



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.



N. P. 1757
6-24

OFFICE OF CHIEF ENGINEER

FILE NO. 11709

SUBJECT:

Loulee City Wash

Gypsum Plant

Saint Paul, September 11, 1946

MR. R. W. CLARK:

About a week ago Mr. Harry Powell of the Horizontal Wood Stave Tank Co., with offices in the Smith Tower, told Mr. Derrig that he had an inquiry from some local Seattle people - not named - concerning working out a design for a plant to be built in the vicinity of Grand Coulee Dam for the production of gypsum materials.

Mr. Powell designed the concrete coal dock recently completed at Kootenai. He went on to say that the new company is interested in the use of by-product materials from the smelting plant at Trail, B.C. They had in mind that the material could be transported by water via Roosevelt Lake and at the same time desired the plant to be located on railroad trackage, figuring on a daily output of about five cars.

Mr. Derrig suggested to Mr. Powell a location at Lincoln, as he knew we could build a track from Lincoln to a connection with our Washington Central branch. You will recall that Mr. Derrig and I made a reconnaissance for such a line to serve the Lincoln Lumber Co.

Unquestionably the presence of the lake behind the dam makes available a large supply of logs from territory to the north and west.

bb/s

cc-Mr. H. E. Stevens

2x

Seattle, Wn.
Sept. 5, 1946

Gypsum Production

Mr. J. L. Burnham:

For your information I am attaching hereto copy of clipping from the Seattle Journal of Commerce, Sept. 5, referring to the proposed establishment of a gypsum lath and wallboard plant to be constructed at Sigurd, Utah.

Apparently this plant is somewhat along the lines of that which Mr. Powell is developing plans for a possible manufacturing plant located on rail and water transportation above Grand Coulee Dam and referred to in my letter of Sept. 4.

There is, as you know, an increase in demand for this type of building material due to its insulating value together with the increased price of lumber products which it supplants.

J. T. DERRIG *Ry*

Assistant Chief Engineer

JTD:p

cc RSM - Copy of clipping attached.
FICB - " " "
DB ✓ - " " "
VEW - " " "

C
O
P
Y

Seattle Journal of Commerce - September 5, 1946

UTAH GYPSUM PLANT WILL BE OPERATING
IN 1947

An announcement of interest to the Northwest homebuilding industry was made here yesterday. A large gypsum, lath and wallboard plant is to be constructed at Sigurd, Utah.

Heading the new company, to be called the Western Gypsum Co., is S. H. Eliason, former Salt Lake City resident. Associated with him is W. S. Mole. Both men are former sales executives for the U.S. Gypsum Co. The new firm is taking over the present American Keenes Cement & Plaster Co. It is stated that the plant will be completed by late spring of '47 and it is expected its production will materially aid the housing program throughout the Northwest.

Seattle, Wn.
Sept. 5, 1946

Production of Gypsum

Mr. Bernard Blum:

I am attaching hereto copy of my letter of Sept. 4 to Mr. Burnham in reference to possible location of a gypsum manufacturing plant which Mr. Powell, of the Horizontal Stave Tank Co., advises that the tentative plans he has under consideration contemplates the location of the plant on both water and rail transportation above the Grand Coulee Dam.

It, of course, would be possible to locate this plant on Great Northern trackage but Mr. Powell considered the location in the vicinity of the dam more desirable, as a considerable amount of the product will be sold within the area of the Grand Coulee irrigation development,

He estimated that 75% of the production would move by rail and the plant would have a production of about five cars per day. Gypsum is a by-product of the Trail plant and he figures that it can be moved by water to the manufacturing location, duty free, for the raw material.

I have advised Mr. Burnham that I will ascertain from Mr. Banks tomorrow the Governments' plans in regard to the abandonment and relocation of their railroad, Coulee City to Grand Coulee Dam and I will also endeavor to obtain any information from Mr. Banks he may have in respect to possible development of this plant.

J. T. Dering
Assistant Chief Engineer

✓ JTD:p

cc FRB
VEW

2015年10月11日 星期日

Seattle, Wn.
Sept. 5, 1946

Production of Gypsum

Mr. Bernard Blum:

I am attaching hereto copy of my letter of Sept. 4 to Mr. Burnham in reference to possible location of a gypsum manufacturing plant which Mr. Powell, of the Horizontal Stave Tank Co., advises that the tentative plans he has under consideration contemplates the location of the plant on both water and rail transportation above the Grand Coulee Dam.

It, of course, would be possible to locate this plant on Great Northern trackage but Mr. Powell considered the location in the vicinity of the dam more desirable, as a considerable amount of the product will be sold within the area of the Grand Coulee irrigation development,

He estimated that 75% of the production would move by rail and the plant would have a production of about five cars per day. Gypsum is a by-product of the Trail plant and he figures that it can be moved by water to the manufacturing location, duty free, for the raw material.

I have advised Mr. Burnham that I will ascertain from Mr. Banks tomorrow the Governments' plans in regard to the abandonment and relocation of their railroad, Coulee City to Grand Coulee Dam and I will also endeavor to obtain any information from Mr. Banks he may have in respect to possible development of this plant.

J. T. DERRIG

Assistant Chief Engineer

JTD:p

cc FRB
VIEW

Seattle, Wn.
Sept. 4, 1946

Production of Gypsum

Mr. J. L. Burnham:

Mr. Harry Powell, of the Horizontal Stave Tank Co., with offices in the Smith Tower, advised me that he had some inquiry from local Seattle people in respect to designing a plant for the production of gypsum materials in the vicinity of Grand Coulee Dam.

Mr. Powell constructed the Kootenai coal dock for us, which was recently completed, and has handled engineering design work for the Brooks Scanlon Lumber Co. Powell river development in B.C. and has also handled some design work with American Smelting & Refining Co. at Tacoma and Trail. He stated that this company was interested in the possible use of the by-product gypsum from the Trail plant, having in mind that it could be transported by water to a point in the vicinity of Coulee Dam, stating that they desired to have the plant located on railroad trackage.

I told him that upon completion of the storage dams in the Dry Canyon that it is probable that the Government would abandon their railroad.

Mr. Powell stated that tentative plans for this development are contemplated on the production of about five car loads per day and it would seem that if railroad transportation is required on the so-called Roosevelt Lake, back of the Dam, that the town of Lincoln would be a good location and this industry combined with the lumber available at this location might make the railroad connection to the lake desirable.

I told Mr. Powell that a spur of this type is usually constructed by the industry but that I would like to have more information from him as to the proposed operators of this plant. He stated that he would have this information for me within the next few days as he wished to contact the people at Trail before disclosing information as to the name of the operators, who I understand are Seattle people.

J. T. DERRIG

Assistant Chief Engineer

JTD:p

cc RSM