 1949, in connection with the reconstruction of Bridge #15 near Blanner, on the Seattle Branch, out of Bavenport, Washington, in accordance with terms of contract dated November 26th, 1948, as per Estimate No. 2 and Final -

|  |          |
|--|----------|
| 1. Excavation - 30 c.y. at \$4.00 per c.y.                                 | \$120.00 |
| 2. Removal old bridge etc. L.S. \$500 - 100% complete                      | 500.00   |
| 3. Drive piling, etc. - 56 at \$40 per pile                                | 2,240.00 |
| 4. Framing & erecting Br. Trk. - \$100 per MM - 15M                        | 1,500.00 |
| 5. Placing bridge ties etc. - 100 per MM - \$6.64                          | 664.00   |
| 6. Placing galv. iron - L.S. \$100 - 100% complete                         | 100.00   |
| 7. Handling and placing 2 - 20' I-beam spans L.S. \$1,000<br>100% complete | 1,000.00 |
| 8. Painting steel spans - L.S. \$125.00 - 100% complete                    | 125.00   |
| 9. Removal of track rail - 192 trk. ft. at 0.60                            | 118.80   |
| 10. Laying track rail 100 " " at 0.60                                      | 60.00    |

State of Washington Sales Tax - 3% on \$6,201.51 186.05  
(Heavy \$120.00; Removals \$500.00; Unload gravel, \$39.35 - \$659.35)

Bond (Not subject State Sales Tax)

Extra Work For Force Account

Less previous payment, Estimate No. 1

Amount of this voucher - - - - 4,417.29

Work Completed April 13, 1949

Western District Accounts  
Detail attached

4119.28

MM #22

JTD #43

N.P. 3371  
9-24

11399

## Colonial Const. Co. Final

Bridge #15 Eleanor, Wash.

| Items   | N.P.<br>Est. | Bid   | Final | Excess<br>over bid |
|---|--------------|-------|-------|--------------------|
| 1 Excavation  | 650.         | 600.  | 120.  |                    |
| 2 Remove old br.  | 890.         | 500.  | 500.  |                    |
| 3 Drive piling  | 1735.        | 2240. | 2240. |                    |
| 4 Framing & erect.  | 1330.        | 1450. | 1500. |                    |
| 5 Place bridge ties   | 380.         | 850.  | 864.  |                    |
| 6 " galv. iron  | 0            | 100.  | 100.  |                    |
| 7 " I-Beam spans  | 1565.        | 1000. | 1000. |                    |
| 8 Paint steel   | 100.         | 125.  | 125.  |                    |
| 9 Remove track rail etc   | 145.         | 81.   | 118.  |                    |
| 10 Lay " " "  |              | 81.   | 60.   |                    |
| Sales Taxes   |              |       | 186.  |                    |
| Bond  |              |       | 52.   |                    |
| Extra work:   |              |       |       |                    |
| 1. Rethread bolts for girders, cut<br>holes in extra bearing plates |              |       | 177.  |                    |
| 2. Fill bridge ends - New bridge shorter                            |              |       | 39.   |                    |
| 3. Load out extra piling  |              |       | 17.   |                    |
|   | 6795.        | 7027. | 7099. | \$ 72.             |
| 0 5/7   |              |       |       |                    |

St. Paul, Minnesota  
January 26, 1949 m

Mr. Bernard Blum:

Referring to your letter of January 17 to Mr. Derrig about shipping Bridge 96 on the Third Subdivision of the Yellowstone to Eleanor on the Seattle Branch:

Mr. Davis was so instructed but now advises me that this bridge was loaded on NP 62258 and 63339 and forwarded to Parkwater January 21 in care of Mr. H. M. Tremaine. While this may be proper, I have received no other advice of the change in destination.

*C. Berglund.*

Saint Paul, January 20, 1949

MR. A. M. GOTTSCHALD:

With your copy of my letter of the 7th to Mr. Tremaine I sent you for filing, executed contract of Nov. 26, 1948 with the Colonial Construction Co. of Spokane for reconstruction of bridge 15 near ELEANOR on the Seattle Branch.

I am now attaching for filing with this contract policy SPL 22033 and 25851 of the Fidelity & Casualty Co. of N.Y. covering the PL and PD insurance called for in this contract, approved by the Law Department.

g/s

att.

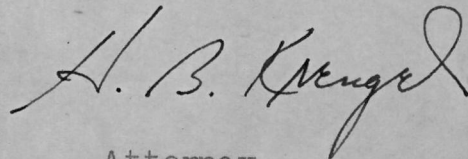
St. Paul, Minn., January 19, 1949

Subject: Insurance policy furnished by Colonial  
Construction Co. of Spokane (2540)

Mr. Bernard Blum:

I return herewith approved insurance policies SPL 22033 and SPL 25851 of the Fidelity and Casualty Company of New York, furnished by the Colonial Construction Co. of Spokane in connection with their contract of November 26, 1948, for the reconstruction of bridge 15 near Eleanor.

I am also returning all other papers attached to your letter of January 19, 1949.

A handwritten signature in cursive script, reading "H. B. Kengel". The signature is fluid and elegant, with a large loop at the end of the last name.

Attorney

K:m  
Enc.

11399

Saint Paul, January 19, 1949

MR. H. B. KRENGEL:

Your letter of the 6th, returning Fidelity and Casualty Co. of N.Y. insurance policy SPL 22033 and 25851, furnished by the Colonial Construction Co. of Spokane in connection with their contract of Nov. 26, 1948 for the reconstruction of bridge 15 near ELEANOR:

The Insurance Co. has made the corrections as listed in your letter of the 6th and the policies are again returned for your approval, together with copy of the contract in question.

For your convenience I am leaving attached our exchange of correspondence.

g/s

ayt.

Saint Paul, January 19, 1949

MR. A. M. GOTTSCHALD:

With your copy of my letter of the 7th to Mr. Tremaine I sent you for filing executed contract of Nov. 26, 1948 with the Colonial Construction Co. of Spokane for reconstruction of bridge 15 near ELEANOR, on the Seattle Branch.

I am now attaching for filing with the contract duplicate of bond in the sum of \$7,000 - the approximate amount of the contract - with the United Pacific Insurance Co., as surety.

g/s

att.

St. Paul, Minnesota  
January 19, 1949

Mr. Bernard Blum,  
Chief Engineer.

Reference is made to your letter of even date enclosing surety bond furnished by Colonial Construction Com as principal and the United Pacific Insurance Company as surety in connection with a contract the principal has for reconstruction of bridge 15 near Eleanor. Bond has been approved as to surety and same is returned herewith as requested.

*H S Latham*

Treasurer

HSL-F

JA  
19  
1941  
RY

11299

Saint Paul, January 19, 1949

MR. H. S. LATHAM:

Herewith for approval as to surety is bond furnished by Colonial Construction Co. of Spokane in connection with their contract of Nov. 26 for reconstruction of bridge 15 near ELEANOR, in the sum of \$7,000 the approximate amount of the contract, with the United Pacific Insurance Company as surety.

g/s

att.

11399

Saint Paul, January 18, 1949

MR. J. T. DERRIG:

I now have advice from Mr. Berglund that the Yellowstone division figure that they will load the recovered span from bridge 96 at CLERMONT line change on Thursday or Friday of this week, for shipment to ELEANOR.

cc-Mr. H. M. Tremaine

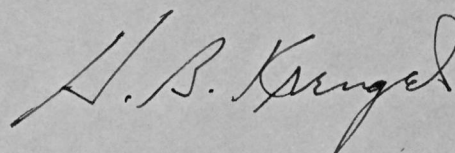
bb/s

St. Paul, Minn., Jan. 18, 1949

Subject: Bond, Colonial Construction Company (2540)

Mr. Bernard Blum:

I have initialed and return herewith certified copy of the original bond which has been filed in accordance with the Washington law in connection with the contract of November 26, 1948, with Colonial Construction Company, covering Bridge 15 near Eleanor.

A handwritten signature in cursive script, reading "L. B. Krugel". The signature is written in dark ink and is positioned above the typed name "Attorney".

Attorney

K:a  
Enc.

6-11-41  
JAN 18 1942  
NY



11399

St. Paul, January 17, 1949.

Mr. H. B. Krengel:

Your letter of December 31, approving contract dated November 26, 1948 with Colonial Construction Company covering Bridge 15 near Eleanor, and returning original of bond for filing in accordance with the Washington Law:

Original of this bond has now been filed in the County Auditor's office at Davenport, and I am attaching for your approval certified copy of same. Copy of the contract referred to is also attached.

Chief Engineer

TRG:S  
attch.

Spokane, Washington  
January 15, 1949.

Mr. Bernard Blum:

I am returning insurance policy given by the Colonial Construction Company, with certificate attached in connection with their contract for Bridge 15 near Eleanor.

The Insurance Company have made the corrections as listed in Mr. Kreugel's letter of January 6th, which is also returned.

HRG:mes  
Encl.

HMT remain  
District Engineer

1941

1941

1941

1941

1941

1941

1941

1941

1941

1941

1941

1941

1941



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

MAILGRAM

TIME FILED

~~11095~~ M.

11399

H. M. TREMAINE - Spokane


Billings - Jan. 13, 1949

*Mr Blum  
to note  
H.R.P.'s*

It is expected that the Clermont Line Change will be cut into service January 17th and steel will be released from old bridge 96 and forwarded to you at Eleanor, Washington for use on bridge 15, Seattle <sup>B</sup> ranch.

V. A. Bennett *B*

CC-Mr. H. R. Peterson  
Mr. C. E. Ekberg  
Mr. A. Monson



Spokane, Washington  
January 13, 1949

Mr. Bernard Blum:

In accordance with your letter of December 31st, I have had the Performance Bond, given by the Colonial Construction Company for rebuilding of Bridge #15, filed at the County Auditor's office at Davenport, and am attaching a certified copy of same.

HRG:mes  
Encl.

*H. M. Tremaine*  
District Engineer

11399

St. Paul, January 7, 1949.

Mr. H. M. Tremaine:

I am returning letter from McGovern-Carroll Company to you under date of December 27, 1948, with Fidelity and Casualty Company of New York insurance policies No. SPL 22033 and SPL 25851 covering insurance furnished by Colonial Construction Company, Spokane, in connection with their contract dated November 26, 1948, for Bridge 15 near Eleanor.

We submitted these to Law Department for approval and I am attaching Mr. Krengel's letter of January 6, 1949 calling attention to several discrepancies.

Will you please take up with McGovern-Carroll Company to have these corrections made.

Chief Engineer

TRG:S  
attch.

C O P Y

St. Paul, Minn., January 6, 1949

Subject: Insurance Required Under Contract with  
Colonial Construction Co. covering re-  
construction of Bridge 15 near Eleanor,  
Washington. (2540)

Mr. Bernard Blum:

The Fidelity and Casualty Company of New  
York certificates of insurance No. SPL 22033 and SPL 25851  
are returned herewith unapproved.

The two endorsement forms L 3608 attached to each  
of the certificates are not proper for the following reasons:

- (1) The first line of the body of the endorsement  
being the printed language as follows, "It is  
agreed that such insurance as if afforded by  
the policy", apparently should read, "It is agreed  
that such insurance as is afforded by the policy".
- (2) Both endorsements are made in favor of Northern  
Railway Company. This should be corrected to  
read "Northern Pacific Railway Company".
- (3) Both endorsements refer to a contract between  
the Railway Company and the insured dated  
November 30, 1948. The contract requiring  
the insurance is dated November 26, 1948.
- (4) The quoted language in endorsement form L 3608  
attached to the certificate of insurance  
covering the year 1948 in the second line thereof  
refers to "claims, suits, leases, damages". The  
word "losses" should appear rather than "leases".

Sgd. H.B.Krengel

Attorney

K:a  
Enc

St. Paul, Minn., January 6, 1949

Subject: Insurance Required Under Contract with Colonial Construction Co. covering reconstruction of Bridge 15 near Eleanor, Washington. (2540)

Mr. Bernard Blum:

The Fidelity and Casualty Company of New York certificates of insurance No. SPL 22033 and SPL 25851 are returned herewith unapproved.

The two endorsement forms L 3608 attached to each of the certificates are not proper for the following reasons:

- (1) The first line of the body of the endorsement being the printed language as follows, "It is agreed that such insurance as is afforded by the policy", apparently should read, "It is agreed that such insurance as is afforded by the policy".
- (2) Both endorsements are made in favor of Northern Railway Company. This should be corrected to read "Northern Pacific Railway Company". ✓
- (3) Both endorsements refer to a contract between the Railway Company and the insured dated November 30, 1948. The contract requiring the insurance is dated November 26, 1948. ✓
- (4) The quoted language in endorsement form L 3608 attached to the certificate of insurance covering the year 1948 in the second line thereof refers to "claims, suits, leases, damages". The word "losses" should appear rather than "leases". ✓

District Engineer N.P.R.

JAN 10 1949

Spokane, Wash.

K:a  
Enc.

*A. B. Krueger*

Attorney.

Saint Paul, January 7, 1949

MR. H. M. TREMAINE:

Herewith fully executed agreement with the Colonial Construction Company of Spokane, covering the reconstruction of bridge 15 near ELEANOR, on the Seattle Branch.

Will you make delivery.

cc-Mr. J. T. Derrig

Mr. A. M. Gottschald

- Herewith Northern Pacific copy and  
Mr. Denney's authorization for me to execute it.

bb/s

att.

St. Paul, Minn., January 6, 1949.

Mr. Bernard Blum:

Your letter of December 31 enclosing contract awarded Collonia Construction Company, Spokane, for reconstruction of Bridge 15 near Eleanor, Washington, authorized under AFE 363-48.

Both copies of the contract are returned herewith and there is also enclosed the original of my letter of January 3 to Mr. Denney on which there has been endorsed authority for you to execute the agreement.

*W. C. Jackson*

113997

St. Paul, December 31, 1948.

Mr. H. M. Tremaine:

Mr. Ekberg received from McGovern-Carrol Company, Peyton Building, Spokane, under date of December 22, 1948, executed contract dated November 26, 1948 with Colonial Construction Company, covering reconstruction of Bridge 15 Seattle Branch near Eleanor, Wash., together with original of surety bond in the sum of \$7,000, the approximate amount of contract with the United Pacific Insurance Company as surety.

Contract has been forwarded for execution on the part of the railway company but the bond is being returned to you for filing at the County Seat in accordance with the Washington Law. Will you please obtain duplicate certified copy of this bond for filing with the contract in our Secretary's office.

Chief Engineer

TRG:S  
enc.

cc: J. T. Derrig

11399

St. Paul, December 31, 1948.

Mr. W. W. Judson:

Herewith for execution or authority for me to execute is contract dated November 26, 1948 with Colonial Construction Company, Spokane, covering reconstruction of Bridge 15, Seattle Branch, near Eleanor, Washington, authorized under AFE 363-48.

Bids were received for this work as follows:

|                                    |        |
|------------------------------------|--------|
| Colonial Construction Co., Spokane | 7,027  |
| MacRae Bros., Seattle              | 10,073 |
| Morrison-Knudsen Co., Seattle      | 10,376 |
| James Construction Co., Seattle    | 10,783 |
| Clifton & Applegate                | 13,647 |
| Hansen & Parr Const. Co., Spokane  | 14,434 |
| Roy L. Bair, Spokane               | 14,594 |
| Rumsey & Company, Seattle          | 17,793 |
| Northern Pacific estimate          | 6,795  |

Contract awarded to Colonial Construction Company, the low bidder.

I recommend execution of contract.

Chief Engineer

attch.

cc: H.M.Tremaine

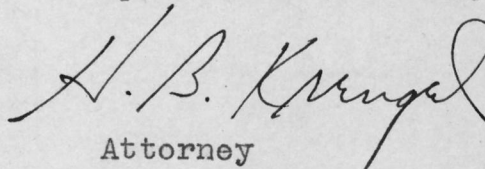
St. Paul, Minn., December 31, 1948

Subject: (2540)

Mr. Bernard Blum:

The contract dated November 26, 1948,  
with the Colonial Construction Company of Spokane,  
covering the reconstruction of Bridge 15 near  
Eleanor, is returned herewith initialed and approved.

The bond which accompanied your letter  
of December 30th is also returned herewith to be  
handled as discussed in our telephone conversation.

  
Attorney

K:d  
Encls.

St. Paul, December 30, 1948.

Mr. L. B. daPonte:

Herewith for your approval as to form is contract dated November 26, 1948 with Colonial Construction Company, Spokane, covering reconstruction of Bridge 15 near Eleanor on the Seattle Branch out of Davenport, Washington.

Also attached for approval is bond furnished by the contractor in the sum of \$7000, the approximate amount of contract, with the United Pacific Insurance Company as surety.

Chief Engineer

TRG:S  
enc.

St. Paul, Minnesota  
December 28, 1948

Mr. Bernard Blum:

I am attaching duplicate executed contract furnished by the Colonial Construction Company for the reconstruction of Bridge 15 near Eleanor on Seattle Branch near Davenport, Washington.

Performance bond in the amount of \$7000 is attached together with a letter dated November 30th from McGovern-Carroll Company, Insurance Agents, who state that they have ordered certified copy of Fidelity and Casualty policy to cover the public liability and property damage insurance.

I am also attaching Mr. Tremaine's letter of December 2nd accompanying the insurance company letter of November 30th.

*C. E. Ebony*

Enc.  
CEE:1



# McGOVERN -- CARROLL COMPANY

*Complete* INSURANCE *Service*

PEYTON BUILDING  
SPOKANE 8, WASHINGTON

December 27, 1948

2  
Northern Pacific Railway Co.  
W 701 Sprague Ave.  
Spokane, Washington

Attention of Mr. H. M. Tremaine

RE: COLONIAL CONSTRUCTION CO.

Gentlemen:

We are now enclosing copies of the comprehensive liability policies of the above firm, # SPL 22033 which expired December 15, and # SPL 25851, covering to December 15, 1949. This was requested by your office in connection with the work on Bridge 15 near Eleanor.

Very truly yours,

McGovern-Carroll Company

By: 

FH



Always the Sign  
of Good Insurance  
On Anything  
Anywhere

# McGOVERN -- CARROLL COMPANY

*Complete* INSURANCE *Service*

PEYTON BUILDING  
SPOKANE 8, WASHINGTON

December 22, 1948

Northern Pacific Railway Company  
Engineering Department  
St. Paul 1, Minnesota

Att'n: C. E. Ekberg, Bridge Engineer

Gentlemen:

On behalf of Colonial Construction Co. we are pleased to enclose contract in duplicate covering reconstruction of Bridge 15 near Eleanor, Washington, together with surety bond of \$7,000.00 guaranteeing the work.

Trusting these enclosures will be found in order, we are

Yours very truly,

McGovern-Carroll Company

BY: 

MK  
encl  
cc: Colonial



Always the Sign  
of Good Insurance  
On Anything  
Anywhere

Colonel: 20

Love

Th

*[Handwritten signature]*  
Colonel: 20

Colonel: 20

Colonel: 20

Colonel: 20

Colonel: 20

Colonel: 20

Colonel: 20

Colonel: 20

DEC 26 1940  
RV

Colonel: 20

Colonel: 20

Colonel: 20

Colonel: 20

Colonel: 20

Colonel: 20

Colonel: 20

Colonel: 20

Colonel: 20

Colonel: 20

St. Paul, Minn.  
Nov. 30th, 1948.

Mr. J. T. Derrig:

Yours Nov. 22, file 188-8-18, about reconstruction  
of Bridge 15, at Eleanor:

Your letter was referred to Mr. Ekberg and for  
your information attached is copy of his reply of Nov. 29.

It seems to me the lighter hammer with increased  
height of free fall, should yield satisfactory results in  
the pile driving.

HRP:e  
enc.

Chief Engineer.

St. Paul, Minnesota  
November 29, 1948

Mr. H. R. Peterson:

Referring to Mr. Derrig's letter of November 22nd to Mr. Blum regarding our specifications for driving foundation piles at Bridge 15 near Eleanor.

We apparently had a lapse of memory in specifying the 2500 lb. hammer for this work, but inasmuch as it is a branch line bridge and piles ordered are only 40' long, it would seem that the equipment specified should be all right at this location.

Apparently there is fairly easy driving in that the penetration is about 15' at the low point in the ravine section and 20' for all other bents except the bents adjacent to the dump bents where penetration is 34' and was apparently obtained according to Form 124.

We have gotten the very lowest price on the rebuilding of this bridge and I am loathe to suggest any changes in the specifications.

Letter returned.

C. E. Wherry

Enc.  
CEE:1

NO  
28  
1948

11399

Saint Paul, November 24, 1948

MR. C. E. EKBERG:

Your letter of the 23rd transmitting tabulation of bids received for the reconstruction of bridge 15 near ELEANOR on the Seattle Branch, Idaho divisions:

You may award the work to the Colonial Construction Co., the low bidder.

Please see that the usual contract is sent them.

cc-Mr. J. T. Derrig

bb/s

St. Paul, Minn.  
November 23, 1948

Mr. Bernard Blum:

I hand you herewith bids received together with tabulation of same, for the reconstruction of Bridge 15 near Eleanor, Washington, Idaho Division. This work is authorized under AFE 363-48.

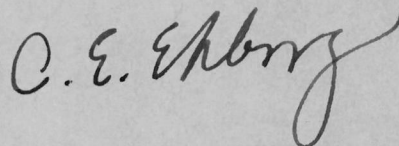
The following bids were received:

|   |          |
|---|----------|
| Rumsey & Company, Seattle               | \$17,793 |
| Roy L. Bair, Spokane                    | 14,594   |
| Hansen & Parr Construction Co., Spokane | 14,434   |
| Clifton & Applegate                     | 13,647   |
| James Construction Co., Seattle         | 10,783   |
| Morrison-Knudsen Co., Seattle           | 10,376   |
| MacRae Bros., Seattle                   | 10,073   |
| Colonial Construction Co., Spokane      | 7,027    |
| NP estimate                             | 6,795    |

The following contractors did not bid:

Paul Jarvis, Seattle  
Fielding-Shepley Co., St. Paul.

I recommend that the contract be awarded to the Colonial Construction Company, the low bidder.



Bridge Engineer.

CEE/gs  
Encl.

## BIDS RECEIVED

A.F.E. 363-48

Date Nov 23-1948

Project Reconstruction of Bridge 15 near Elanor, Wash - Seattle Br. Idaho Div.  
Contract Awarded to

## Bidders

| Item  |   | Quantity  | Bidders       |                    |                   |       |                      |       |                   |       |                    |       |                      |       |                                |       |                       |       |                      |       |                              |       |           |       |           |       |
|-------|---|-----------|---------------|--------------------|-------------------|-------|----------------------|-------|-------------------|-------|--------------------|-------|----------------------|-------|--------------------------------|-------|-----------------------|-------|----------------------|-------|------------------------------|-------|-----------|-------|-----------|-------|
|       |   |           | N.P. Estimate |                    | MacRae Bros.      |       | Rumsey + Co Seattle. |       | James Constr. Co  |       | Morrison - Knudsen |       | Clifton - Appelgate. |       | Hanson - Parr Const Co Spokane |       | Sather + Son Spokane. |       | Roy L. Bair Spokane. |       | Colonial Constr. Co Spokane. |       |           |       |           |       |
|       |   |           | Unit Cost     | Total              | Unit Cost         | Total | Unit Cost            | Total | Unit Cost         | Total | Unit Cost          | Total | Unit Cost            | Total | Unit Cost                      | Total | Unit Cost             | Total | Unit Cost            | Total | Unit Cost                    | Total | Unit Cost | Total | Unit Cost | Total |
| 1     | Excavation, per cu. yd  | 150 Cu Yd |               | 650 <sup>00</sup>  | 4 <sup>00</sup>   | 600   | 1 <sup>25</sup>      | 188   | 3 <sup>00</sup>   | 450   | 2 <sup>50</sup>    | 375   | 2 <sup>50</sup>      | 375   | 5 <sup>00</sup>                | 750   | 3 <sup>00</sup>       | 450   | 3 <sup>50</sup>      | 525   | 4 <sup>00</sup>              | 600   |           |       |           |       |
| 2     | Removal of old bridge, bulkhd. ties, Lump sum   |           |               | 890 <sup>00</sup>  |                   | 1250  |                      | 4500  |                   | 1118  |                    | 900   |                      | 2889  |                                | 2000  |                       | 500   |                      | 2300  |                              | 500   |           |       |           |       |
| 3     | Driving creos. piles, cutting them off at grade, and protecting them, per pile driven                 | 56 Piles  |               | 1735 <sup>00</sup> | 60 <sup>00</sup>  | 3360  | 55 <sup>00</sup>     | 3080  | 63 <sup>00</sup>  | 3528  | 75 <sup>00</sup>   | 4200  | 60 <sup>25</sup>     | 3374  | 60 <sup>00</sup>               | 3360  | 60 <sup>00</sup>      | 3360  | 70 <sup>00</sup>     | 3920  | 40 <sup>00</sup>             | 2240  |           |       |           |       |
| 4     | Framing erect. Bridge timber + fast. incl. field treat. of creos. timber, not incl. ties per M.F.B.M. | 14.5 MFBM |               | 1330 <sup>00</sup> | 130 <sup>00</sup> | 1885  | 150 <sup>00</sup>    | 2175  | 163 <sup>00</sup> | 2364  | 120 <sup>00</sup>  | 1740  | 197 <sup>60</sup>    | 2865  | 125 <sup>00</sup>              | 1812  | 150 <sup>00</sup>     | 2175  | 188 <sup>00</sup>    | 2726  | 100 <sup>00</sup>            | 1450  |           |       |           |       |
| 5     | Placing Bridge ties + fastenings, per M.F.B.M.  | 8.5 "     |               | 380 <sup>00</sup>  | 100 <sup>00</sup> | 850   | 150 <sup>00</sup>    | 1275  | 114 <sup>00</sup> | 969   | 120 <sup>00</sup>  | 1020  | 124 <sup>25</sup>    | 1060  | 60 <sup>00</sup>               | 510   | 150 <sup>00</sup>     | 1275  | 188 <sup>00</sup>    | 1598  | 100 <sup>00</sup>            | 850   |           |       |           |       |
| 6     | Placing Galv. Iron Lump sum   |           |               | 0                  |                   | 180   |                      | 100   |                   | 222   |                    | 50    |                      | 153   |                                | 160   |                       | 300   |                      | 300   |                              | 100   |           |       |           |       |
| 7     | Handling + placing 2-30' I.B.s. incl. altar. bed plts. Lump sum                                       |           |               | 1565 <sup>00</sup> |                   | 950   |                      | 5400  |                   | 1616  |                    | 1000  |                      | 1991  |                                | 5500  |                       | 1700  |                      | 2200  |                              | 1000  |           |       |           |       |
| 8     | Painting incl. spot paint + 1 compl. finish coat + Br. Com. Lump S.                                   |           |               | 100 <sup>00</sup>  |                   | 525   |                      | 400   |                   | 212   |                    | 550   |                      | 393   |                                | 200   |                       | 500   |                      | 350   |                              | 125   |           |       |           |       |
| 9     | Remove track rail + fastenings, per track ft.   | 135 feet  |               | 145 <sup>00</sup>  | 1 <sup>00</sup>   | 135   | 2 <sup>00</sup>      | 270   | 1 <sup>00</sup>   | 135   | 1 <sup>50</sup>    | 203   | 1 <sup>40</sup>      | 189   | 0 <sup>45</sup>                | 61    | 2 <sup>00</sup>       | 270   | 2 <sup>00</sup>      | 270   | 0 <sup>60</sup>              | 81    |           |       |           |       |
| 10    | Laying track compl. with rail + fast. per track ft.   | 135 "     |               |                    | 2 <sup>50</sup>   | 338   | 3 <sup>00</sup>      | 405   | 1 <sup>25</sup>   | 169   | 2 <sup>50</sup>    | 338   | 2 <sup>65</sup>      | 358   | 0 <sup>60</sup>                | 81    | 5 <sup>00</sup>       | 675   | 3 <sup>00</sup>      | 405   | 0 <sup>60</sup>              | 81    |           |       |           |       |
| 11    | Overhaul of mat'l. hauled outside of 2500' from M.L. / net ton M.                                     |           |               |                    | 0 <sup>25</sup>   |       | 0 <sup>15</sup>      |       | 0 <sup>25</sup>   |       | 0 <sup>20</sup>    |       | 3 <sup>00</sup>      |       | 0 <sup>25</sup>                |       | 0 <sup>50</sup>       |       | 0 <sup>15</sup>      |       | 0 <sup>30</sup>              |       |           |       |           |       |
| 12    | Rental of locomotive crane - on extra work, per hour  |           |               |                    | -                 |       | 14 <sup>00</sup>     |       | 12 <sup>50</sup>  |       | 15 <sup>00</sup>   |       | 8 <sup>00</sup>      |       | -                              |       | 10 <sup>50</sup>      |       | 12 <sup>50</sup>     |       | 15 <sup>00</sup>             |       |           |       |           |       |
| 13    | " " compressor " " " " "  |           |               |                    | -                 |       | 6 <sup>00</sup>      |       | 4 <sup>00</sup>   |       | 2 <sup>00</sup>    |       | 3 <sup>50</sup>      |       | 11 <sup>00</sup>               |       | 6 <sup>50</sup>       |       | 6 <sup>00</sup>      |       | 5 <sup>00</sup>              |       |           |       |           |       |
| 14    |   |           |               |                    |                   |       |                      |       |                   |       |                    |       |                      |       |                                |       |                       |       |                      |       |                              |       |           |       |           |       |
| 15    |   |           |               |                    |                   |       |                      |       |                   |       |                    |       |                      |       |                                |       |                       |       |                      |       |                              |       |           |       |           |       |
| 16    |   |           |               |                    |                   |       |                      |       |                   |       |                    |       |                      |       |                                |       |                       |       |                      |       |                              |       |           |       |           |       |
| 17    |   |           |               |                    |                   |       |                      |       |                   |       |                    |       |                      |       |                                |       |                       |       |                      |       |                              |       |           |       |           |       |
| 18    |   |           |               |                    |                   |       |                      |       |                   |       |                    |       |                      |       |                                |       |                       |       |                      |       |                              |       |           |       |           |       |
| 19    |   |           |               |                    |                   |       |                      |       |                   |       |                    |       |                      |       |                                |       |                       |       |                      |       |                              |       |           |       |           |       |
| 20    |   |           |               |                    |                   |       |                      |       |                   |       |                    |       |                      |       |                                |       |                       |       |                      |       |                              |       |           |       |           |       |
| 21    |   |           |               |                    |                   |       |                      |       |                   |       |                    |       |                      |       |                                |       |                       |       |                      |       |                              |       |           |       |           |       |
| 22    |   |           |               |                    |                   |       |                      |       |                   |       |                    |       |                      |       |                                |       |                       |       |                      |       |                              |       |           |       |           |       |
| 23    |   |           |               |                    |                   |       |                      |       |                   |       |                    |       |                      |       |                                |       |                       |       |                      |       |                              |       |           |       |           |       |
| 24    |   |           |               |                    |                   |       |                      |       |                   |       |                    |       |                      |       |                                |       |                       |       |                      |       |                              |       |           |       |           |       |
| 25    |   |           |               |                    |                   |       |                      |       |                   |       |                    |       |                      |       |                                |       |                       |       |                      |       |                              |       |           |       |           |       |
| 26    |   |           |               |                    |                   |       |                      |       |                   |       |                    |       |                      |       |                                |       |                       |       |                      |       |                              |       |           |       |           |       |
| 27    |   |           |               |                    |                   |       |                      |       |                   |       |                    |       |                      |       |                                |       |                       |       |                      |       |                              |       |           |       |           |       |
| 28    |   |           |               |                    |                   |       |                      |       |                   |       |                    |       |                      |       |                                |       |                       |       |                      |       |                              |       |           |       |           |       |
| Total |   |           |               | 6795 <sup>00</sup> |                   | 10073 |                      | 17793 |                   | 10783 |                    | 10376 |                      | 13647 |                                | 14434 |                       | 11205 |                      | 14594 |                              | 7027  |           |       |           |       |

## NORTHERN PACIFIC RAILWAY COMPANY

AP  
362-418

You are hereby requested to submit a proposal in accordance with the terms of contract form and specification hereto attached for the reconstruction of Bridge 15 near Eleanor on the Company's Seattle Branch out of Davenport, Washington.

Work to be started immediately after award of contract and be completed ~~on or before~~ as soon as possible

In submitting your bid, return with this proposal the contract form intact after filling in the unit prices left blank for that purpose in the section "Prices for Work", and also show in the blank space left for that purpose in paragraph two of the section "Freight Transportation", the approximate weight of the tools, outfit and equipment you propose to use in connection with the work and for which you desire free freight transportation.

If shipment is to be made from more than one point on the lines of the Company the weight originating at each point shall be specified.

The Company reserves the right to reject any and all bids.

All proposals to be sealed, marked Bridge 15, Eleanor, Washington

and addressed to C. E. Ekberg, Bridge Engineer, N. P. Ry., St. Paul 1, Minn.

Bids will be received until Noon Nov. 20, 1948

NORTHERN PACIFIC RAILWAY COMPANY

By

PROPOSAL

The undersigned hereby proposes to undertake the above described work, and, if this proposal is accepted, agrees to enter into a contract with the Northern Pacific Railway Company, in the form hereto attached and made a part hereof, and at the unit prices inserted in said form of contract by the undersigned, and returned herewith.

Official Name of Individual ☐, Partnership ☐,  
or Corporation ☒. (Check appropriate square)

COLONIAL CONSTRUCTION CO

If a Corporation, State of Incorporation

Washington

If Partnership, give Name and  
Address of Partners and State  
under the laws of which the  
Partnership was formed.

By

H. C. Grendahl, Vice President

Official Position

Address P.O. Box 1452, Spokane 6, Wash.

Date November 16, 1948

The prices to be paid by the Company for the work are as follows:

|   |             |
|---|-------------|
| 1. Excavation, per cubic yard.....  | \$ 4.00     |
| 2. Removal of old bridge and bulkheads and ties, lump sum.....  | \$ 500.00   |
| 3. Driving creosoted piles, cutting them off at grade, and protecting them, per pile driven.....<br>(The Company will furnish piles and protection material)  | \$ 40.00    |
| 4. Framing and erecting bridge timber and fastenings, including field treatment of creosoted timber, not including ties, per MFBM.....<br>(The Company will furnish timber, fastenings and treating material) | \$ 100.00   |
| 5. Placing bridge ties and fastenings, per MFBM.....<br>(The Company will furnish ties and fastenings)  | \$ 100.00   |
| 6. Placing galvanized sheet iron, lump sum.....<br>(The Company will furnish galvanized iron and fastenings)  | \$ 100.00   |
| 7. Handling and placing 2 - 30 foot I-beam spans, total weight about 54,200 pounds, including altering bed plates, lump sum...<br>(The Company will furnish I-beam spans)                                     | \$ 1,000.00 |
| 8. Painting steel spans, including spot painting and one complete finish coat of paint and bridge cement, lump sum.....<br>(The Company will furnish paint and bridge cement)                                 | \$ 125.00   |
| 9. Removing track rail and fastenings, per track foot.....  | \$ .60      |
| 10. Laying track complete with rail and fastenings, per track foot...<br>(The Company will furnish rail and fastenings)   | \$ .60      |
| 11. Overhaul of material hauled outside of 2500' free haul limit, per net ton mile.....   | \$ .30      |
| 12. Rental of locomotive cranes when used on extra work, per hour...  | \$ 15.00    |
| 13. Rental of compressor when used on extra work, per hour.....   | \$ 5.00     |

The prices for Items 1 to 10 include all labor, material and equipment which are necessary for the completion of the work, except the material which the Company will furnish, as stated under the several items. The prices also include unloading, hauling within a distance of 2500 feet from either end of the bridge, and storing and handling material, and loading usable removed material on cars.

Work train, pilot and flagging service which, in the opinion of the Engineer is necessary, will be furnished by the Company free of charge.

## NORTHERN PACIFIC RAILWAY COMPANY

You are hereby requested to submit a proposal in accordance with the terms of contract form and specification hereto attached for the reconstruction of Bridge 15 near Eleanor on the Company's Seattle Branch out of Davenport, Washington.

Work to be started immediately after award of contract and be completed on or before as soon as possible.

In submitting your bid, return with this proposal the contract form intact after filling in the unit prices left blank for that purpose in the section "Prices for Work", and also show in the blank space left for that purpose in paragraph two of the section "Freight Transportation", the approximate weight of the tools, outfit and equipment you propose to use in connection with the work and for which you desire free freight transportation.

If shipment is to be made from more than one point on the lines of the Company the weight originating at each point shall be specified.

The Company reserves the right to reject any and all bids.

All proposals to be sealed, marked Bridge 15, Eleanor, Washington

and addressed to C. E. Ekberg, Bridge Engineer, N. P. Ry., St. Paul 1, Minn.

Bids will be received until Noon ~~November 10, 1948~~ NOV 20 1948

NORTHERN PACIFIC RAILWAY COMPANY

By

## PROPOSAL

The undersigned hereby proposes to undertake the above described work, and, if this proposal is accepted, agrees to enter into a contract with the Northern Pacific Railway Company, in the form hereto attached and made a part hereof, and at the unit prices inserted in said form of contract by the undersigned, and returned herewith.

Official Name of Individual ☐, Partnership ☒,  
or Corporation ☐. (Check appropriate square)

Mac Rae Bros

If a Corporation, State of Incorporation

If Partnership, give Name and  
Address of Partners and State  
under the laws of which the  
Partnership was formed.

By

Official Position

Address

Date

E. J. White  
Co - Partner  
2733-4th Ave So  
Seattle, Wn  
11-22-48

The prices to be paid by the Company for the work are as follows:

1. Excavation, per cubic yard.....\$ 4.00
2. Removal of old bridge and bulkheads and ties, lump sum.....\$ 1250.00
3. Driving creosoted piles, cutting them off at grade, and protecting them, per pile driven.....\$ 60.00  
(The Company will furnish piles and protection material)
4. Framing and erecting bridge timber and fastenings, including field treatment of creosoted timber, not including ties, per MFPM.....\$ 130.00  
(The Company will furnish timber, fastenings and treating material)
5. Placing bridge ties and fastenings, per MFPM.....\$ 100.00  
(The Company will furnish ties and fastenings)
6. Placing galvanized sheet iron, lump sum.....\$ 180.00  
(The Company will furnish galvanized iron and fastenings)
7. Handling and placing 2 - 30 foot I-beam spans, total weight about 54,200 pounds, including altering bed plates, lump sum...\$ 950.00  
(The Company will furnish I-beam spans)
8. Painting steel spans, including spot painting and one complete finish coat of paint and bridge cement, lump sum.....\$ 525.00  
(The Company will furnish paint and bridge cement)
9. Removing track rail and fastenings, per track foot.....\$ 1.00
10. Laying track complete with rail and fastenings, per track foot.\$ 2.50  
(The Company will furnish rail and fastenings)
11. Overhaul of material hauled outside of 2500' free haul limit, per net ton mile.....\$ .25
12. Rental of locomotive crane when used on extra work, per hour...\$ \_\_\_\_\_
13. Rental of compressor when used on extra work, per hour.....\$ \_\_\_\_\_

The prices for Items 1 to 10 include all labor, material and equipment which are necessary for the completion of the work, except the material which the Company will furnish, as stated under the several items. The prices also include unloading, hauling within a distance of 2500 feet from either end of the bridge, and storing and handling material, and loading usable removed material on cars.

Work train, pilot and flagging service which, in the opinion of the Engineer is necessary, will be furnished by the Company free of charge.

## NORTHERN PACIFIC RAILWAY COMPANY

You are hereby requested to submit a proposal in accordance with the terms of contract form and specification hereto attached for the reconstruction of Bridge 15 near Eleanor on the Company's Seattle Branch out of Davenport, Washington.

Work to be started immediately after award of contract and be completed on or before ~~as soon~~ as possible.

In submitting your bid, return with this proposal the contract form intact after filling in the unit prices left blank for that purpose in the section "Prices for Work", and also show in the blank space left for that purpose in paragraph two of the section "Freight Transportation", the approximate weight of the tools, outfit and equipment you propose to use in connection with the work and for which you desire free freight transportation.

If shipment is to be made from more than one point on the lines of the Company the weight originating at each point shall be specified.

The Company reserves the right to reject any and all bids.

All proposals to be sealed, marked Bridge 15, Eleanor, Washington

and addressed to C. E. Ekberg, Bridge Engineer, N. P. Ry., St. Paul 1, Minn.

Bids will be received until Noon ~~November 10, 1948~~ NOV 20 1948

NORTHERN PACIFIC RAILWAY COMPANY

By

## PROPOSAL

The undersigned hereby proposes to undertake the above described work, and, if this proposal is accepted, agrees to enter into a contract with the Northern Pacific Railway Company, in the form hereto attached and made a part hereof, and at the unit prices inserted in said form of contract by the undersigned, and returned herewith.

Official Name of Individual ☐, Partnership ☐,  
or Corporation ☒ (Check appropriate square) Marion-Knudsen Company, Inc.

If a Corporation, State of Incorporation Delaware

If Partnership, give Name and  
Address of Partners and State  
under the laws of which the  
Partnership was formed.

By R. M. Morton

Official Position District Engr.

Address 603 Hoge Bldg.

Date Seattle A, Wn

The prices to be paid by the Company for the work are as follows:

1. Excavation, per cubic yard.....\$ 2<sup>50</sup>
2. Removal of old bridge and bulkheads and ties, lump sum.....\$ 900<sup>00</sup>
3. Driving creosoted piles, cutting them off at grade, and protecting them, per pile driven.....\$ 75<sup>00</sup>  
(The Company will furnish piles and protection material)
4. Framing and erecting bridge timber and fastenings, including field treatment of creosoted timber, not including ties, per MFBM.....\$ 120<sup>00</sup>  
(The Company will furnish timber, fastenings and treating material)
5. Placing bridge ties and fastenings, per MFBM.....\$ 120<sup>00</sup>  
(The Company will furnish ties and fastenings)
6. Placing galvanized sheet iron, lump sum.....\$ 50<sup>00</sup>  
(The Company will furnish galvanized iron and fastenings)
7. Handling and placing 2 - 30 foot I-beam spans, total weight about 54,200 pounds, including altering bed plates, lump sum...\$ 1,000<sup>00</sup>  
(The Company will furnish I-beam spans)
8. Painting steel spans, including spot painting and one complete finish coat of paint and bridge cement, lump sum.....\$ 550<sup>00</sup>  
(The Company will furnish paint and bridge cement)
9. Removing track rail and fastenings, per track foot.....\$ 1<sup>50</sup>
10. Laying track complete with rail and fastenings, per track foot.\$ 2<sup>50</sup>  
(The Company will furnish rail and fastenings)
11. Overhaul of material hauled outside of 2500 free haul limit, per net ton mile.....\$ 0<sup>20</sup>
12. Rental of locomotive crane when used on extra work, per hour...\$ 15<sup>00</sup> Fully Op.
13. Rental of compressor when used on extra work, per hour.....\$ 2<sup>00</sup> Bare

The prices for items 1 to 10 include all labor, material and equipment which are necessary for the completion of the work, except the material which the Company will furnish, as stated under the several items. The prices also include unloading, hauling within a distance of 2500 feet from either end of the bridge, and storing and handling material, and loading usable removed material on cars.

Work train, pilot and flagging service which, in the opinion of the Engineer is necessary, will be furnished by the Company free of charge.

## NORTHERN PACIFIC RAILWAY COMPANY

You are hereby requested to submit a proposal in accordance with the terms of contract form and specification hereto attached for the reconstruction of Bridge 15 near Eleanor on the Company's Seattle Branch out of Davenport, Washington.

Work to be started immediately after award of contract and be completed on or before as soon as possible.

In submitting your bid, return with this proposal the contract form intact after filling in the unit prices left blank for that purpose in the section "Prices for Work", and also show in the blank space left for that purpose in paragraph two of the section "Freight Transportation", the approximate weight of the tools, outfit and equipment you propose to use in connection with the work and for which you desire free freight transportation.

If shipment is to be made from more than one point on the lines of the Company the weight originating at each point shall be specified.

The Company reserves the right to reject any and all bids.

All proposals to be sealed, marked Bridge 15, Eleanor, Washington

and addressed to C. E. Ekberg, Bridge Engineer, N. P. Ry., St. Paul 1, Minn.

Bids will be received until Noon ~~November 10, 1948~~ NOV 20 1948

NORTHERN PACIFIC RAILWAY COMPANY

By

## PROPOSAL

The undersigned hereby proposes to undertake the above described work, and, if this proposal is accepted, agrees to enter into a contract with the Northern Pacific Railway Company, in the form hereto attached and made a part hereof, and at the unit prices inserted in said form of contract by the undersigned, and returned herewith.

Official Name of Individual ☐, Partnership ☐,  
or Corporation ☒. (Check appropriate square)

JAMES CONSTRUCTION COMPANY

MINNESOTA

If a Corporation, State of Incorporation

If Partnership, give Name and  
Address of Partners and State  
under the laws of which the  
Partnership was formed.

By

*H. C. James*  
H. C. JAMES  
President

Official Position

Address

904 Arctic Building  
Seattle 4, Wash

Date

November 15, 1948

The prices to be paid by the Company for the work are as follows:

|   |            |
|---|------------|
| 1. Excavation, per cubic yard.....  | \$ 3.00    |
| 2. Removal of old bridge and bulkheads and ties, lump sum.....  | \$ 1118.00 |
| 3. Driving creosoted piles, cutting them off at grade, and protecting them, per pile driven.....<br>(The Company will furnish piles and protection material)  | \$ 63.00   |
| 4. Framing and erecting bridge timber and fastenings, including field treatment of creosoted timber, not including ties, per MFBM.....<br>(The Company will furnish timber, fastenings and treating material) | \$ 163.00  |
| 5. Placing bridge ties and fastenings, per MFBM.....<br>(The Company will furnish ties and fastenings)  | \$ 114.00  |
| 6. Placing galvanized sheet iron, lump sum.....<br>(The Company will furnish galvanized iron and fastenings)  | \$ 222.00  |
| 7. Handling and placing 2 - 30 foot I-beam spans, total weight about 54,200 pounds, including altering bed plates, lump sum...<br>(The Company will furnish I-beam spans)                                     | \$ 1616.00 |
| 8. Painting steel spans, including spot painting and one complete finish coat of paint and bridge cement, lump sum.....<br>(The Company will furnish paint and bridge cement)                                 | \$ 212.00  |
| 9. Removing track rail and fastenings, per track foot.....  | \$ 1.00    |
| 10. Laying track complete with rail and fastenings, per track foot...<br>(The Company will furnish rail and fastenings)   | \$ 1.25    |
| 11. Overhaul of material hauled outside of 2500 free haul limit, per net ton mile.....  | \$ 0.25    |
| 12. Rental of locomotive crane when used on extra work, per hour...   | \$ 12.50   |
| 13. Rental of compressor when used on extra work, per hour.....   | \$ 4.00    |

The prices for Items 1 to 10 include all labor, material and equipment which are necessary for the completion of the work, except the material which the Company will furnish, as stated under the several items. The prices also include unloading, hauling within a distance of 2500 feet from either end of the bridge, and storing and handling material, and loading usable removed material on cars.

Work train, pilot and flagging service which, in the opinion of the Engineer is necessary, will be furnished by the Company free of charge.

## NORTHERN PACIFIC RAILWAY COMPANY

You are hereby requested to submit a proposal in accordance with the terms of contract form and specification hereto attached for the reconstruction of Bridge 15 near Eleanor on the Company's Seattle Branch out of Davenport, Washington.

Work to be started immediately after award of contract and be completed on or before as soon as possible.

In submitting your bid, return with this proposal the contract form intact after filling in the unit prices left blank for that purpose in the section "Prices for Work", and also show in the blank space left for that purpose in paragraph two of the section "Freight Transportation", the approximate weight of the tools, outfit and equipment you propose to use in connection with the work and for which you desire free freight transportation.

If shipment is to be made from more than one point on the lines of the Company the weight originating at each point shall be specified.

The Company reserves the right to reject any and all bids.

All proposals to be sealed, marked Bridge 15, Eleanor, Washington

and addressed to O. E. Elberg, Bridge Engineer, N. P. Ry., St. Paul 1, Minn.

Bids will be received until Noon ~~November 10, 1948~~ NOV 20 1948

NORTHERN PACIFIC RAILWAY COMPANY

By

## PROPOSAL

The undersigned hereby proposes to undertake the above described work, and, if this proposal is accepted, agrees to enter into a contract with the Northern Pacific Railway Company, in the form hereto attached and made a part hereof, and at the unit prices inserted in said form of contract by the undersigned, and returned herewith.

Official Name of Individual ☐, Partnership ☐,  
or Corporation ☒. (Check appropriate square) CLIFTON & APPELEGATE

If a Corporation, State of Incorporation MONTANA

If Partnership, give Name and Address of Partners and State under the laws of which the Partnership was formed. By Ralph E. Clapp  
Official Position Supt.

Address P.O. Box 1473 Spokane Wn.

Date Nov-17-'48

The prices to be paid by the Company for the work are as follows:

1. Excavation, per cubic yard.....\$ 2<sup>50</sup>
2. Removal of old bridge and bulkheads and ties, lump sum.....\$ 2889<sup>00</sup>
3. Driving creosoted piles, cutting them off at grade, and protecting them, per pile driven.....\$ 60<sup>25</sup>  
(The Company will furnish piles and protection material)
4. Framing and erecting bridge timber and fastenings, including field treatment of creosoted timber, not including ties, per MFBM.....\$ 197<sup>60</sup>  
(The Company will furnish timber, fastenings and treating material)
5. Placing bridge ties and fastenings, per MFBM.....\$ 124<sup>75</sup>  
(The Company will furnish ties and fastenings)
6. Placing galvanized sheet iron, lump sum.....\$ 153<sup>00</sup>  
(The Company will furnish galvanized iron and fastenings)
7. Handling and placing 2 - 30 foot I-beam spans, total weight about 54,200 pounds, including altering bed plates, lump sum...\$ 1991<sup>00</sup>  
(The Company will furnish I-beam spans)
8. Painting steel spans, including spot painting and one complete finish coat of paint and bridge cement, lump sum.....\$ 393<sup>00</sup>  
(The Company will furnish paint and bridge cement)
9. Removing track rail and fastenings, per track foot.....\$ 1<sup>40</sup>
10. Laying track complete with rail and fastenings, per track foot...\$ 2<sup>65</sup>  
(The Company will furnish rail and fastenings)
11. Overhaul of material hauled outside of 2500' free haul limit, per net ton mile.....\$ 3<sup>00</sup>
12. Rental of locomotive crane when used on extra work, per hour...\$ 8<sup>00</sup>
13. Rental of compressor when used on extra work, per hour.....\$ 3<sup>50</sup>

The prices for Items 1 to 10 include all labor, material and equipment which are necessary for the completion of the work, except the material which the Company will furnish, as stated under the several items. The prices also include unloading, hauling within a distance of 2500 feet from either end of the bridge, and storing and handling material, and loading usable removed material on cars.

Work train, pilot and flagging service which, in the opinion of the Engineer is necessary, will be furnished by the Company free of charge.

## NORTHERN PACIFIC RAILWAY COMPANY

You are hereby requested to submit a proposal in accordance with the terms of contract form and specification hereto attached for the reconstruction of Bridge 15 near Eleanor on the Company's Seattle Branch out of Davenport, Washington.

Work to be started immediately after award of contract and be completed on or before as soon as possible.

In submitting your bid, return with this proposal the contract form intact after filling in the unit prices left blank for that purpose in the section "Prices for Work", and also show in the blank space left for that purpose in paragraph two of the section "Freight Transportation", the approximate weight of the tools, outfit and equipment you propose to use in connection with the work and for which you desire free freight transportation.

If shipment is to be made from more than one point on the lines of the Company the weight originating at each point shall be specified.

The Company reserves the right to reject any and all bids.

All proposals to be sealed, marked *Eleanor, Washington*

and addressed to C. E. Ekberg, Bridge Engineer, N. P. Ry., St. Paul 1, Minn.

Bids will be received until Noon ~~November 10, 1948~~ NOV 20 1948

NORTHERN PACIFIC RAILWAY COMPANY

By

## PROPOSAL

The undersigned hereby proposes to undertake the above described work, and, if this proposal is accepted, agrees to enter into a contract with the Northern Pacific Railway Company, in the form hereto attached and made a part hereof, and at the unit prices inserted in said form of contract by the undersigned, and returned herewith.

Official Name of Individual ☐, Partnership ☒, or Corporation ☐. (Check appropriate square) *Hansen & Parr Const. Co*

If a Corporation, State of Incorporation.....

If Partnership, give Name and Address of Partners and State under the laws of which the Partnership was formed.

By *John Hansen*

Official Position *Partner*

Address *1103 N Calispel ST*

Date *Nov. 19 1948*

The prices to be paid by the Company for the work are as follows:

1. Excavation, per cubic yard.....\$ 5.00
2. Removal of old bridge and bulkheads and ties, lump sum.....\$ 2000.00
3. Driving creosoted piles, cutting them off at grade, and protecting them, per pile driven.....\$ 60.00  
(The Company will furnish piles and protection material)
4. Framing and erecting bridge timber and fastenings, including field treatment of creosoted timber, not including ties, per MFBM.....\$ 125.00  
(The Company will furnish timber, fastenings and treating material)
5. Placing bridge ties and fastenings, per MFBM.....\$ 60.00  
(The Company will furnish ties and fastenings)
6. Placing galvanized sheet iron, lump sum.....\$ 160.00  
(The Company will furnish galvanized iron and fastenings)
7. Handling and placing 2 - 30 foot I-beam spans, total weight about 54,200 pounds, including altering bed plates, lump sum...\$ 5500.00  
(The Company will furnish I-beam spans)
8. Painting steel spans, including spot painting and one complete finish coat of paint and bridge cement, lump sum.....\$ 200.00  
(The Company will furnish paint and bridge cement)
9. Removing track rail and fastenings, per track foot.....\$ 0.45
10. Laying track complete with rail and fastenings, per track foot...\$ 0.60  
(The Company will furnish rail and fastenings)
11. Overhaul of material hauled outside of 2500 free haul limit, per net ton mile.....\$ 0.25
12. Rental of locomotive crane when used on extra work, per hour...\$ \_\_\_\_\_
13. Rental of compressor when used on extra work, per hour.....\$ 11.00

The prices for Items 1 to 10 include all labor, material and equipment which are necessary for the completion of the work, except the material which the Company will furnish, as stated under the several items. The prices also include unloading, hauling within a distance of 2500 feet from either end of the bridge, and storing and handling material, and loading usable removed material on cars.

Work train, pilot and flagging service which, in the opinion of the Engineer is necessary, will be furnished by the Company free of charge.

## NORTHERN PACIFIC RAILWAY COMPANY

You are hereby requested to submit a proposal in accordance with the terms of contract form and specification hereto attached for the reconstruction of Bridge 15 near Eleanor on the Company's Seattle Branch out of Bavenport, Washington.

Work to be started immediately after award of contract and be completed on or before as soon as possible.

In submitting your bid, return with this proposal the contract form intact after filling in the unit prices left blank for that purpose in the section "Prices for Work", and also show in the blank space left for that purpose in paragraph two of the section "Freight Transportation", the approximate weight of the tools, outfit and equipment you propose to use in connection with the work and for which you desire free freight transportation.

If shipment is to be made from more than one point on the lines of the Company the weight originating at each point shall be specified.

The Company reserves the right to reject any and all bids.

All proposals to be sealed, marked Bridge 15, Eleanor, Washington

and addressed to C. E. Ekberg, Bridge Engineer, N. P. Ry., St. Paul 1, Minn.

Bids will be received until Noon ~~November 10, 1948~~ NOV 20 1948

NORTHERN PACIFIC RAILWAY COMPANY

By

## PROPOSAL

The undersigned hereby proposes to undertake the above described work, and, if this proposal is accepted, agrees to enter into a contract with the Northern Pacific Railway Company, in the form hereto attached and made a part hereof, and at the unit prices inserted in said form of contract by the undersigned, and returned herewith.

Official Name of Individual ☐, Partnership ☒, or Corporation ☐. (Check appropriate square) Roy L. Bair & Co.

If a Corporation, State of Incorporation. ....

If Partnership, give Name and Address of Partners and State under the laws of which the Partnership was formed. By Roy L. Bair  
Official Position Partner

Address 1220 W. Tide Ave.

Roy L. Bair  
W. W. Singer  
Lester N. Johnson

Date Spokane, Wash 11-18-48

The prices to be paid by the Company for the work are as follows:

1. Excavation, per cubic yard.....\$ 3.50
2. Removal of old bridge and bulkheads and ties, lump sum.....\$ 2300.00
3. Driving creosoted piles, cutting them off at grade, and protecting them, per pile driven.....\$ 70.00  
(The Company will furnish piles and protection material)
4. Framing and erecting bridge timber and fastenings, including field treatment of creosoted timber, not including ties, per MFBM.....\$ 188.00  
(The Company will furnish timber, fastenings and treating material)
5. Placing bridge ties and fastenings, per MFBM.....\$ 188.00  
(The Company will furnish ties and fastenings)
6. Placing galvanized sheet iron, lump sum.....\$ 300.00  
(The Company will furnish galvanized iron and fastenings)
7. Handling and placing 2 - 30 foot I-beam spans, total weight about 54,200 pounds, including altering bed plates, lump sum...\$ 2200.00  
(The Company will furnish I-beam spans)
8. Painting steel spans, including spot painting and one complete finish coat of paint and bridge cement, lump sum.....\$ 350.00  
(The Company will furnish paint and bridge cement)
9. Removing track rail and fastenings, per track foot.....\$ 2.00
10. Laying track complete with rail and fastenings, per track foot...\$ 3.00  
(The Company will furnish rail and fastenings)
11. Overhaul of material hauled outside of 2500 free haul limit, per net ton mile.....\$ .15
12. Rental of locomotive crane when used on extra work, per hour...\$ 12.50
13. Rental of compressor when used on extra work, per hour.....\$ 6.00

The prices for Items 1 to 10 include all labor, material and equipment which are necessary for the completion of the work, except the material which the Company will furnish, as stated under the several items. The prices also include unloading, hauling within a distance of 2500 feet from either end of the bridge, and storing and handling material, and loading usable removed material on cars.

Work train, pilot and flagging service which, in the opinion of the Engineer is necessary, will be furnished by the Company free of charge.

## NORTHERN PACIFIC RAILWAY COMPANY

You are hereby requested to submit a proposal in accordance with the terms of contract form and specification hereto attached for the reconstruction of Bridge 15 near Eleanor on the Company's Seattle Branch out of Davenport, Washington.

Work to be started immediately after award of contract and be completed on or before ~~AS SOON~~ as possible.

In submitting your bid, return with this proposal the contract form intact after filling in the unit prices left blank for that purpose in the section "Prices for Work", and also show in the blank space left for that purpose in paragraph two of the section "Freight Transportation", the approximate weight of the tools, outfit and equipment you propose to use in connection with the work and for which you desire free freight transportation.

If shipment is to be made from more than one point on the lines of the Company the weight originating at each point shall be specified.

The Company reserves the right to reject any and all bids.

All proposals to be sealed, marked Bridge 15, Eleanor, Washington

and addressed to C. E. Ekberg, Bridge Engineer, N. P. Ry., St. Paul 1, Minn.

Bids will be received until Noon ~~November 10, 1948~~ NOV 20 1948

NORTHERN PACIFIC RAILWAY COMPANY

By

## PROPOSAL

The undersigned hereby proposes to undertake the above described work, and, if this proposal is accepted, agrees to enter into a contract with the Northern Pacific Railway Company, in the form hereto attached and made a part hereof, and at the unit prices inserted in said form of contract by the undersigned, and returned herewith.

Official Name of Individual ☒, Partnership ☐,  
or Corporation ☐. (Check appropriate square).....

RUMSEY & CO.

If a Corporation, State of Incorporation.....

If Partnership, give Name and  
Address of Partners and State  
under the laws of which the  
Partnership was formed.

By

Official Position

Address

Date

*J. C. Rumsey*  
Owner

3821 Airport Way, Seattle Wash

November 18, 1948

The prices to be paid by the Company for the work are as follows:

1. Excavation, per cubic yard.....\$ 1.25
2. Removal of old bridge and bulkheads and ties, lump sum.....\$ 4,500.00
3. Driving creosoted piles, cutting them off at grade, and protecting them, per pile driven.....\$ 55.00  
(The Company will furnish piles and protection material)
4. Framing and erecting bridge timber and fastenings, including field treatment of creosoted timber, not including ties, per MFBM.....\$ 150.00  
(The Company will furnish timber, fastenings and treating material)
5. Placing bridge ties and fastenings, per MFBM.....\$ 150.00  
(The Company will furnish ties and fastenings)
6. Placing galvanized sheet iron, lump sum.....\$ 100.00  
(The Company will furnish galvanized iron and fastenings)
7. Handling and placing 2 - 30 foot I-beam spans, total weight about 54,200 pounds, including altering bed plates, lump sum...\$ 5,400.00  
(The Company will furnish I-beam spans)
8. Painting steel spans, including spot painting and one complete finish coat of paint and bridge cement, lump sum.....\$ 400.00  
(The Company will furnish paint and bridge cement)
9. Removing track rail and fastenings, per track foot.....\$ 2.00
10. Laying track complete with rail and fastenings, per track foot.\$ 3.00  
(The Company will furnish rail and fastenings)
11. Overhaul of material hauled outside of 2500' free haul limit, per net ton mile.....\$ 0.15
12. Rental of locomotive cranes when used on extra work, per hour...\$ 14.00
13. Rental of compressor when used on extra work, per hour.....\$ 6.00

The prices for Items 1 to 10 include all labor, material and equipment which are necessary for the completion of the work, except the material which the Company will furnish, as stated under the several items. The prices also include unloading, hauling within a distance of 2500 feet from either end of the bridge, and storing and handling material, and loading usable removed material on cars.

Work train, pilot and flagging service which, in the opinion of the Engineer is necessary, will be furnished by the Company free of charge.

## NORTHERN PACIFIC RAILWAY COMPANY

You are hereby requested to submit a proposal in accordance with the terms of contract form and specification hereto attached for the reconstruction of Bridge 15 near Eleanor on the Company's Seattle Branch out of Davenport, Washington.

Work to be started immediately after award of contract and be completed on or before as soon as possible.

In submitting your bid, return with this proposal the contract form intact after filling in the unit prices left blank for that purpose in the section "Prices for Work", and also show in the blank space left for that purpose in paragraph two of the section "Freight Transportation", the approximate weight of the tools, outfit and equipment you propose to use in connection with the work and for which you desire free freight transportation.

If shipment is to be made from more than one point on the lines of the Company the weight originating at each point shall be specified.

The Company reserves the right to reject any and all bids.

All proposals to be sealed, marked Bridge 15, Eleanor, Washington

and addressed to C. E. Ekberg, Bridge Engineer, N. P. Ry., St. Paul 1, Minn.

Bids will be received until Noon ~~November 10, 1948~~ NOV 20 1948

NORTHERN PACIFIC RAILWAY COMPANY

By

## PROPOSAL

The undersigned hereby proposes to undertake the above described work, and, if this proposal is accepted, agrees to enter into a contract with the Northern Pacific Railway Company, in the form hereto attached and made a part hereof, and at the unit prices inserted in said form of contract by the undersigned, and returned herewith.

Official Name of Individual ☐, Partnership ☒,  
or Corporation ☐. (Check appropriate square)

Sather & Sons

If a Corporation, State of Incorporation

If Partnership, give Name and  
Address of Partners and State  
under the laws of which the  
Partnership was formed.

By

Maxwell Sather

partner

Official Position

Address

Yardley, Wash

Date

Nov 19, 1948

Andrew Sather

Seattle

Arthur Sather Spokesmen

Maxwell Sather " "

partnership formed in State of Wash.

The prices to be paid by the Company for the work are as follows:

1. Excavation, per cubic yard.....\$ 3<sup>00</sup>
2. Removal of old bridge and bulkheads and ties, lump sum.....\$ 500<sup>00</sup>
3. Driving creosoted piles, cutting them off at grade, and protecting them, per pile driven.....\$ 60<sup>00</sup>  
(The Company will furnish piles and protection material)
4. Framing and erecting bridge timber and fastenings, including field treatment of creosoted timber, not including ties, per MFBM.....\$ 150<sup>00</sup>  
(The Company will furnish timber, fastenings and treating material)
5. Placing bridge ties and fastenings, per MFBM.....\$ 150<sup>00</sup>  
(The Company will furnish ties and fastenings)
6. Placing galvanized sheet iron, lump sum.....\$ 300<sup>00</sup>  
(The Company will furnish galvanized iron and fastenings)
7. Handling and placing 2 - 30 foot I-beam spans, total weight about 54,200 pounds, including altering bed plates, lump sum...\$ 1700<sup>00</sup>  
(The Company will furnish I-beam spans)
8. Painting steel spans, including spot painting and one complete finish coat of paint and bridge cement, lump sum.....\$ 500<sup>00</sup>  
(The Company will furnish paint and bridge cement)
9. Removing track rail and fastenings, per track foot.....\$ 2<sup>00</sup>
10. Laying track complete with rail and fastenings, per track foot...\$ 5<sup>00</sup>  
(The Company will furnish rail and fastenings)
11. Overhaul of material hauled outside of 2500 free haul limit, per net ton mile.....\$ 0.50
12. ✓ Rental of ~~locomotive~~ <sup>shovel</sup> crane when used on extra work, per hour...\$ 10.50
13. ✓ Rental of compressor when used on extra work, per hour.....\$ 6.50

The prices for Items 1 to 10 include all labor, material and equipment which are necessary for the completion of the work, except the material which the Company will furnish, as stated under the several items. The prices also include unloading, hauling within a distance of 2500 feet from either end of the bridge, and storing and handling material, and loading usable removed material on cars.

Work train, pilot and flagging service which, in the opinion of the Engineer is necessary, will be furnished by the Company free of charge.

1

PAC. RY. CO.  
OFFICE OF  
NOV 23 1948  
ENGINEER  
ST. PAUL, MINN.

Seattle, Wash.  
Nov. 22, 1948

188-8-18

Eleanor - Reconstruction of Bridge 15

Mr. Bernard Blum:

I am attaching hereto copy of Mr. Tremaine's letter of November 19th referring to specifications covering driving of foundation piles, Bridge 15 near Eleanor and with particular reference to weight of hammer that may be used.

In your letter of July 23, 1945, to Mr. Brockway you indicated weight of hammer less than 3500# shall not be used.

I suggest Mr. Ekberg's attention be called to these specifications and you may also wish to revise our standard specifications E-114 as to the specified weight of hammer.

*J. J. Jerning*  
Assistant Chief Engineer

JTD:c

*C. E. Ekberg?*  

---

*HRR 11/26*



Spokane, Washington  
November 19, 1948

Mr. J. T. Derrig:

Reconstruction Bridge #15, Seattle Branch -  
APE 363-48

The specifications provide that this piling may be driven with a 2800# drop hammer. In this connection, may I refer you to Mr. Blum's letter of July 23, 1945 to Mr. Brockway at which time this drop hammer was brought under discussion and it was ruled that this drop hammer should be not less than 3500#. I am attaching hereto copy of Mr. Blum's letter to Mr. Brockway to which reference is made.

HMT:leeb  
Enc.

OFFICE OF  
ASST. CHIEF ENGR.

NOV 20 1948

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

(Signed) H. M. TREMAINE

District Engineer

Saint Paul, November 22, 1948

MR. J. T. DERRIG:

Your letter of the 15th about reconstruction of bridge 15 at ELEANOR on the Seattle Branch:

I agree that with new ties, etc. 56# rail should be replaced; and you should use 90# rail, for the use of 100# would entail off-sets from 100 to 90 and 90 to 56.

It is not clear why the replacement of rail should be handled as an extra item by the contractor. It would not cost any more to put back 90# than to put back 56#, assuming that in any event the 56# would be taken up.

bb/s

JTD  
use <sup>RV</sup> — no extra

Seattle, Wash.  
Nov. 15, 1948

188-8-15

Eleanor - Bridge 15

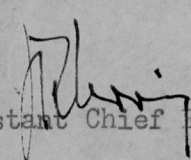
Mr. Bernard Blum:

In connection with plans for rebuilding Bridge 15, Eleanor, AFE 363-48.

Mr. Tremaine raised the question about using heavier rail on the bridge structure. Due to the small amount of traffic on this line, I referred the matter to Mr. Alsip as I did not think we were justified in using heavier rail. Mr. Alsip in reply advised as follows:

"Personally, I think the 56# rail should be replaced with 90# or 100# while we are doing the work on this bridge as traffic, though not so heavy, will be easier and safer on the structure."

Unless you advise otherwise, I will arrange to have the 56# rail on the bridge relaid with 90# rail, handling the work as an extra item with the successful contractor.

  
Assistant Chief Engineer

JTD:c

11399.

1

Saint Paul, October 26, 1948

MR. C. E. EKBERG:

Your letter of the 21st about proposals for construction of bridge 15 near ELEANOR on the Seattle Branch:

The form is satisfactory and I suggest you send Mr. Derrig the necessary number for sending out for bids from contractors in the Seattle and Spokane areas, and you can send a set direct to Fielding & Shepley in Saint Paul.

bb/s

alternate  
by JTD.

St. Paul, Minnesota  
October 21, 1948

Mr. Bernard Blum:

I am attaching form of proposal for the reconstruction of Bridge 15 near Eleanor on the Seattle Branch out of Davenport, Washington for your approval.

If this proposal meets with your approval I will arrange to send plans and specifications to the following contractors:

Clifton and Applegate  
James Construction Company  
Hansen and Parr Company  
Fielding and Shepley Company  
Morrison Knudson Company  
MacRae Brothers

C. E. Eberg

Mr Blum

Enc.  
CEE:1

Mr Eberg suggested possibly forms shd be sent to Mr Dering for transmission to contractors he determines to be interested in this job rather than above list.

Forms are satisfactory for your approval.

HRP/10/23

CH-OF ENGINE  
OCT 25 1948  
TOP 248  
RV

CH-OF ENGINE  
OCT 25 1948  
TOP 248  
RV

St. Paul, Minnesota  
October 16, 1948

Mr. Bernard Blum:

I am attaching pencil tracings of Drawings 93239 and 93240 covering the plans for reconstructing Bridge 15 near Eleanor, Washington on Idaho Division, Seattle Branch.

This work is covered by AFE 363-48, and according to your letter of October 12th proposals and specifications should be prepared for doing the work.

Requisition BD-58, ED-1426, has been prepared for all material used in constructing this bridge.

Upon your approval of these plans we will make up proposal for obtaining bids.

Enc.  
CEE:1

*C. E. Elberg*

*Mr. Elberg*

*O.K.*  
*[Signature]*

*Retain CEE 10-7*

*10/19*

OFFICE OF ENGINEERING  
OCT 18 1948  
DR. PAUL RYAN

Saint Paul, April 19, 1948

MR. J. F. ALSIP:

In the 1948 Form 134 is an item for rebuilding bridge 15 on the SEATTLE BRANCH placing two spans of 30' I-beams on treated timber piers and rebuilding the approach spans with treated material.

In addition to the stream the state highway passes under the bridge and the present side clearance is inadequate. The State asks that we increase the clearance.

On account of the size of the job we prepared special AFE to cover, which is attached, Idaho ED-41, in the amount of \$13340. The Form carries \$21200 but that amount is greatly over-estimated.

I recommend approval of the AFE as I understand from Mr. Derrig that the present structure is not in good condition.

cc-Mr. J. T. Derrig

bb/s

att.



11399

Saint Paul, February 19, 1948

MR. W. H. JAHN:

I am attaching portion of my file on the reconstruction of bridge 13 near BLANCK on the 8th Idaho.

This is really a budget item but is not included in the budget and is contained in form 134 in the sum of \$21200.

I do not know where that figure came from, as early in 1947 Mr. Tremaine furnished a detailed estimate for the reconstruction of this bridge with 30' I-beams amounting to around \$13,000.

Mr. Riberg has made up a plan, drawing 93290, attached, the cost for which he estimates at \$13725 based on treated timber and two 30' I-beam spans, and providing for 25' clear span for the state highway. It will permit removal of the present rubble retaining wall.

Mr. Riberg has the detailed estimate to cover, and wish you would arrange to make up AFB.

cc-Mr. J. F. Alsup  
Mr. J. T. Serrig  
Mr. C. E. Riberg  
Mr. H. H. Tremaine

bb/s

att.

RAK

Covered by A 7 E Idaho Div. Eas 41-48

St. Paul, Minnesota  
February 17, 1948

Mr. H. R. Peterson:

Referring to your notation on Mr. Derrig's letter of February 11 to Mr. Blum regarding the reconstruction of Bridge 15 near Eleanor, Idaho Division, 8th Subdivision.

I am attaching one print of Drawing 93230 which shows the type of construction which Mr. Tremaine considered suitable for this location.

You will note that there is not only an improvement in the highway clearance but that the crossing over the stream also was improved and would permit of the removal of the rubble retaining wall.

*Treated*  
The inside price for doing this work was estimated by the Bridge Department at \$13,725 with an out-of-pocket cost of \$12,850.

Mr. Tremaine's estimate of March 1947 for the above work was \$13,150 and \$11,850 respectively. Mr. Tremaine also furnished estimate for rebuilding the bridge in kind with untreated material which was \$4,835. He also furnished estimate for rebuilding bridge in kind with treated piles, caps and bracing which amounted to \$7,140. The additional cost of the bridge designed according to Plan 93230 compared to Mr. Tremaine's estimate for rebuilding bridge with treated piles is  $(\$12,850 - \$7,140) = \$5,710$ .

If the I-beam span over the creek is eliminated and a 30' I-beam span is used over the State Highway, the additional cost for the bridge compared to Mr. Tremaine's estimate for rebuilding with treated piles is equal to  $(\$11,600 - \$7,140)$  or \$4,460.

If the bridge were rebuilt in kind with untreated piles, the difference in cost would be increased about \$2,300 in each instance.

Letter returned.

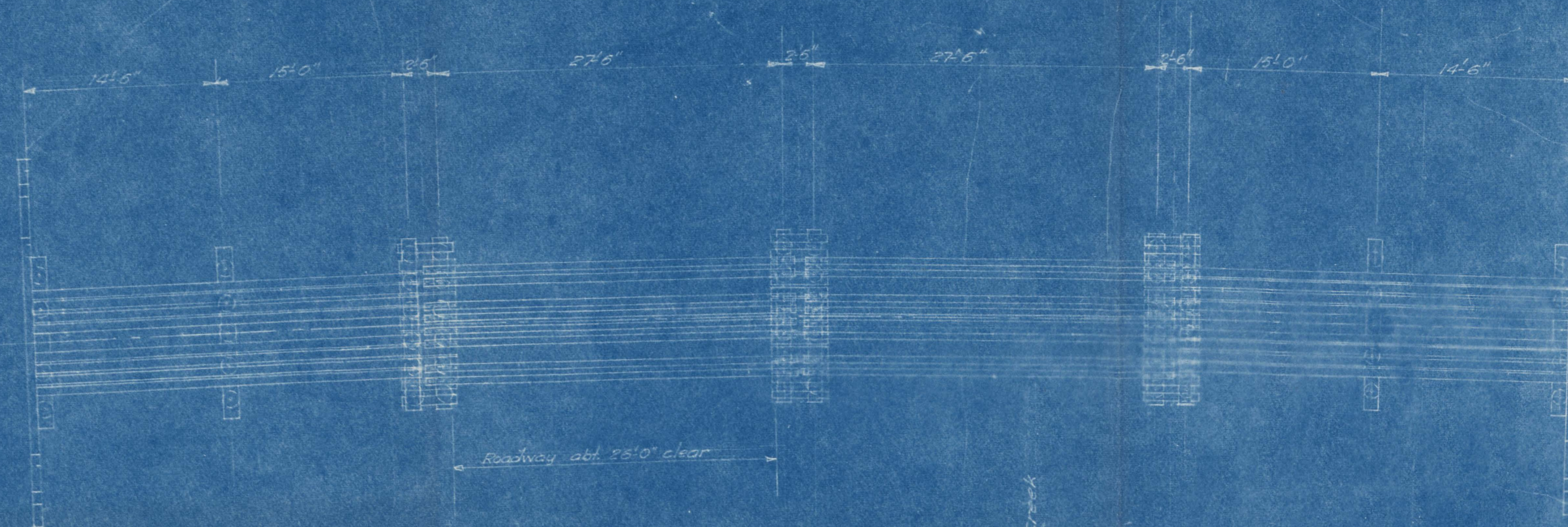
Enc.  
CEE:1

*C. E. Wherry*

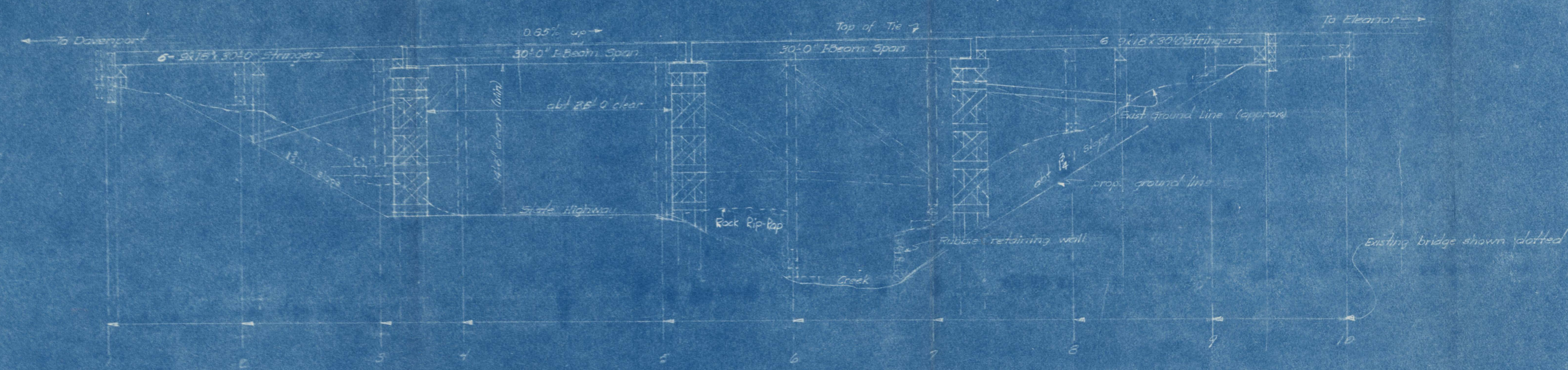
*Mr. Blum*

*Pls see Mr. Derrig's  
letter Feb 11.*

*HAR 2/17*

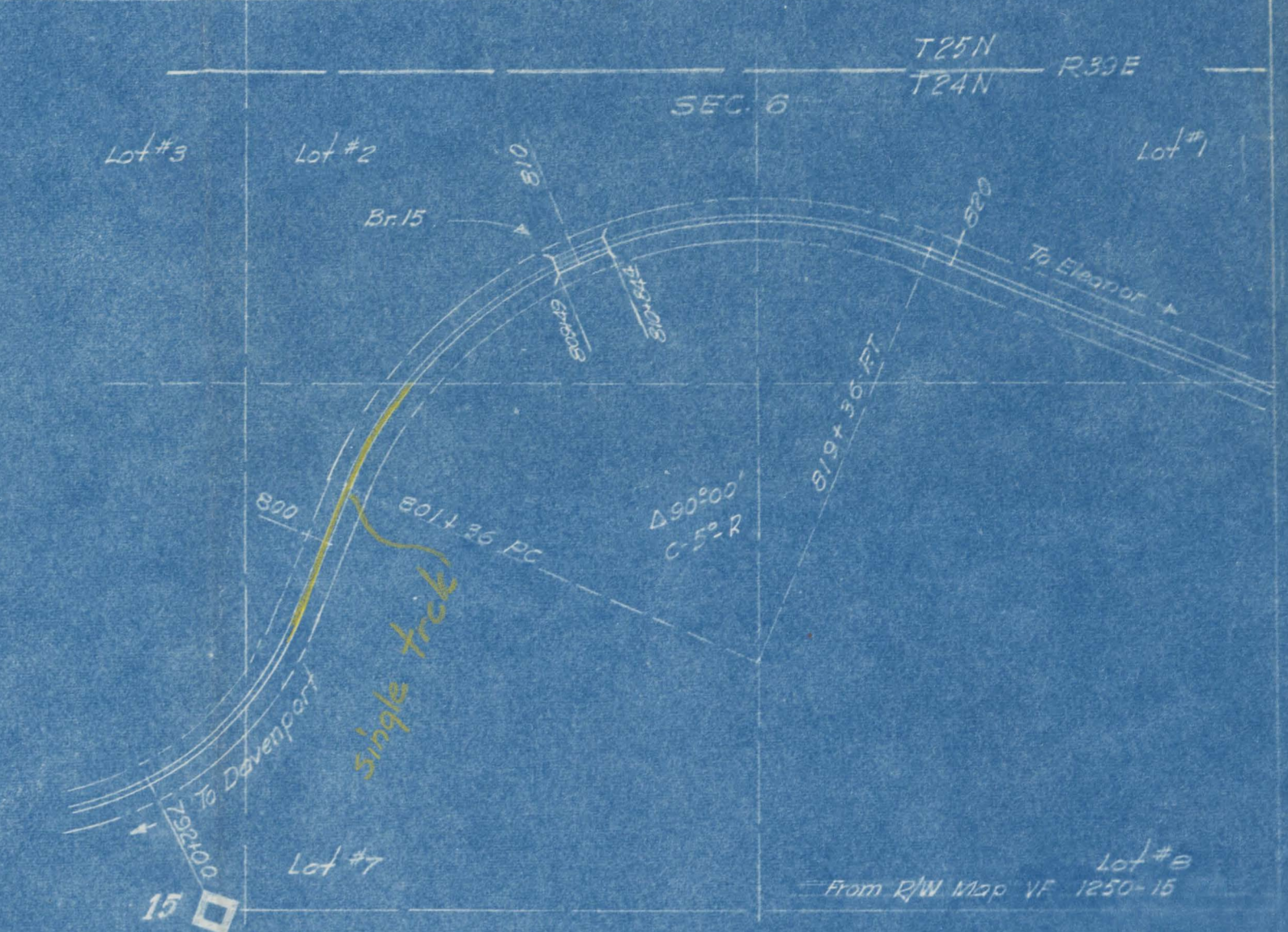


PLAN



ELEVATION  
Scale 1/4" = 1'-0"

Existing Bridge 2 spans RTT.  
Proposed 2-30' beam spans 4 spans RT.



LOCATION SKETCH  
Scale 1/4" = 1'-0"

2-24" beam spans 30' long from BR 124 Idaho Div 2nd Sub.

Ref. Track Profile 44-4

|  |    |                         |              |
|--|----|-------------------------|--------------|
| NORTHERN PACIFIC RAILWAY                                 |    |                         |              |
| IDAHO DIVISION   |    | 6th SUB. SEATTLE BRANCH |              |
| BRIDGE 15  |    |                         |              |
| Near Eleanore, Wash.                                     |    |                         |              |
| PROPOSED RECONSTRUCTION                                  |    |                         |              |
| Prop. #1   |    |                         |              |
| Scale: Noted   |    |                         |              |
| Office of Bridge Engineer St. Paul, Minn. Sept. 17, 1947 |    |                         |              |
| Approved   |    |                         |              |
| Bridge Engineer  |    | Chief Engineer          |              |
| Revision   | of | D. C. Date              | Index 53230  |
|  |    |                         | Sheet 1 of 1 |
|  |    |                         | 1/10         |

Seattle, Wash.  
Feb. 11, 1948

188-8-18

Eleanor - Reconstruction of Bridge 15

Mr. Bernard Blum:

In reference to proposed reconstruction of Bridge 15 near Eleanor.

I have been endeavoring to get a contribution from the State towards the rebuilding of this bridge as a Federal Grade Separation Project. Sometime ago the State advised me that they would have funds immediately available and I replied that under the circumstances we proposed to rebuild the bridge in kind. I am now attaching copy of the State's letter of Feb. 9th reaffirming their position, indicating that they would appreciate any additional horizontal clearance the Railway Co. might provide in handling the reconstruction of this bridge. *not?*

Under date of April 18, 1947, I forwarded Mr. Ekberg sketch and estimate prepared by Mr. Tremaine; also, a set of photographs showing the physical conditions as they exist at the present bridge.

It occurred to me that if we have some surplus 30 ft. I-beams available, and I assume you have such recovered from the New Salem Branch, that they could be used to advantage, at least over the roadway, at this location without increasing the out-of-pocket cost of the reconstruction.

If you are in accord with my views, I will thank you to have Mr. Ekberg revise his plan for the reconstruction of this bridge, providing additional horizontal clearance over the roadway as requested by the State. I am sure the State will appreciate the position we are taking and we would get the benefit of the improvement in some other projects under consideration. If you are in accord with handling the work as above outlined, you may wish to have an RFA prepared for the proposed improvement and, if so, I will thank you to arrange to have Mr. Ekberg furnish revised estimate and plan for that purpose.

JTD:c  
cc JFA  
HMT

*C.E. Ekberg*  
*What is increase in cost?*  
*HRP 2/15*  
Assistant Chief Engineer

cc: [illegible]  
[illegible]

WESTERN UNION, INC. [illegible]

[illegible text block]

[illegible text block]

[illegible text block]

[illegible text block]

[illegible text]

[illegible text]

[illegible text]

[illegible text]

FOR PAC. RY. CO.  
— OFFICE OF —

N  
16  
1948

BRIDGE ENGINEER  
ST. PAUL, MINN.

[illegible text]

STATE OF WASHINGTON  
MON C. WALLGREN, GOVERNOR



DISTRICT OFFICES

NO. 1 SEATTLE  
6TH AVE. S.D. AND SPOKANE ST.  
NO. 2 WENATCHEE  
P. O. BOX 98  
NO. 3 OLYMPIA  
P. O. BOX 327

DISTRICT OFFICES

NO. 4 VANCOUVER  
4200 MAIN ST.  
NO. 5 YAKIMA  
P. O. BOX 52  
NO. 6 SPOKANE 13  
N. 2820 MAYFAIR ST.

DEPARTMENT OF HIGHWAYS

CLARENCE B. SHAIN, DIRECTOR  
TRANSPORTATION BUILDING  
OLYMPIA

February 9, 1948

Mr. J. T. Derrig  
Assistant Chief Engineer  
Northern Pacific Railway Company  
181 King Street  
Seattle 4, Washington

SSh 2-G, Bridge No. 2-G/1  
Northern Pacific Railway  
Undercrossing

Dear Sir:

Reference is made to your letter of January 24, and previous correspondence concerning the reconstruction of your Bridge No. 15 in the vicinity of Eleanor.

We assumed from your letter of October 29, that it was your desire, for reasons of your own, to reconstruct this bridge with permanent materials and that the additional clearance over the highway would be obtained without additional expense. We now understand that this is not the case, and that unless there is a contribution by this Department, you propose to reconstruct the bridge in kind.

We regret that we do not have the funds at this time to participate in any way and in view of the fact that the required work cannot be delayed, we feel that you should proceed on whatever basis is considered satisfactory from your point of view. We would, of course, welcome any increase in horizontal clearance which might be obtained, but feel that the clearance now existing is not unduly restrictive at this particular location.

It is hoped our position is entirely clear to you and that you understand that our inability to cooperate on this project results entirely from the present condition of our finances.

Yours very truly,

CLARENCE B. SHAIN  
Director of Highways

CBS:lla

RWF

cc: Mr. Davis  
Mr. Tillman

OFFICE OF  
ASST. CHIEF ENGR.  
FEB 10 1948  
N. P. RY. CO.  
SEATTLE, WASH.

By: R. W. FINKE  
Bridge Engineer

Seattle, Wash.  
Jan. 20, 1948

188-8-18

Eleanor - Reconstruction of Bridge #15

Mr. H. M. Tremaine:

In further reference to your letter of December 31st in respect to proposed reconstruction of Bridge #15 near Eleanor on the Seattle Branch.

The State advise that they do not have Federal funds available for the reconstruction of this bridge before the year of 1950 and further indicate that the highway is of such unimportance that they consider Federal funds should not be applied at this time.

Under the circumstances I think it best that we perpetuate the maintenance on this bridge for several years, anticipating that it may be possible to get Federal Funds at a later time. It is my understanding that with minimum repairs this structure can be carried for several years.

J. T. DERRIG

Assistant Chief Engineer

JTD:c

cc JFA  
BB

Seattle, Wash.  
April 18, 1947

Eleanor - Bridge #15

Mr. H. M. Tremaine:

In reference to your letter of March 28th in reference to proposed reconstruction of Bridge #15, Seattle Branch, which carries the drainage at that location as well as providing an opening for State Highway No. 20.

I agree with you that we should give consideration to improving the opening of the highway thru this bridge structure by widening the opening and eliminating the kink in the highway. It would seem to me that there might be a possibility of getting the State Highway Dept. to consider this project under the Federal Grade Separation Program; however, before submitting the question to the State Highway Dept. I will thank you to advise if the County has any so-called development funds that might be available for the project and, if so, to what extent would they be willing to cooperate in the widening of the bridge structure.

I have in mind requesting Mr. Ekberg to let me have an estimate of the cost of providing an adequate opening at this location, however, in order to prepare such an estimate we should have the alignment notes for the highway, say, for a distance of 1000 ft. either side of the bridge; also a profile of the highway showing the existing clearance. Possibly the County Engineer has this information available - if not, will you please arrange to furnish alignment notes and profile of the highway.

In the meantime I think it would be well to have the repair work on this bridge structure held to a minimum as I think there is a possibility of getting some public money, at least for improving the bridge opening.

J. T. DERRIG

Assistant Chief Engineer

JTD:p

cc JFA  
BB  
CEE

OFFICE OF  
CHIEF ENGINEER  
APR  
22  
1947  
NDR. PAC. RY.  
ST. PAUL, MINN.