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Engineering Department Records.

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N. P. 1757  
6-24

OFFICE OF Chief Engineer.

FILE NO. 12227

SUBJECT:

Moses Lake. Wash

Trackage to serve proposed  
Industrial Area



12227

19227

OFFICE OF  
CHIEF ENGINEER

OCT 29 1956  
NORTHERN PACIFIC RY. CO.  
ST. PAUL, MINN.

Seattle, Washington  
October 26, 1956

717-1

Mr. J. A. Young:

Moses Lake Industrial Development

You have copy of Mr. Humes' letter of October 22 regarding drain to be placed by the Bureau of Reclamation which would cross our extension to Moses Lake at railway station 36+35. At this location we have installed a 48"x62' CMP culvert. Will you please ascertain what the Bureau has in mind in connection with the drain and advise what is involved as far as the railway is concerned. I believe we should leave the culvert in place but if it can be utilized in connection with the drain, it is possible that it should be moved to a new location if that is what the Bureau has in mind. I am of the opinion that the extension to Wheeler may be placed at some future date and that if the Bureau is to place the drain, they should also place a culvert through the railway fill, but if the existing culvert can be utilized, I have no objections.

J. E. HOVING  
Assistant Chief Engineer

JEH:dl

cc: Mr. H. R. Peterson - Copy of Mr. Humes' letter of October 22 attached.

J.E.H.

11/10/29





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

717-1  
IN REPLY REFER TO:

OCT 22 1958

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

Dear Mr. Hoving:

We plan to extend a drain northward between Farm Units Nos. 55 and 56 in Section 8, T. 19 N., R. 29 E., which will cross over land you have reserved by perpetual easement for a spur line from your Washington Central Branch into the city of Moses Lake, Washington.

In order to construct the drain it will be necessary to move the 48-inch-diameter, 62-foot long, corrugated-metal pipe culvert, which is located within your easement in the SW 1/4 Section 8, T. 19 N., R. 29 E., at Northern Pacific Railway Station 36+35.

Please advise whether or not you will require a culvert across your right-of-way. If not, do you wish to salvage the existing 48-inch culvert, or do you want us to dispose of it?

Sincerely yours,

*J. D. Humes*

J. D. Humes, Chief  
Design and Construction Division

Copy to: Mr. J. A. Young, Division Engineer  
Northern Pacific Railway Company  
221 West First Avenue, Spokane 8, Washington

OFFICE OF  
ASST. CHIEF ENGR.  
OCT 23 1958  
N. P. RY. CO.  
SEATTLE, WASH.

Seattle, Washington  
August 23, 1954

717-1

Mr. J. T. Moore:

Moses Lake - Trackage to serve  
proposed industrial area

You have copy of my letter of August 4, 1954 to Mr. H. R. Peterson relative to trackage to serve proposed industrial area north of Larson Air Force Base in the vicinity of Moses Lake, Washington.

For your information, Mr. Peterson has replied to my letter as follows:

"Replying to your letter of August 4, file 717-1, about trackage to serve proposed industrial area at Moses Lake:

"The projection and profile as shown on your plat dated July 28 has been reviewed. We have no criticism to offer.

"You indicate end of track about a half mile west of the Larson Air Force Base. You will undoubtedly wish to determine the location of the existing runways to see if any portion of the proposed industrial area and track will be within the flight zone of such runways. As you know, structures or other facilities that are to be placed within the area of the flight zone must be less than 150 feet in height, and avoid intersection of the 50:1 flight angle within the flight zone area.

"I assume that your projection of suggested track where parallel to the section line and highway will be located a sufficient distance to provide space for industries between track and highway."

You will note that Mr. Peterson has no objections to projection as shown except that we must take into consideration the fact that we will be close to the Larson Air Force Base and must comply with the flight pattern.



Mr. J. T. Moore

- 2 -

August 23, 1954

Mr. Peterson also suggests that in the event a line is projected, that the line be located a sufficient distance from the section line to provide space for industries between track and highway.

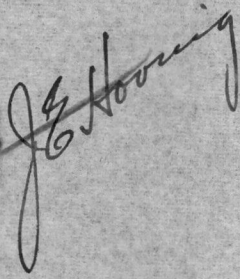
This data is furnished you at this time as our studies have not had the value of field investigation. However, the projection may be sufficient for your requirements at this time.

J. E. HOVING

Assistant Chief Engineer

JEH:jo

cc: FLS  
HRP



Saint Paul, August 18, 1954

MR. J. E. HOVING:

Replying to your letter of August 4, file 717-1, about trackage to serve proposed industrial area at MOSES LAKE:

The projection and profile as shown on your plat dated July 28 has been reviewed. We have no criticism to offer.

You indicate end of track about a half mile west of the Larson Air Force Base. You will undoubtedly wish to determine the location of the existing runways to see if any portion of the proposed industrial area and track will be within the flight zone of such runways. As you know, structures or other facilities that are to be placed within the area of the flight zone must be less than 150 feet in height, and avoid intersection of the 50:1 flight angle within the flight zone area.

I assume that your projection of suggested track where parallel to the section line and highway will be located a sufficient distance to provide space for industries between track and highway.

p/s



Aug. 16, 1954

H.R. Peterson

- Trackage to Morel Lake Industrial Area -

Alignment and grade of proposed spur to serve section 7 in vicinity of the Larson Air Force Base near Morel Lake is satisfactory, however I note the proposed spur ending at station  $280+00$  as 2600' west of Air Base and as it is very possible additional spur tracks will be constructed on the easterly side of proposed track. Flight limits from the airport should be taken into consideration.

At 2600' from air base on a flight angle of 40:1 any elevator, building or smokestack could only be 65' high, this height decreasing as industries would be located on the easterly side of spur in section 7

~~PR Gibson~~  
HRP 8/16

R. A. Skovron

HRP The portion of Sec 7 and Sec 8 with the 2600' or 65' high clearance from the edge of the air port is relatively small. It may be desirable to determine just where the runways are expected to end as I understand this is the point where the 40:1 angle starts. pfb

OFFICE OF  
CHIEF ENGINEER  
AUG  
1954  
NDR, PAC, DIV  
ST. PAUL, MINN.



Seattle, Washington  
August 4, 1954

717-1

Mr. H. R. Peterson:

Moses Lake - Trackage to serve pro-  
posed industrial area

Attached find copy of Mr. Moore's letter of July 12, 1954, regarding feasibility of constructing trackage to serve area north of the Larson Air Force Base in the vicinity of Moses Lake, Washington.

The office projection has been made from contour maps available and attached find two prints of sketch dated July 28, 1954, showing in red a suggested track arrangement which would serve the area outlined in Mr. Moore's letter.

As the area involved is in irrigated farm tracts, we have projected the line to be as close to the section lines as possible. The line shown measures 5.3 miles long and would have maximum grade of  $1\frac{1}{2}\%$ . There seem to be no physical features which would make the feasibility of the line an impossibility.

Would you please offer your comments or criticisms relative to the line projected and advise if I may have your approval to furnish Mr. Moore with prints of the suggested line.

I am sending copy of this letter to Mr. Moore and Mr. Steinbright for their information with the understanding that the data presented will not be used until approval has been received.

*HRP - The  
projection appears  
to be satisfactory  
PRG Aug 16/54*

JEH:jo  
cc: FLS  
JTM

☒ D. H. SHOEMAKER  
☒ P. R. GIBSON  
☒ J. D. WORTHING  
☒ W. R. BJORKLUND  
☒ G. E. EKBERG  
☒ A. J. HENDRY  
☒ G. L. SMITH  
☒ H. M. SCHUDLICH  
☒ S. H. KNIGHT  
☒ W. H. JAHN  
☒ L. E. CURTIS  
☒ R. A. SHOOLUN

*J. E. Horing*  
Assistant Chief Engineer

*Flu*  
*HRP 8/12*

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

MEMORANDUM FOR THE CHIEF ENGINEER

Subject: [Illegible]

Reference is made to [Illegible]

[Illegible text]

[Illegible text]

[Illegible text]

[Illegible text]

[Illegible text]

[Illegible text]

[Illegible text]

[Illegible text]



Seattle, July 12, 1954.

Mr. J. E. Hoving,  
Asst. Chief Engineer,  
Seattle, Washington.

COPY

Puget Planners, Inc., which is the firm started by John Nordmark, formerly King County Planning Officer, has recently concluded a contract to do a comprehensive plan for both the City and the Moses Lake School District.

This study will include all factors in the development of the city, which according to the recent Stanford Survey contemplates an ultimate population of around 60,000.

While Mr. Nordmark is aware of our plans to serve section 13 he feels that this property will ultimately be developed for warehouse and distribution purposes. Any heavy industry which might be attracted to Moses Lake would probably best be accommodated in the waste land area lying north of Larson Air Force Base. I am enclosing a contour map which shows this area in relation to our Connell Northern Line and I wonder if you could have a projection made from this contour map of a proposed line to get into this area.

If such a line is feasible from a construction standpoint, Mr. Nordmark would like to carry through their usual program of tying up the land for industrial purposes under an option arrangement. We think this would be beneficial, particularly in a few years, because it commits the property owners to the point where they will not sell for housing development or other non-industrial purposes. It may be quite important in this area to reserve it for industrial use because when the new highway is constructed, between Moses Lake and Ephrata, it may draw interest from suburban developers.

J. T. MOORE  
Western Manager  
Industrial Properties.

MHN-L

enc.

COPY







12227