



Northern Pacific Railway Company.
Engineering Department Records.

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3-21-04 500 ER

P. RY. CO.

OFFICE OF CHIEF ENGINEER

FILE NO. 1169.

SUBJECT:

Auburn to Black River Jct.

Double Track,

To November 20th, 1903.

1169

1169

1

COPY.

1169

EJP

On Pacific Division, November 21, 1903.

Mr. G. S. Fernald,

Commissioner.

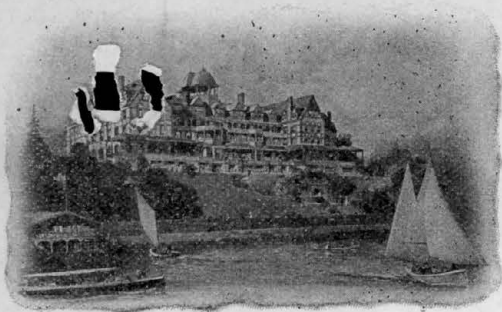
Dear Sir:-

I return yours of the 18th instant relating to contracts with Frank Terrace and wife, which contracts I have initialed signifying my concurrence in your recommendation.

Yours truly,

Enc.

Acting Chief Engineer.



HOTEL TACOMA

W. B. BLACKWELL, PROP.

TACOMA, WASH.

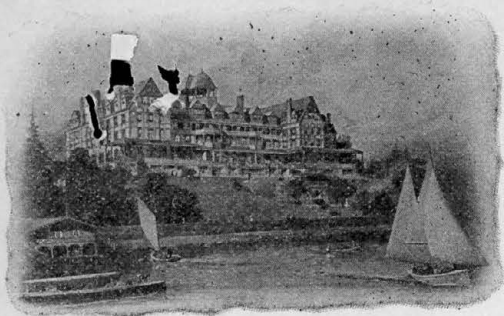
140

11/19/03

Mr. Pearson.

I think that this arrangement with Mr. Torrance should be accepted and the matter settled as soon as possible; He is a tough customer, but at the time of signing of agreement he was anxious to proceed with the excavation of the ditch so that he could do the work before the ^{old} bonowpits and fat hole were filled with water and afraid that if we delay that he will "buck" and make trouble for us.

He claims that before the 2nd track was graded that there was a ditch ^{about 4' x 4'} along



HOTEL TACOMA

W. B. BLACKWELL, PROP.

TACOMA, WASH.....

The old grade and leading to a 24" Culvert located in a slough crossing our right of way and that said ditch drained the borrow pits and pot hole in question; the grading of 2nd track necessitated filling the ditch and the culvert was also filled, the Res. Engr. said that it had been filled some time previous and that he could not locate the 2nd, Terrace says that this is not true, Terrace agreed to dig the ditch for \$350 Dollars but it would have been close to foot of bank; he now agrees to sell us the extra land and dig the ditch for \$500. I think that we are making a good trade.

D. R. C.

Northern Pacific Railway Company.

Real Estate, Right of Way and

Tax Department.

G. S. EARNALD,
COMMISSIONER,
ST. PAUL.
JAY SEDGWICK,
ASST. COMMISSIONER,
TACOMA

Tacoma, Wash. November 19, 1903.

H.

Mr. E. J. ~~Plarson~~,
P

Acting Chief Engineer,

St. Paul, Minn.

Dear Sir,--

I hand you herewith file relating to the claim for damages, by flooding land, made by Frank Terrace, the owner of Lot 6 and the SW/4 of SE/4 of Section 36, Township 23 North, Range 4 East, caused by the obstruction of a ditch which was filled or partially filled by the grade for the second track Auburn to Black River Junction, also concerning the construction of a new ditch outside of the right of way upon land belonging to Mr. Terrace which he and his wife contract to convey to the Company. You will notice by the duplicate agreement attached, signed by Terrace and wife, that Terrace agrees to deed the land and construct the ditch and also to release the Company from all damages to his property by reason of the construction of the road, etc. This, you will see by the file, is recommended and approved by Assistant Engineer Cook. With return of papers will you please advise me if you approve the settlement, and if so, I will pass the contract to the President for execution.

Right of Way Agent Thompson tells me it is important, in order to avoid suit and carry out this agreement, that this matter be

E.J.P. -2-

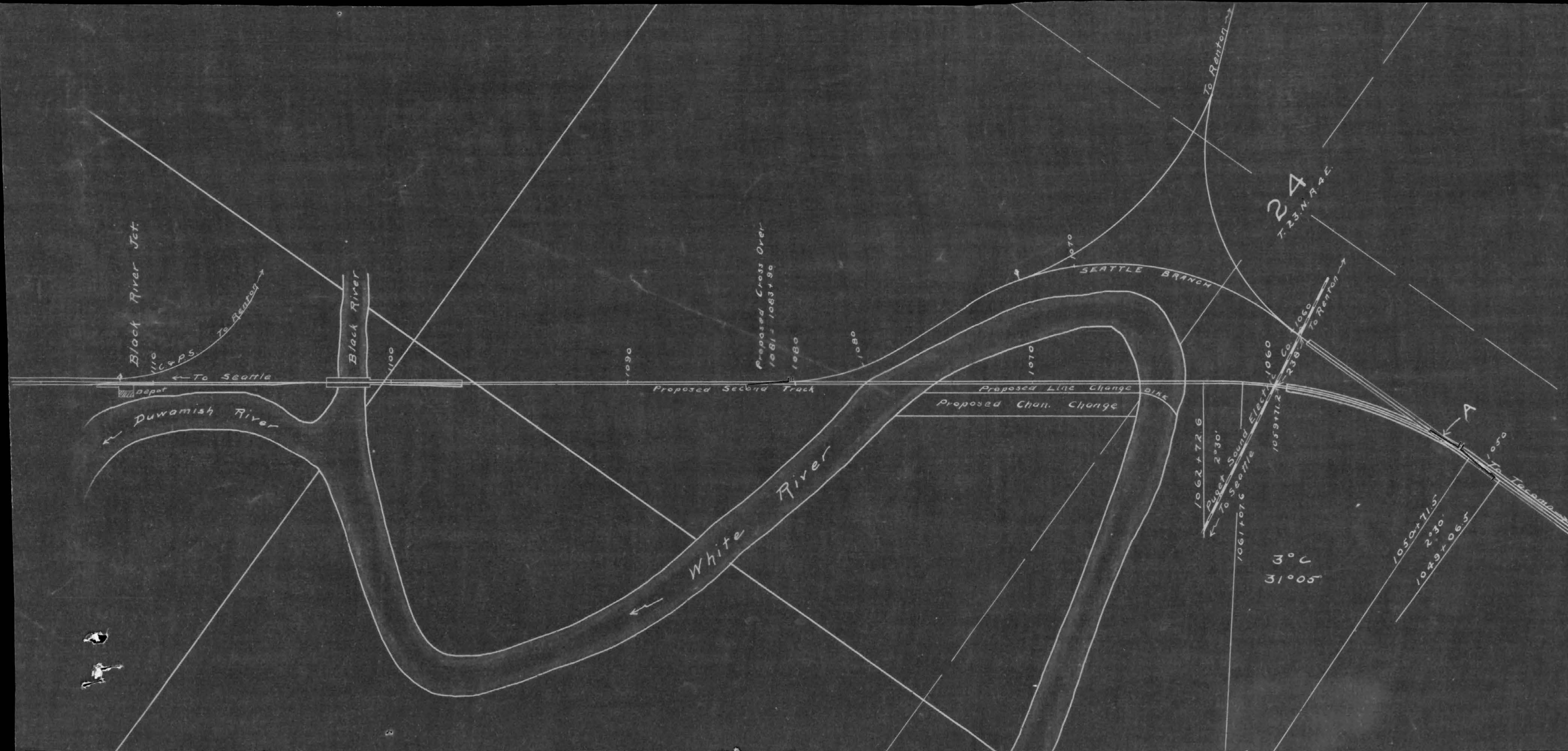
decided as quickly as possible and the attorneys for Mr. Terrace notified at the earliest possible moment whether or not the Company will execute this contract.

If you approve the agreement will you please initial the original and duplicate of the contracts.

Yours truly,


Commissioner.

Dic. G.S.F.
Enc.



N.P.Ry.

SECOND TRACK

Auburn to Black River Jct.

Sketch showing proposed change
of channel of White River

Scale 1" = 400'

July 29 - 1903

H.E. Noncarrow Asst. Engr.

1169



COPY

1169

EJP

November 10, 1903.

Mr. A. R. Cook,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

Replying to yours of the 6th relating to Belt Line connection: The General Manager has requested that the old loop around the White River bend be maintained. This, of course, makes a connection at the sound end of the wye necessary. It looks to me as if a cross-over would be a necessity at each end of the Belt Line junction wye, but probably I will see you before it is necessary to do anything toward the actual construction of the same.

The removal of the Black River depot can also wait until I consider this with you at Seattle.

Yours truly,

Acting Chief Engineer.



Tacoma, Wash., November 6th, 1903 L-B

Mr F. W. Gilbert,
General Superintendent,
St. Paul, Minn.

Dear Sir:--

After careful inspection by the officers of the Operating Department, the following second main track has been accepted: From the switch at First Street, Auburn, to a point three-fourths of a mile east of Orillia.

It is the understanding that any expense incurred, such as clearing from under bridges, widening of narrow banks in a few spots (which is now being done) and putting in cattle guards, which will be done by the Operating Department, will be charged to Construction account.

The condition of the track is generally good and acceptable to the Operating Department. A letter to this effect was written by the Superintendent to the Engineer in charge, who agreed to it.

Yours respectfully,

S. P. White
11/11/03
Ass't Gen'l Superintendent.



On Road, Nov. 3, 1903.

Mr. A. R. Cook,
Asst. Engineer,
Seattle, Washington.

Dear Sir:-

Referring to acceptance of newly constructed second track between east switch at First Street at Auburn and the switch about three-fourths of a mile east of Orillia, this track is accepted by the Operating Department with the understanding that any items, such as cleaning from under bridges, narrow banks in a few places which your train is now widening, putting in cattle guards, which is afterwards to be done by the Operating Department, shall be charged to construction. The general condition of the track is acceptable to this Department and is so accepted. It is understood that the contractor shall remove the gravel from under the bridges.

Yours truly,

Copy A E
E J P

Superintendent.

The above is agreed to,

Asst. Engineer.

EJP

CO 1169
November 10, 1903.

Mr. A. R. Cook,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

Referring to yours of the 3rd instant relating to junction at the south Belt Line wye: You propose a gap in the ballasted deck of the main line structure. I suggest you look into the desirability of having the ballasted deck run through making it the full width under the cross-over.

I enclose a sketch.

This is not an order to handle the work pursuant to the sketch, but a suggestion for your investigation, to be followed if you find it desirable and not much, if any, more expensive.

Yours truly,

Enc.

Acting Chief Engineer.

Northern Pacific Railway Company.

Seattle, Wash. November 3rd. 1903.

E. J. Pearson, Esq.,

Acting Chief Engineer,

St. Paul, Minn.

Dear Sir:-

Herewith please find blueprint showing proposed south connection with the Belt Line also the crossover on bridge.

Yours truly,

A. R. Cook

Assistant Engineer.

APB
Examine & confer.
W. J. M.
11/9

Portland Pacific Railway Company

COPY

Office of the Acting Chief Engineer

E. J. PEARSON

ACTING CHIEF ENGINEER

EJP

St. Paul, Minn.

October 13, 1903.

Mr. A. R. Cook,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

As some study will be necessary for the working out of the proper details for taking care of the south switch at Belt Line Junction, which comes on a bridge, including also crossover that should be put in immediately south of the same, please send me plat showing what you propose in this regard.

Yours truly,

Acting Chief Engineer.

N. P. Ry.

SECOND TRACK

Auburn to Black River Jct.

Sketch showing proposed change
of channel of White River

Scale 1" = 400

H. E. Noncarrow Asst. Engr.

July 29 - 1903



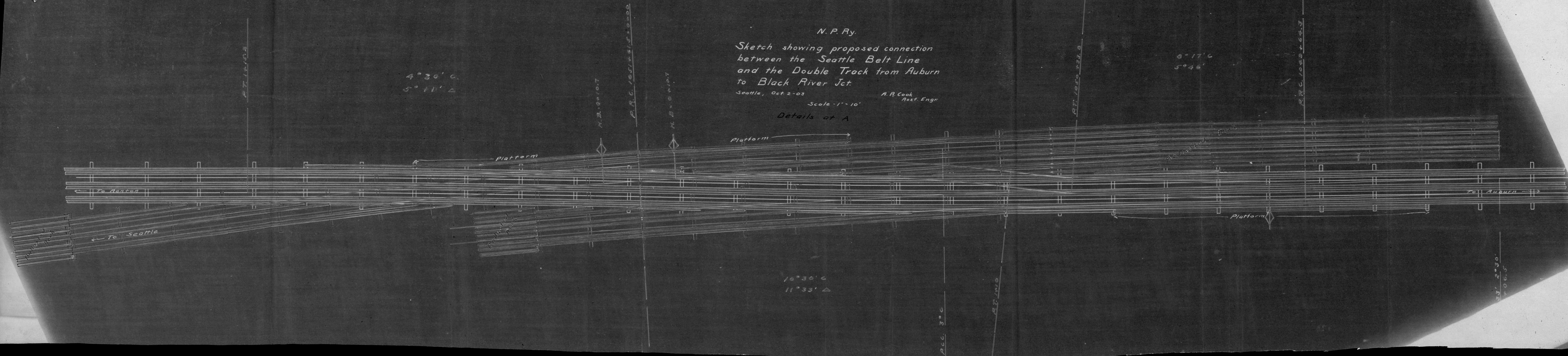
N. P. Ry.
 Sketch showing proposed connection
 between the Seattle Belt Line
 and the Double Track from Auburn
 to Black River Jct.

Seattle, Oct 2-03

A. R. Cook
 Asst. Engr

Scale - 1" = 10'

Details at A





TELEGRAPH

NOV 1903
ST. PAUL, MINN.



Form 1386

TELEGRAM.

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NUMBER	TO FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
	1111	CO	VT								
				M.		M.			M.		

FROM

TO

DATED

Seattle Nov 9-03

AT

E J Pearson.

Nov 6th extra 64 unloaded 25 ledgerwoods delayed six hours for loads
extra 545 unloaded 27 rodgers, extra 62 unloaded 20 ledgerwoods,
delayed 4 hours for loads, Nov 7th, extra 62 unloaded 48 ledgerwood
delayed 3 hours for loads, extra 545 unloaded 21 ledgerwoods and
unloaded material.

A R Cook

1037-P



Form 1336

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
418 HN	CO N										
				M.		M.			M.		

Seattle Oct 29th 1903

E J Pearson

FROM

TO

DATED

AT

We will probably be hauling from Auburn pit for two weeks will have to ballast bridge No 44 and widen banks and ballast between channel change and black River will probably close the shovel down Nov 15th

A R Cook

816 P M



Form 1386

TELEGRAM.

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FROM St. Paul, Oct. 29, 1903.

TO A. R. Cook,

DATED

AT Seattle, Wash.

How much more work do you expect to do hauling from Auburn pit and when do you expect to shut that shovel down?

E. J. Pearson.



Form 1286

TELEGRAM.

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance. After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph

NUMBER	RECEIVED FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
432 HN D N				M.		M.			M.		

FROM Seattle Oct 28th 1903

TO E J Pearson

DATED

AT

Browsing hauling from Auburn for Ballast and bank widening

A R Cook

826 P M



Form 1386

TELEGRAM.

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				_____M.		_____M.			_____M.		

FROM St. Paul, Oct. 28, 1903.

TO A. R. Cook,

DATED AT Seattle, Wash.

Are you still working two shovels, one on Belt Line and one at Auburn? If so, what disposition is being made of output from Auburn?

E. J. Pearson.



Form 1336

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
106	M	2	24504	M.						M.	

FROM *Seattle* TO *Mr. Pearson*DATED *Nov 2* AT

Yours of 1st inspection trip on Oct 26th
Mr. Wm. Valpey Weymouth Roadmaster, Div. Engr
and my self looking over new track with
view of taking it over Mr. Albee says that
he will look the track over again and let
me know just when he will take it over
A. Brooks



Form 1886

TELEGRAM.

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				_____M.		_____M.			_____M.		

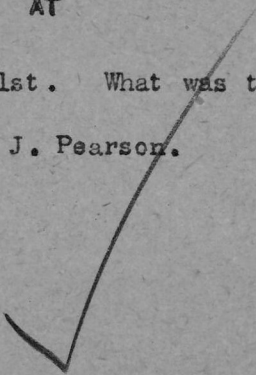
FROM St. Paul, Nov. 1, 1903.

TO A. R. Cook,

DATED AT Seattle.

Your report work train service 31st. What was the special on inspection trip?

E. J. Pearson.





Form 1336

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
22	M	A	D	S	4	1					

FROM

TO

DATED

AT

Oct 23. Ex 64 unloaded 100 Ledgerwood
 Ex 348 using Spreader Oct 24 Ex 64
 unloaded 175 Ledgerwoods Ex 348 using
 Spreader Oct 26 Ex 64 unloaded 50 Ledgerwood
 Ex 62 unloaded 49 Ledgerwoods Ex 348 using
 Spreader and haulage Special on inspection
 box Oct 27 Ex 64 unloaded 75 Ledgerwood
 Ex 348 using Spreader Ex 62 unloaded 34 Ledgerwoods
 Oct 28 Ex 64 unloaded 35 Ledgerwoods and
 used Spreader Ex 348 unloaded 8 Ledgerwoods
 & Switching Ex 62 unloaded 35 Ledgerwoods Oct
 29 Ex 348 unloaded 70 Ledgerwoods Delayed 5 Hrs



Form 1386

TELEGRAM.

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				M.		M.			M.		

FROM _____ TO _____

DATED _____ AT _____

Waiting for Switch to be put in at Ordley
X 545 Spreading Gravel and taking Sprader to So
Jacoma for repairs X 62 unloaded 50 Ledges-wood
Oct 30 X 62 unloaded 75 Ledges-wood
X 348 unloading Bridge and back MHL

ARC

1169

RAW-A

COPY

Nov. 3rd, 1903.

Mr. A. R. Cook,
Assistant Engineer,
Seattle, Wash.

Dear Sir:-

Referring to sketch showing high water at bridges crossing White and Black Rivers received with your letter of October 16th. I presume you mean piers instead of abutments and have recorded information in my bridge records.

Yours truly,

E. J. PEARSON.

Acting Chief Engineer.

St. Paul, Minn.

E. J. PEARSON,
ACTING CHIEF ENGINEER.

Office of the Acting Chief Engineer.

Northern Pacific Railway Company.

Northern Pacific Railway Company.



Seattle, Wash. October 27th. 1903.

E. J. Pearson, Esq.,

Acting Chief Engineer,

St. Paul, Minn.

Dear Sir:-

Answering your letter of Oct. 23rd. regarding the grade line on Black River bridge.

On the 16th. of the present month I sent you a diagram shewing the elevation of bridge seats above the high water of Janurary 1903.

Yours truly,

A. R. Cook

Assistant Engineer.

raw
ep

eggs
pp
attach
AM
11/1
attached
1903

Northern Pacific Railway Company.

Office of the Acting Chief Engineer.

E. J. PEARSON,
ACTING CHIEF ENGINEER

St. Paul, Minn.

Oct. 23rd, 1903.

Mr. A. R. Cook, Ass't. Engineer,
Seattle, Wash.

COPY

Dear Sir:-

Referring to your letter of September 19th,
in regard to the grade line on Black River Bridge, I presume that
the matter is receiving the necessary attention.

Yours truly

E. J. PEARSON

Acting Chief Engineer.

Northern Pacific Railway Company.



Seattle, Wash. September 19th. 1903.

E. J. Pearson, Esq.,
Acting Chief Engineer,
St. Paul, Minn.

Dear Sir:-

Answering your letter of August 26th. and Sept. 15th.
The Resident Engineer has not had time to get all the necessary information that will govern in the matter of grade line on Black River bridge. From talks I have had with him, the high water of last January governing, both Black and White River bridges are unnecessarily high.

I have not all of the necessary data to thoroughly demonstrate this matter. Resident Engineer has instructions to do this as soon as possible without neglecting work requiring immediate attention.

Yours truly,

A. R. Cook
Assistant Engineer.

RAW-N

Sept. 15th, 1903.

Mr. A. R. Cook,
Seattle, Wash.

Dear Sir:

See my letter of August 26 and advise with regard to the existing grade line at the Black River crossing and the desirability of conforming to the same in the future.

Yours truly,

Acting Chief Engineer.

COPY.

EJP-M

On Pacific Division, August 26th, 1903.

Mr. A. R. Cook,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

Please investigate the existing grade line at the Black River crossing,
and the desirability of conforming to the same in the future.

Yours truly,

Acting Chief Engineer.



Northern Pacific Railway Company.

Seattle, Wash. October 16th. 1903.

E. J. Pearson, Esq.,

Acting Chief Engineer,

St. Paul, Minn.

Dear Sir:-

Attached hereto please find sketch showing elevations of bearing blocks and high water at bridges crossing White and Black Rivers.

Yours truly,

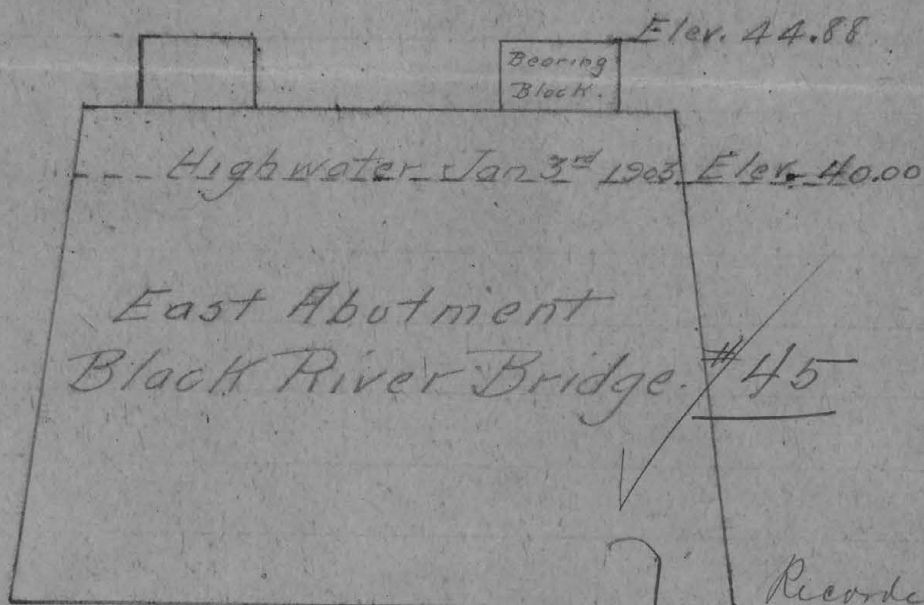
Assistant Engineer.

Recorded in Br. Record
and on General Plans.—

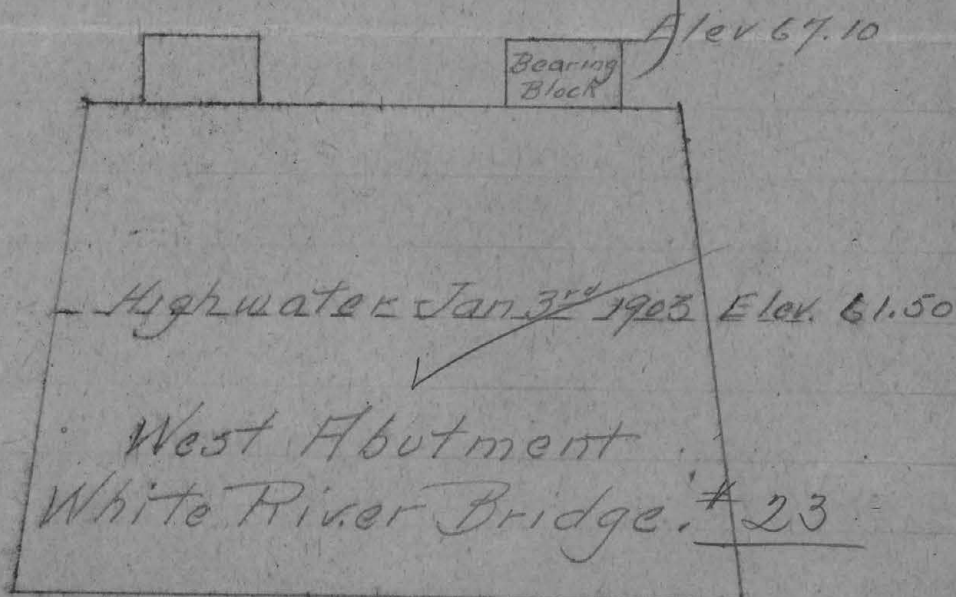
10-20-'03. - F. S.

10/23
 J. B. K.

Northern Pacific Railway Company.



Recorded in Br.
Records and on
General Plans.
10-20-'03. - F.S.





TELEGRAM.

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570	HN	CO	JH								

FROM

Seattle Nov 6, 1903.

TO

E.J. Pearson.

DATED

AT

Oct 31. Extra 545 unloaded 50 ledgerwoods, extra 62 unloaded 50 ledgerwoods, ex 448, unloading material Nov 2nd, Ex 448, handling material, Ex 545 unloaded 35 ledgerwoods, 18 rogers, Nov 3rd, Ex 448 unloaded 7 ledgerwoods and doing patch work, Ex 545, unloaded 15 rogers, 31 ledgerwoods, Ex 62 unloaded 45 ledgerwoods Nov 4th Ex 62 unloaded 75 ledgerwoods, Ex 545 unloaded 15 rogers and 26 ledgerwoods Nov 5th Ex 545 unloaded 20 ledgerwoods and used spreader Ex 64 unloaded 25 ledgerwoods, Ex 62 unloaded 48 ledgerwoods.

A.R. Cook

1122 P.M.



TELEGRAM.

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411	HN	CO	N								
				M.		M.			M.		

FROM **Seattle Nov 3rd 1903** TO **Pearson**
 DATED AT

W C Albee

Conjecture has taken over with copy of letter to you to-day

W R Cook

750 P M



Form 1386

TELEGRAM.

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FROM St. Paul, Nov. 3, 1903.

TO A. R. Cook,

DATED

AT

Seattle.

Track turned over completed Opt. Dept.

Wither should be acid revoke promptly as favonian to requisite as early
Genl. Mgr.

as you can pursuant to correspondence of lambent copies of which were furnished
and western operating officers special
you corpulent arduously reputably remarking. If you have furnished tunable for
inspection W.C. Albee

normandy I do not understand what conjecture means by saying he will look it
inspection

over again and let you know. After providing for normandy by all concerned this
delay satisfactory
gaseony is not swathe.

E. J. Pearson.

1169

HN CX JH

Tacoma Oct 31, 1903

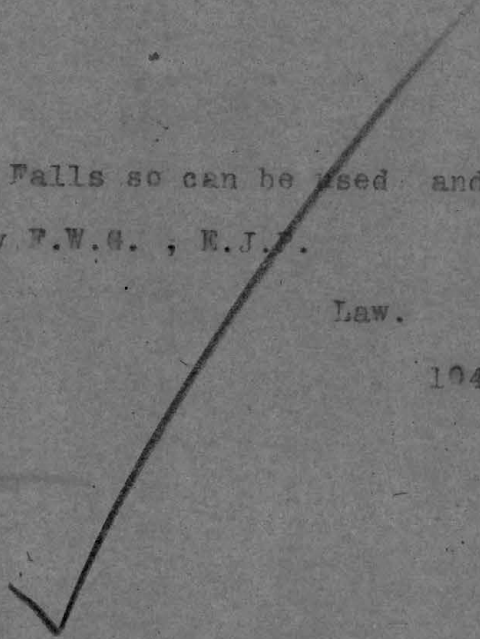
Track to Quarry Granite Falls so can be used and expect commence
shipping rock today copy F.W.G. , E.J.P.

Law.

1047 P.M

262 E.J.P.

263 F.W.G.



COPY. 1169

EJP

October 29, 1903.

Mr. G. S. Fernald,

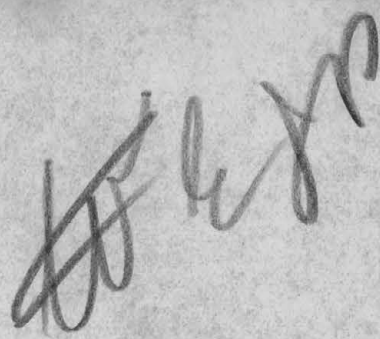
Commissioner.

Dear Sir:-

Yours of the 28th instant enclosing copy of deeds for certain property for second track Auburn to Black River Junction states Superintendent Cliff and Assistant Engineer Cook have been furnished with copy of both deed and agreement. This part of the line is in charge of Superintendent Albee.

Yours truly,

Acting Chief Engineer.


THE GRANTORS, Fred Nelsen and Dora Nelsen, his wife,
of King County, Washington, for and in consideration of the sum
of one dollar and other good and valuable considerations to them
in hand paid, the receipt whereof is hereby acknowledged, do
hereby grant to the Northern Pacific Railway Company the right and
privilege to fill the northerly forty feet of that portion of the
strip of land situate in King County, Washington, conveyed by
the grantors herein to the grantee herein by deed dated August
17, 1903, and recorded August 22, 1903, in volume 362 of deeds
page 245, records of King County, Washington, over which under
the terms of said deed the grantee is required to build and main-
tain a trestle, and hereby waives all claims for damages for and
on account of the same.

Dated this 29th day of Sept., 1903.

(Signed) Fred Nelsen,

" Dora Nelsen

The grantors, Fred Nelsen and Dora Nelsen, his wife, of King County, Washington, for and in consideration of the sum of one thousand nine hundred (\$1900.00) dollars in hand paid, convey and warrant to the Northern Pacific Railway Company, a Wisconsin corporation, the following described real estate, situated in the County of King, State of Washington, to-wit:-

A strip of land one hundred(100) feet in width over and across lots eight (8) and ten (10) in section twenty-four (24) township twenty-three (23) North, range four (4) east; said strip of land having for its boundaries two lines that are parallel with and equally distant from the center line of the proposed change of the railroad of the Northern Pacific Railway Company as the same is now located, staked out, and to be constructed over and across said government sub-division; excepting the right of way of Puget Sound Electric Ry., containing one and seventy-five hundredths (1.75) acres, more or less. Together with the right to change the channel of the White River from its present location in lots six (6) seven (7) and eight (8), section twenty-four (24) township twenty-three (23) North, range four (4) east to a point about four hundred (400) feet westerly as shown upon the blue print hereto attached and marked "Exhibit A", reserving and excepting, however, the right to a private road crossing over and across said strip of land and the railroad of the grantee herein immediate ly south of the right of way of the Renton Branch of the Puget Sound Electric Railway.

Said Northern Pacific Railway Company may fill so much of said strip of land as is needed for the construction of its railroad and build fences on each side of said strip of land from the right of way of the Renton Branch of the Puget Sound Electric Railway northerly to the right bank of the White River, and shall build and forever maintain a trestle for its railroad without

fencing from the said right of way of the Renton Branch of the Puget Sound Electric Railway southerly to the point where said change of line leaves the original location of the railroad of the Northern Pacific Railway Company. //

It is expressly understood that no excavations or borrow-pits shall be made or permitted to be made on any of the land herein conveyed.

Said grantors for themselves, their heirs, executors, administrators and assigns hereby acknowledge said sum above mentioned to be in full payment, satisfaction and discharge of any and all damage or damages which may or shall be caused at any time to the land now owned by them in King County, State of Washington, by reason of the change of the channel of said White River.

Dated this 17th day of August, 1903.

(Signed) Fred Nelsen,

" Dora Nelsen

1169
COPY
Northern Pacific Railway Company

Office of the Acting Chief Engineer

E. J. PEARSON,
Acting Chief Engineer

EJP

Seattle, Wash., 1903

October 20th, 1903.

Mr. A. R. Cook,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

Please provide the cross-over at Auburn specified in the enclosed letters from Assistant General Superintendent Law of October 14th and General Superintendent Gilbert of October 19th.

Yours truly,

Enc.

Acting Chief Engineer.

Copy to Mr. Gilbert.



Form 1386

TELEGRAM.

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

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NUMBER	RECD FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
485	HN D	N		_____ M.		_____ M.			_____ M.		

FROM

Seattle Oct 17th 1903

TO

E.J.Pearson,

DATED

AT

Oct 16th extra 64 unloaded 64 ledgerwoods delayed 6 hours 35 minutes
account taking ledgerwoods engine and spreader to shops for repairs Ex.
348 doing patch work unloaded 14 ledgerwoods

A.R.Cook

1034 P.M.

COPY.

1169

EJP

October 17, 1903.

Mr. A. E. Law,
Asst. Genl. Supt., Tacoma, Wash.

Mr. W. C. Albee,
Superintendent, Tacoma, Wash. ✓

Mr. A. R. Cook,
Assistant Engineer, Seattle, Wash.

Gentlemen:-

The General Manager October 17th states:

"I approve program for turning over double track between Auburn and Black River Junction in sections as outlined in your favor of the 13th instant."

Yours truly,

Acting Chief Engineer.

Northern Pacific Railway Company.

Office of the General Manager.



THOMAS COOPER,
GENERAL MANAGER.

St. Paul, Minn.

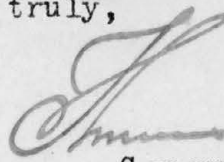
October 17th, 1903.

Mr. E. J. Pearson,
Acting Chief Engineer,
Building.

Dear Sir:-

I approve program for turning over double track between Auburn and Black River Junction in sections as outlined in your favor of the 13th instant.

Yours truly,


General Manager.

B.



Form 1386

TELEGRAM.

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NUMBER	FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
412	pn	Co	k	8:16							

FROM

Seaside

DATED

Oct 16

AT

Oct 10th extra 64 unloaded 65 ledger woods. Delivered 10
 Ledgerwoods to C.P.D. Extra 62 unloaded 20 Rogers Oct 12th
 Extra 64 unloaded 72 ledgerwoods. Extra 62 unloaded Bridge
 and track material Oct 13th Extra 64 unloaded 49 ledgerwoods
 Extra 348 Delivered 8 Ledgerwoods to C.P.D. unloading bridge
 material and switching Oct 14th extra 64 unloaded 64 ledger
 woods and 20 Rogers. Extra 348 unloaded 7 ledgerwoods

N.R. Coak



Form 1886

TELEGRAM.

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NUMBER	Rec'd FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
1137	Itm	es	f	844 M.							

FROM

TO

DATED

AT

Oct 16- 3
Oct 15th Extra 64 Unloaded 39 Rodgers - Extra 348
Unloaded 70 Ledgerwoods

AR Cook



Form 1386

TELEGRAM.

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NUMBER	RECEIVED	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
3	HN	D VI									

FROM Seattle Oct 15-03 TO E J Pearson
DATED AT

Browsing 1700 Cu Yards rip rap required at Black River talking with Mr Cliff about the matter yesterday he says that new siding at Granite Falls will be ready in week and can furnish all rip rap that we want Writing Mr Law today.

A R Cook

1210-A 16



Form 1386

TELEGRAM.

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NUMBER	REC'D	TIME	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER

FROM St. Paul, Oct. 15, 1903.

TO A. R. Cook,

DATED

AT Seattle, Wash.

Will riprap be needed for new bank between Black River depot and Black River bridge? If so, has same been arranged for?

E. J. Pearson.

COPY.

1169

RJP

October 13, 1903.

Mr. Thomas Cooper,
General Manager.

Dear Sir:-

After discussing with Messrs. Law and Albee question of turning over new double track between Auburn and Black River Junction, I beg to ask that same be accepted in sections as completed, as follows: Auburn to Kent, Kent to the White River line change, and White River line change to Black River Junction. That portion Auburn to Kent will be completed within a few days, the next section within probably ten days, and the remainder, depending on the conditions which I have previously reported, in perhaps six weeks. In handling in this manner it seems that the requirements of handling both traffic and work trains would be best served. In fact, Operating Department now desire to use the new double track in the vicinity of the White River bridge near Kent, pending the reconstruction of the approach to that bridge under the old track. It is Mr. Albee's intention when the end of the double track is carried up to the White River line change to temporarily use card system on the short stretch of single track that will intervene. This is also desirable from construction standpoint as it will facilitate the handling of work trains between Belt Line Junction and Black River Junction, which trains will be hauling from the Belt Line pit to the double track work between the above named junctions, and later into Seattle. I trust this may receive your approval.

Yours truly,

Copy to Law, Albee & Cook.

Acting Chief Engineer.

Northern Pacific Railway Company.



Seattle, Wash. October 10th. 1903.

E. J. Pearson, Esq.,

Acting Chief Engineer,

St. Paul, Minn.

Dear Sir:-

Answering your letter of the 7th. inst in regard to
using fir piles for Second Track work.

Cedar piles cost considerable more than fir piles and it
was thought that there was not difference enough in the life of
the two to warrant the difference in cost and a fir pile stands
the driving better than a cedar one.

Yours truly,

A. R. Cook
Assistant Engineer.



Form 1386

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
1153	1hr	Cx	f	124 M.							

FROM

TO

DATED

AT

Oct 9th. Extra 64 Unloaded 56. Ledgerwoods delayed 1 hour
15 mins by Trains 1 hour 50 mins waiting for loads
2 hours 20 mins ~~was~~ doing patch work

Cook

~~Holtz~~

COPY.

1169

EJP

At Spokane, October 9, 1903.

Mr. A. R. Cook,
Assistant Engineer,
Seattle, Wash.

Dear Sir:-

Pursuant to discussion with Superintendent Albee regarding water station at Kent, it seems that Operating Department may later make arrangements for water stations at Auburn and Belt Line Junction where they are more needed, and in this event the water station at Kent will not be required. For this reason nothing further at Kent is to be done at present.

Yours truly,

Copy to Mr. Albee.

Acting Chief Engineer.

Northern Pacific Railway Company



Seattle, Wash. September 16th. 1903.

E. J. Pearson, Esq.,

Acting Chief Engineer,

St. Paul, Minn.

Dear Sir:-

I am sending to you under separte cover blueprint showing rearrangement of tracks at Kent also showing proposed location of water tank. Mr. Albee was unable to meet me at Kent yesterday so that we have not looked the ground over together. Will send him a print tomorrow.

Yours truly,

Assistant Engineer.

TELEGRAM.

NORTHERN PACIFIC RAILWAY COMPANY

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER

FROM

TO

A.R. Cook
Seattle Wash

DATED

AT

Sept 19-1903

Solomon 18th. Lark at Kent. No plat received
Is there a letter on this way

E. J. Pearson



TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
323	HN	CN	C								

FROM Seattle sept 18th, 1903,

TO

DATED

AT

E.J. Pearson,

Temporary tank at Kent is located at West H.B. of old passing track neglected to show this on plat. Propose 24 ft posts under tank and eight inch stand pipe. Shall I order same.

A.R. Cook,

343pm

*Plat not yet received
infer letter & place on
map mid Cook as to this
9/19*

*9/20
RAW.
Nothing to be done
with it. Looks map
report reach
me
9/19*



Form 1386

TELEGRAM.

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After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 233, and forward same to Superintendent of Telegraph.

NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
279 HN VO C				M.		M.			M.		

FROM Seattle Sept 16th, 1903, TO E.J. Pearson,

DATED AT

Was at Kent yesterday will have plat out today.

A.R. Cook,

1234pm



Form 1886

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.		M.			M.		

COPY

FROM Sept. 15th, 1903.

TO A. R. Cook,

DATED

AT Seattle, Wash.

When will I receive plat~~z~~ and information in regard to Water station
at ^{Kent} ~~Kemp~~, as per my letter of September 2nd.

E. J. Pearson.

COPY.

EJP-M

On Rocky Mountain Division, September 2nd, 1903.

Mr. A. R. Cook,

Asst. Engr.,

Seattle, Wash.

Dear Sir:-

Referring to the enclosed message from Superintendent Albee in regard to water station at Kent. Dont make any permanent arrangements for this water station until we conclude just what is wanted. Please send me a plat showing where the water station stands now at Kent, also the kind and condition, if tank is set up permanently, etc.

Yours truly,

Enc.

Acting Chief Engineer.

COPY.

EJP-M

On Pacific Division, September 1st, 1903.

Mr. A. R. Cook,
Assistant Engineer,
Seattle, Wash.

Dear Sir:-

In relocating tank at Kent, it should be far enough back to enable the extension of another track between it and the main track at any time desired. A stand pipe should be placed between the two tracks. The tank will have to be raised enough so that it will discharge rapidly through the stand pipe. The largest sized stand pipe and pipe of the necessary diameter for serving the same should be used.

Send requisition of what is needed quickly.

Yours truly,

Copy to W.C.A.

Acting Chief Engineer.



Form 1386

TELEGRAM.

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NUMBER	RECEIVED FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
1139	HN CO	VI		M.		M.			M.		

FROM

TO

DATED

Seattle Oct 9-03

AT

E J Pearson

Oct 8th Extra 64 unloaded 63 ledgerwoods delayed 1 hour 30 Mins by trains, 5 hours 15 Mins Spreading gravel, raising track# and waiting for loads.

A R Cook

1143-P



TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
515	HN	HO	N								
				M.					M.		

FROM

Seattle Oct 8th 1903

TO

E J Pearson

DATED

AT

October 7th extra 64, unloaded 86 ledgerwoods delayed 2 hours by
trains 1 hour spreading gravel, 40 minutes coaling

A R Cook

11:33 P.M.

Repeat



Form 1336

TELEGRAM.

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116-9
COPY

NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				_____M.		_____M.			_____M.		

FROM

TO E. J. Pearson,

DATED

10/8/03.

AT

c/o Car No.5, On Line.

Following from Seattle dated Oct. 7th. October 6th extra sixty-four unloaded eighty-five ledgerwoods delayed one hour thirty-five minutes by trains two hours forty minutes spreading gravel and switching extra sixty-two unloaded twenty rodgers delayed six hours switching. Signed, A. R. Cook.

R. A. Weston.



Form 1386

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
500 HN CO N				M.		M.			M.		

FROM

Seattle Oct 7th 1903

TO

E J Pearson,

DATED

AT

October 6th extra 64 unloaded 85 ledgerwoods delayed 1 hour 35 minutes
by trains 2 hours 40 minutes spreading gravel and switching extra 62
unloaded 20 rodgers delayed six hours switching

A R Cook

1126 P M

Repeater

1169
Northern Pacific Railway Company.

Office of Superintendent of Telegraph.

St. Paul, Minn. Oct. 7, 1903.



Mr. E. J. Pearson,
Acting Chief Engineer,
B u i l d i n g.

Dear Sir:

I hand you herewith bill in duplicate against the Construction Dept. for cost of moving telegraph line on account of double tracking between Auburn and Black River, Wash., amount \$278.50.

Please mark distribution on back of the original bill and after certifying, return same to me at your earliest convenience. You may retain the duplicate bill for your files.

Yours truly,

Oelgreene

Supt. Telegraph.W

Original to Cook 10/8

1000

NORTHERN PACIFIC RAILWAY COMPANY.

CONSTRUCTION

Department

Order No.

Mem. No.

To

TELEGRAPH

Department, Dr.

190

Oct. 7, 1903.

For labor moving telegraph line on account of double track-
ing between Auburn and Black River, Wash:

6/30 Mo. at	\$87.50	-----	\$17.50
48/30 Mo. at	\$62.50	-----	100.00
84/30 Mo. at	\$57.50	-----	<u>161.00</u>

Total -----

\$278.50

Work done in September 1903.

I certify that the above account is correct:

Bill as rendered correct:

Officer against whom bill is rendered will sign here

O. Greene Supt. Tel. *W*
Officer who renders bill will sign here.

COPY.

1169

On Pacific Division, October 7th, 1903.

Mr. A. R. Cook:-

How did it happen that fir piles were used for the trestle bridges on the double track instead of cedar?

E. J. Pearson.



Form 1386

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
582	HN D N			M.		M.			M.		

Seattle Oct 6th. 1903.

E J Pearson,

FROM

TO

DATED

AT

October 2nd, extra 64 unloaded 42 ledgerwoods delayed 2 hours by trains.
4 hours 25 minutes spreading gravel and switching Oct, 3rd, unloaded 61
ledgerwoods delayed one hour 40 minutes by trains 2 hours 50 minutes
spreading gravel and switching Oct 5th unloaded 31 ledgerwoods delayed
1 hour 35 minutes by trains 3 hours 25 minutes spreading gravel and
switching

A R Cook

1159 P.M.

COPY. 1169

EJP

At Tacoma, October 3, 1903.

PERSONAL.

Mr. I. E. Richards,

Supt. Car Service,

St. Paul.

Dear Sir:-

The Construction Department has a lot of work train cars in use on the Seattle Line.

Please advise through what source you receive reports of those used by the Construction Department, and on what basis you bill against construction for same. What I desire is personal information that will familiarize myself with the manner in which this is being handled.

Yours truly,

Acting Chief Engineer.



Form 1386

TELEGRAM.

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NUMBER	FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
254	HN CN C			M.		M.			M.		

FROM

Seattle Oct 3rd, 1903

TO

E.J. Pearson

DATED

AT

Oct 1st extra 84 unloaded 58 ledgerwagons delayed 1 hour and 35 mins
by trains two hours Spreading gravel delivered 10 cars to C&PS.

A.R. Cook,

351pm



Form 1386

TELEGRAM.

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NUMBER	FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
12	H D VI										
				M.		M.			M.		

FROM

Seattle Oct 103

TO

Pearson

DATED

AT

Sep't 30th extra 64 unloaded 63 ledgerwoods delayed 1 hour 50 Mins

by trains delivered 20 rogers to C P S.

✓ A R Cook

1227A 2



Form 1386

1169

TELEGRAM.

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NUMBER	RECEIVED	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
33	HN CO VI										
				M.		M.			M.		

FROM

Seattle Sep't 30-03

TO

E J Pearson

DATED

AT

Sep't 29th, extra 64 unloaded 62 Rodgers delayed one hour 10 Mins by
trains one hour 30 Mins Spreader off track one hour taking train gravel
to Black River for C & P S Delivered 20 cars gravel to C & P S.

A R Cook

513-A 1



Form 1386

1169

TELEGRAM.

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NUMBER	FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
37	HN D VI			M.		M.			M.		

FROM

Seattle Sep't 29-03

TO

E J Pearson

DATED

AT

Sep't 28th, extra 64 unloaded 91 rodgers delayed 2 hours 30 Mins

acc't trains.

A R Cook

125-A 30

Replied



Form 1336

1169

TELEGRAM.

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance. After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

NUMBER	RECEIVED	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
509 HN	HO N										

FROM

Seattle Sept 26th 1903

TO

E J Pearson

DATED

AT

Replied

Sept 25th work extra 348, 56 rogers delayed thirty minures account trains two hours twenty minutes for loads fifty doxer off track and clearing gravel off track Work extra 64 unloaded 53 ledgerwoods delayed three hours 55 minutes by trains one hour 5 minutes by ledgerwood engine breaking down

A R Cook

920 P.M.



TELEGRAM.

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NUMBER	RECEIVED FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
108817	W. L. O'Connell										

FROM *Seattle* TO *E. Pearson*
 DATED *Sept 26* AT

*Went 25th Van Information from Albee
 Does not correspond with my knowledge
 My understanding with Albee was that he would
 send Shovel in 3 or 4 days I wired you in
 relation to matter he sent Shovel No 12 Next
 day then had to take her to So Tacoma for
 repairs Next day sent No 13 No Shovel Crew
 there yesterday and No Extra Engg Mr Albee has not
 reported either matter of Shovel or Crews to me
 I told him that I could not move Smiths Shovel in
 his absence and Smith expected to be back on Thursday
 got here yesterday and will take his Shovel out of pit*



Form 1386

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.		(2) M.			M.		

FROM _____ TO _____

DATED _____ AT _____

Sunday will go to Beet Line Monday
Morning gravel on rail Not worse than common
backing up. Spreader wings caught gravel
and pulled it under also broken axle on
spreader previously instructed Smith to keep
gravel on side down he dozed it
down to top of rail at considerable loss
of material to him. Ref most of Ledgerwood
work has been patching narrow places in.
night Crews were unable to do this properly got
gravel where none was needed and cov. rail in
many places got off tracks frequently previous to



Form 1386

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.	(3)	M.			M.		

FROM _____ TO _____

DATED _____ AT _____

Yours were, has not heard that Extra
copy had been sent to Aberdeen, also wired
me that it must be understood that when he did
send them they must be turned back whenever business
demand but did not say that he had sent them or was
then ready to send them

A R Cook



Form 1386

1169

TELEGRAM.

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NUMBER	REC'D	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
156	HN CN C			M.		M.			M.		

FROM

Seattle Sept 24th, 1903,

TO

E.J. Pearson

DATED

AT

Yours 23rd, Am and have been punching up contractor. He has trouble with men a good force one day and a small one the next. Cleaning had not been all finished yesterday. Have got to slope Jorgensons bank. Mr Albee has promised me a gang of italians on the 28th intend to take rock direct from cars a large portion can be dumped direct from cars if unload from main track will have to put in trains to haul if dyke finished will have track on it saturday and commence rip rapping.

A.R. Cook,

1144am



Form 1386

1169

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
160	TELE CN	C		M.		M.			M.		

FROM Seattle Sept 24th, 1903, TO E. J. Pearson,

DATED AT

Work extra 348 Sept 23rd, unloaded 56/rogers delayed 20 mins by trains two hours moving out-fit cars. Work/extra 64 unloaded 42 ledgerwoods delayed two hours and 5 mins by trains 5 hours and 20 mins having 11 cars off track, 30 mins spreading gravel.

A. R. Cook

1153am



Form 1386

TELEGRAM.

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NUMBER	RAIL FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
574 HN	HO N										
				M.		M.			M.		

FROM

Seattle Sept 23rd 1903

TO

E H Pearson

DATED

AT

Browsing No sir it was decided to stop night work on account of poor showing and because bank widening west of Orillia was completed and all material required was ballast, this was where night crew had most trouble

A R Cook

1123 P:M



Form 1386

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.		M.			M.		

FROM St. Paul, Sept. 23, 1903.

TO A. R. Cook,

DATED

AT Seattle, Wash.

Your message 21st. Am I correct in understanding that discontinuance of night work is on account of Contractor's force quitting?

E. J. Pearson.

EJP



Form 1386

1169

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
1040	Mr. G. L. O'Connell										

FROM

DATED

Leath
Sept 23
Day Crew Tpn 21st Work Extra. 67 unloaded
67 Ledgeswoods delayed by trains two
hours and 35 mins 30 mins Coaline 45 M
Raising track Wood Extra 348 unloaded 58
Rogers delayed Tacoma Yord 1 hour 25
mins Breakfast 30 mins defective train pipe
45 mins stalled 20 mins Switch Train of 20 Loads
On New track reduced to 16 loads

ARLSON



Form 1386

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.		M.			M.		

346 HN CN C

FROM

Seattle Sept 23rd, 1903, TO E.J. Pearson,

DATED

AT

Sept 22nd, Day Crews loaded 63 ledgerwoods and 16 rogers unloaded 42

ledgerwoods work extra 64, six hours and 50 mins handling track and bridge material. Work extra No 348 wrecked by dozer car, dozer shows broken journal derailed three rogers blocking main line necessary to get wrecking train to replace cars delayed all day. Have asked trainmaster for full particulars,

A.E. Cook,

440pm



Form 1386

COPY 1169

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.		M.			M.		

FROM St. Paul, Sept. 23, 1903.

TO A. R. Cook,

DATED

AT Seattle, Wash.

On double track hereafter use ties on basis of 16 per 30 foot rail, adding one more making 17 for curves three degrees or over.

E. J. Pearson.

EJP

Northern Pacific Railway Company.



Seattle, Wash. September 19th. 1903.

E. J. Pearson, Esq.,

Acting Chief Engineer,

St. Paul, Minn.

Dear Sir:-

Answering your letter of the 15th. inst. in regard to the number of ties used on new double track line in Seattle. I beg to advise that we are using 2992 ties per mile on grade and bridge ties are according to plan R-11-1.

Yours truly,

A. R. Cook
Assistant Engineer.

RAW-N

Sept. 15th, 1903.

Mr. A. R. Cook,

Seattle, Wash.

Dear Sir:

See my letter of August 26th and advise how many ties per mile are being used on construction of new double track on Seattle line.

Yours truly,

Acting Chief Engineer.

176
16
—
1056
176
—
2816

COPY.

EJP-M

On Pacific Division, August 26, 1903.

Mr. A. R. Cook,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

How many ties per mile are being used on the construction of the new double track on the Seattle line?

Yours truly,

Acting Chief Engineer.



Form 1236

1169

TELEGRAM.

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NUMBER	RECEIVED	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
463 HN	B N			M.		M.			M.		

FROM Seattle Sept 21st 1903

TO E J Pearson

DATED

AT

Have stopped night loading and unloading of gravel, all smith night force quit this morning Mr Albee thinks now that he can furnish shovel, one pit engine one road engine and 40 rogers we have them in service now and we can move Smith's shovel to Belt Line Is to let me know in next two days

A R Cook

11:25 P:M.

**TELEGRAM.**

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
476	M. Ho	L		8:22 PM							

FROM

Seattle

TO

J. Pearson

DATED

Sep 22

AT

Night Crews unloaded gravel as follows: Sep 14th unloaded 42 Ledgerwoods Delayed 55 mins by trains 3 hours and 10 mins fixing head light on Eng & setting posts for stretching Cable at pit Sep 16th unloaded 56 Ledgerwoods Delayed one hour by trains Sep 17th unloaded 58 Ledgerwoods Delayed one hour by trains Sep 17th unloaded 58 Ledgerwoods Delayed one hour and 55 mins by trains one hour Breaking in two Sep 18th unloaded 20 Ledgerwoods Delayed 2 hours by trains Delayed from 1040 pm to 630 am acch Gravel on track Could not get train out. No report for 15th 20th will send as soon as received

A R Coor

1169

Northern Pacific Railway Company.

Office of the Division Superintendent.

On Road, Sept. 15, 1903.

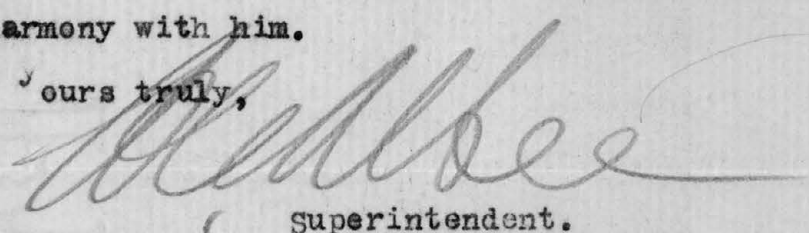
Personal.

Mr. E. J. Pearson,
Acting Chief Engineer,
St. Paul, Minn.

Dear Sir:-

I have your letter of Sept. 8th with regard to the appointment of Assistant Train Master. I believe that much good has been accomplished already in the handling of construction matters by this appointment. Foster is giving his entire time to looking after the details of the work and I have told him to confer freely with Mr. Cook and work in harmony with him.

Yours truly,



Superintendent.



TELEGRAM.

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NUMBER	Rec'd From	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
534	HN A N										

Seattle Sept 18th 1903

E J Pearson

FROM

TO

DATED

AT

Solomon 17th 18 have two engines hauling, one engine in pit same engine nights pit-men coal engines. This we pay for. Expect to complete grading Auburn to Orillia Saturday gravel for ballast Monday or Tuesday track laid excepting gauntlet to West switch Orillia some gravel put in east of Orillia have stopped this. Expect to average 90 cars by day and 60 cars at night, contractor says also res. engineer that we are not getting as good service as before advent of train-master returns show average about same but we are using new track where possible on 10th and 11th put in 105 cars each day. Trainmaster not present, contractor says that engines in this service have been used to do switching for Pacific Divn through order from Supt, through trainmaster. Have not been able to confirm this, trainmaster said he had orders from Suptn to take cars off some bridge timber for Pacific Divn told him that we could not take cars off road work and must not delay contractor. He has orders from Supt to make daily trips to Renton at such times he is not able to look after work he was expected to do

A R Cook 1055 P:M

TELEGRAM.

NORTHERN PACIFIC RAILWAY COMPANY

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FROM At Mandan, Sept. 17, 1903.

TO A. R. Cook,

DATED

AT Seattle, Wash.

What are the numbers of the engines being used with steam shovel? What is arrangement for coaling same? According to present prospects what will be probable date completion double track grading, also what do you expect to average in the way of cars loaded by shovel day shift and ditto night shift? What are the features remaining that interfere with maximum progress of steam shovel work and what steps being taken to remedy them?

E. J. Pearson.



Form 1286

1169

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
153	HN	CN	C	.	M.	M.			M.		

FROM

seattle sept 18th, 1903,

TO

E.J. Pearson,

DATED

AT

Train Master says has done no switching other than connected with 2nd track work.

A.R. Cook;

1045am 19th

Accepted

TELEGRAM.

COPY 1169

NORTHERN PACIFIC RAILWAY COMPANY

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				_____ M.		_____ M.			_____ M.		

FROM On Minn. Div., Sept. 19, 1903.

TO A. R. Cook,

DATED

AT Seattle, Wash.

Until further advised wire daily report stating how many loads gotten out by steam shovel previous day, ditto previous night, with explanation of any poor performance.

E. J. Pearson.

1169

THIS INDENTURE, made this the 17th day of January, 1902, between David Graham and Susanna Graham, his wife, of King County, Washington, parties of the first part, and the Columbia & Puget Sound Railroad Company, a Washington corporation, party of the second part,

WITNESSETH: That Whereas by an indenture dated the 16th day of August, 1883, recorded in Volume 31 of Deeds, page 649 of the Records of King County, Washington, made between the parties hereto, parties of the first part did grant unto the said party of the second part, its successors and assigns, the following described strip of land, situated in the County of King, State of Washington, to-wit: a strip of land 100 feet wide, being 50 feet wide on each side of and parallel with the center line of the main track of the Columbia & Puget Sound Railroad Company's Railroad as the same is staked out and located over and across the lands of the said David Graham, and more particularly described as follows, to-wit: the south-west quarter of the south-east quarter of section 3, and lots 3, 4, and 16, and the east half of the northeast quarter of section 10, all of township 23 north, range 4 east, and still more particularly described as follows commencing at a point on the west boundary line of the southwest quarter of the southeast quarter of said section 3, which point is 550 feet north of the quarter section corner on the south boundary line of said section 3; thence south along said west boundary line 80 feet; thence in a southeasterly direction along a line parallel with and fifty feet distant from the center line of said railroad line, about 4300 feet to the east boundary line of lot 16 of said section 10; thence north along said east boundary line about 150 feet; thence in a northwesterly direction along a line parallel with and 50 feet distant from the center line of said railroad line about 4300 feet to the said west boundary line of the said southwest quarter of the south east quarter of the said section 3; thence south along the said west boundary line 80 feet to the place of beginning; so long as the same should be used for railroad purposes, upon the following condition:-

"This grant is given upon the condition that the grantee herein is to keep open and maintain a waterway at least 200 feet in

width on the above granted premises, at the point where the trestle on the narrow gauge railroad is now located, and is likewise to construct and maintain upon said granted premises one good and sufficient crossing", and

WHEREAS, it is made necessary, in the proper, safe and economical operation of the railroad of the party of the second part and other railroads operated upon its right of way, to fill in the bridge and trestle constructed and now maintained upon the said granted premises, and in so doing to reduce the opening or waterway referred to in said indenture of August 16th, 1883, from 200 feet in width to not less than 30 feet in width,

NOW, This Indenture Witnesseth: that the said parties of the first part, for and in consideration of the sum of four hundred and twenty-five dollars (\$425.00), lawful money of the United States of America, to them in hand paid by the party of the second part, the receipt whereof is hereby acknowledged, do by these presents consent and agree that the said condition contained in the said indenture of August 16th, 1883, to-wit: that the party of the second part shall keep open and maintain a waterway at least 200 feet in width on the premises therein described, to the point where the trestle on the then narrow gauge railroad was then located, be and the same is hereby vacated and annulled, and they do hereby give and grant unto the said party of the second part, its successors and assigns, the right, privilege and authority to enter upon said right of way and fill in the bridge or trestle now constructed and maintained thereon, and reduce said opening or waterway from 200 feet in width to not less than 30 feet in width, and to thereafter forever maintain an opening or waterway on the said granted premises at a width of not less than 30 feet. And the said parties of the first part, in consideration of the said sum of money, do by these presents remise, release and forever quit-claim unto the said party of the second part and to its successors and assigns, the premises above described and granted by said indenture of August 16th, 1883, upon the condition only that said party of the second part, its successors and assigns, shall keep open and maintain a waterway on the said granted premises, not less

than 30 feet in width and at practically the height of the present opening, which is about twelve (12) feet high, at the point where the trestle or bridge to be filled in is now located; and likewise within a reasonable time after request therefor by said first parties, shall construct and maintain upon said granted premises one good and sufficient crossing, and permit and allow said first parties, their heirs, executors, administrators and assigns, to construct and forever maintain a ditch across said right of way within the limits of said 30 foot opening, for the purpose of draining their land over and across which said right of way is located.

This instrument shall be binding upon the parties hereto, their heirs, executors, administrators, successors and assigns, and shall be construed as a covenant running with the land owned by the parties of the first part through which said right of way is located.

IN WITNESS WHEREOF the parties of the second part have hereunto set their hands and seals the day and year first above written.

David Graham (Seal)
Susanna Graham (Seal)

Signed, Sealed and Delivered
in Presence of:-

Scott Calhoun
Elmer E. Lee

State of Washington, ()
County of King. () ss.

This is to certify that on this 17th day of January, A.D. 1902, before me, the undersigned, a Notary Public in and for the State of Washington, duly commissioned and sworn, personally came David Graham and Susanna Graham his wife, to me known to be the individuals described in and who executed the within instrument, and acknowledged to me that they signed and sealed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

And the said Susanna Graham, wife of said David Graham, upon an examination by me separate and apart from her said husband, when the contents of said instrument were by me fully made known unto her, and she was by me fully apprised of her rights and the effect of signing the within instrument, did, freely, voluntarily, separate and apart from her said husband, acknowledge the same, acknowledging that she did voluntarily, of her own free will and without the fear of or coercion from her husband, execute the same as her free and voluntary act and deed for the uses and purposes therein mentioned.

Witness my hand and official seal the day and year in this certificate first above written.

Elmer C. Todd
Notary Public in and for the State of
Washington, residing at Seattle.

*This instrument is recorded in Book 299
of Deeds Pages 274 & 276*

This Agreement is Recorded
in
Book 299 of Deeds
Pages 274 & 276

Records of King County
Washington

not recorded in do.

11/3/1907

6

Northern Pacific Railway Company.

1169
Seattle, Wash. September 9th. 1903.

E. J. Pearson, Esq.,


Acting Chief Engineer,

St. Paul, Minn.

Dear Sir:-

It has been decided not to gantlet White River Bridge just at present. Mr. Albee desires to repair and ballast deck the old trestle and will use the new track from Thomas to the East end of trestle.

Yours truly,


Assistant Engineer.

Northern Pacific Railway Company.



Seattle, Wash. September 7th. 1903.

1169

E. J. Pearson, Esq.,

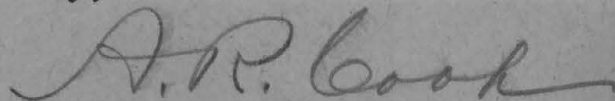
Acting Chief Engineer,

St. Paul, Minn.

Dear Sir:-

Answering your letter of the 3rd. inst regarding continuous borrow pits. I have instructed Resident Engineer Bushnell to build dykes at intervals across all borrow pits where there is any danger of washing, he was on the ground during the high water of last January and should know all the conditions. Will see that this matter is attended to.

Yours truly,



Assistant Engineer.



Form 1386

1169

TELEGRAM.

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NUMBER	REPLY	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
49	HN D VI			—M.		—M.			—M.		

FROM

TO

DATED

Seattle Sep't 10-03

AT

E J Pearson

Browsing. Have not been handling as much gravel on second track work as under old arrangement are doing better today how-ever and prospects are bright for future the matter of night shift will be in force Sunday night.

A R Cook

150-A 11



Form 1356

TELEGRAM.

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance. After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

NUMBER	Rec'd F. v	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.		M.			M.		

FROM

September 10th, 1903.

TO

A.R. Cook,

DATED

AT

Seattle, Wash.

42 Lidgerwoods and 18 Rogers seems very small days work. How many engines engaged and what is needed to largely increase the output.

E.J. Pearson.



Form 1286

TELEGRAM.

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
1055	Am	P	Q	116a	10						

FROM

TO

DATED

AT

Unloaded 42 Sidewalks and 18
Radgers on 8th on Second
Track work

A R Cook

Northern Pacific Railway Company. 7169

Seattle, Wash. September 8th. 1903.



E. J. Pearson, Esq.,

Acting Chief Engineer,

St. Paul, Minn.

Dear Sir:-

The bridges complained of by Mr. Hart, have been built
In view of the fact that other bridges in the vicinity have been
lengthened and our additional bridge put in, it does not seem that
any further changes are necessary.

I was over the ground yesterday and am satisfied that
the matter of drainage is fully taken care of. During the January
1903 high water, our embankments did not empound any water.

Yours truly,

A handwritten signature in cursive script, appearing to read "A. R. Cook".

Assistant Engineer.

COPY.

EJP-M

On Yellowstone Division, Sept. 5, 1903.

Mr. A. R. Cook,

Ast. Engr.,

Seattle, Wash.

Dear Sir:-

Apparently the bridges complained of by Mr. Hart in the enclosed file are already built. Please investigate, and let me know if you now consider it necessary to make any changes.

Yours truly,

Enc.

Acting Chief Engineer.

RAW-F.

August 20th, 1903.

Mr. A. R. Cook,

Assistant Engineer, Seattle, Wash.

Dear Sir:-

Herewith for your information some correspondence which I had with Mr. Nancarrow concerning complaint made by James Hart of Auburn in regard to ballast deck bridges.

Please note this correspondence and let me have further report requested in my letter of July 31st, returning all papers.

Yours truly,

Acting Chief Engineer.

Enclosure.

Northern Pacific Railway Company.

Office of the Chief Engineer.

H. J. Pearson,
~~W. L. Darling,~~
Acting CHIEF ENGINEER.

St. Paul, Minn.

EJP-M

On Yellowstone Division, Sept. 5, 1903.

Mr. A. R. Cook,

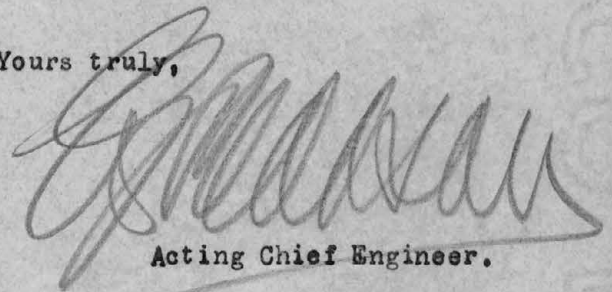
Asst. Engr.,

Seattle, Wash.

Dear Sir:-

Apparently the bridges complained of by Mr. Hart in the enclosed file are already built. Please investigate, and let me know if you now consider it necessary to make any changes.

Yours truly,



Acting Chief Engineer.

Enc.

SEP 7 1903

Northern Pacific Railway Company.

Seattle, Wash. August 28th. 1903.

E. J. Pearson, Esq.,


Acting Chief Engineer,

St. Paul, Minn.

Dear Sir:-

Hereto attached please find letter from Resident Engineer Bushnell in relation to waterways protested by Mr. James Hart. Bridges in present main track are not ballast decked. Mr. Bushnell said his orders were to construct ballast decks. During the high water of January 1903, the flood was up to the stringers of the present bridges.

Yours truly,



Assistant Engineer.

Northern Pacific Railway Company.

Auburn Wash 8/25/03

Mr. A. P. Cook

Asst. Engr.

Seattle Wash

Dear Sir:-

I am returning herewith correspondence regarding the Jamieson Hart letter.

Bridges referred to at Christopher or Nos 21 & 22 Black River Auburn 2nd Track profile, and their openings have been reduced about 30 sq. ft. each. Bridges between Auburn and Thomas showing increased and decreased opening as follows.

Bridge	23	opening increased	200%
"	22	" decreased	20%
"	21	" "	23%
"	20	" "	20%
"	19	" increased	100%
"	18	Now opening one span.	

High water of Jan 3-03 fill all ^{old} opening at these bridges.

Yours truly

Geo E Bushnell RE

AUG 27 1903

Northern Pacific Railway Company.

Office of the Chief Engineer.

~~E. J. Pearson~~
Acting Chief Engineer.

RAW-F.

St. Paul, Minn.

August 20th, 1903.

Mr. A. R. Cook,

Assistant Engineer, Seattle, Wash.

Dear Sir:-

Herewith for your information some correspondence which I had with Mr. Nancarrow concerning complaint made by James Hart of Auburn in regard to ballast deck bridges.

Please note this correspondence and let me have further report requested in my letter of July 31st, returning all papers.

Yours truly,

E. J. Pearson
Acting Chief Engineer.

Enclosure.

AUG 24 1903

COPY.

WLD-M

July 31st, 1903.

Mr. H. E. Nancarrow,
Assistant Engineer,
Seattle, Wash.

Dear Sir:-

Referring to your letter of the 28th instant enclosing one from Mr. James Hart of Auburn concerning the ballast deck bridges:

Your information is not complete, because you do not give us the height of high water as compared with the level of rails. We should know this in order to know whether you have actually decreased their waterway. Nothing of that kind should be done without special authority, because it is very liable to lead to serious damage suits later.

Yours truly,

(Signed) W. L. BARRETT.

Chief Engineer.

Northern Pacific Railway Company.

Seattle, Wash. July 28th. 1903.



W. L. Darling, Esq.,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

I hand you herewith correspondence, starting with a firey letter from Jos. Hart, of Auburn, in which he objects to the ballast decking that we have put on the two small bridges of the double track at Christopher station, Seattle Line.

The bridges refered to are only 30 feet long and are dry at all seasons of the year excepting flood time as we had last Janurary, at which time these bridges would make but little impression in that great volume of water. The ballast decking of these bridges only lowers the stringers thirteen inches and will not make any difference to the overflowage of the farming land of this vicinity.

The gentleman it is evident seeks to put himself on record and make complaint, as I understand, he is always ready to do in any instance where improvements are being made by a corporation.

Yours truly,

A handwritten signature in dark ink, appearing to read "H. E. Hancock".

Assistant Engineer.

Northern Pacific Railway Company.

Engineering Department.

T. H. CROSWELL,
DIVISION ENGINEER.

Office of the Division Engineer, Western Divisions.

IN YOUR REPLY
PLEASE REFER TO

Tacoma, Wash., July 18th, 1903.

THC*F

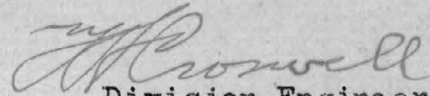
Mr. H. E. Nancarrow,
Assistant Engineer,
Seattle, Wash.

Dear Sir;-

I hand you herewith letter from Jos. Hart, of Auburn, who
seems to have some objections to placing of ^{ballast} deck trestles on account
of their limiting the waterway.

After noting the contents, will you please forward to the
Chief Engineer, with such remarks as you see fit.

Yours truly,


Division Engineer.

JUL 20 1903

Enc

James Hart,
Attorney at Law,
Notary Public.

"SUMMERFIELD"

CHRISTOPHER, P. O. KING CO.,

WASH.

15 July.

1903



Creswell, Esq^r.
Divl. Engineer. N. P. R.
Tacoma. Wash.

Dear Sir:

Damages to Land & Obstructions to Railways by N. P. R.

Referring to my letters of the 6th and 21st Feb.
last addressed to Mr. Klein, the Divl. Supdt. of the N. P. R.
at that time relating to the above subject.

Permit me to call your attention to
the fact that the trestles you are now constructing at and
near the Christopher Station are so much lower in the soffit
than the old ones and adjacent thereto, that they will most
certainly cause an impediment to the flowage of the
flood water. And will again inundate the lands and
premises occupied and owned by me, and I give you
notice I will hold your Company responsible for ALL
and all damages sustained by reason of "backwater"

While it is true, you have caused the trestle near the
Hughes River to be Slightly Enlarged (13-5) it is not
anything in opening to be compared with the extent of
the old trestle you to. filled in against my strong protest

2
and you have not done anything on the Nest side of the
trunk to permit the flow to have any course.

Nest side is almost blocked up. Your ditch
has no capacity of any moment, and now you will
cause all that water overflow to run down your
Excavation North to Christopher to discharge. And
then you reduce the height of your pier caps about
3 feet to be quite certain that the same shall not permit
a free discharge but cause it to overflow all the lands East
of your right of way & again destroy the County Roads and
footpaths and fences and flood some of the best farms
in White River Valley mine included.

If such is the case, I shall take
such steps for my protection as at that time may
be necessary and proper, and certainly will test
the right of the Railway Co. to destroy private property
wantonly to say the least, without the preliminary lawful
proceedings & the payment of compensation.

I have no desire to enter into a fight, but
will certainly not shrink from it if necessary, and thus
open the eyes of many others to an appreciation of their
rights in this matter. This is my final notice & you will
please accept the same as such.

Yours very respectfully
James Hart

*Cont. Gordon
double checked*

COPY.

1169

EJP-M

On Yellowstone Division, September 5, 1903.

Mr. A. R. Cook,

Asst. Engr.,

Seattle, Wash.

Dear Sir:-

In regard to the appointment of Assistant Train Master to look after the construction work trains. The trains, train crews and engine crews, while in our service and at our expense, are furnished and handled by the Superintendent. For the same reason, while the supervision of this service that we have requested is at our expense, the same is furnished by and in charge of the Superintendent, and it should be so understood by all, concerned, viz: That the Asst. Train Master is the Superintendent's rep_resentative, who, however, is in charge of carrying out the requirements of the Assistant Engineer and of the Contractor in actual performance of the work.

Yours truly,

Copy to W.C.A.

Acting Chief Engineer.

COPY. 1169

EJP-M

On R. M. Div., Sept. 2, 1903.

Mr. A. R. Cook,

Asst. Engr.,

Seattle, Wash.

Dear Sir:-

June 13th General Manager called attention to continuous borrow pits being made along double track construction, and asked that same be investigated as it constitutes a serious menace to our track on account of possibility of inducing currents when the water is high that would not otherwise exist. On June 14 Darling replied that Nancarrow says it is a mistake that borrow pits are taken out continuous on double track, and that shoulders were left from 50 to 100 feet to break any flow of water. . It is true there is a ditch about 3 feet wide continuous, but that is for draining borrow pits so that material can be used moved. It is the intention later to put a dam across this ditch in order to stop the flow. Please see that anything necessary is done.

Yours truly,

Acting Chief Engineer.



TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
71	W	M	B	5:30 P							
				M.						M.	

FROM W TO B
DATED 9/2 AT auburn

There are 27 Ledgerwood at auburn
for 3rd train we have never
rec'd any instructions or
request from your Dept
to furnish 3rd Train
GA being my understanding
this was to be done when
we began to deliver mail
in Seattle yard
Cook calls this am & had
full Conference third train
goes on tomorrow



Form 1886

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER

FROM _____ TO _____
DATED _____ AT _____
Lidgerwood unloader broke
down again this am
& I have given you Donkey
Eng unloader which we
have been using & instructed
that Lidgerwood unloader
be thoroughly overhauled
Doster takes charge as ass't
train master tomorrow
fully instructed on the Lines
outlined in our conversation
Mogul Eng delivers mail



Form 1386

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER

FROM

TO

DATED

AT

on Belt Line above Renton
tomorrow - Rogers & Dozer
arranged for will hurry putting
in for tank at Black River

albee

COPY

1169

EJP-M

At Seattle, August 26th, 1903.

Mr. C. S. Mellen,

P r e s i d e n t .

Dear Sir:-

The present status and the work remaining to be done on double track construction Auburn to Black River Junction is indicated by the following:

Grading 175,000 cubic yards	52% completed.
Bridging 1,700,000 F.B.M.	70% "
Track laying 12.1 miles	35% "
Ballasting 12.1 miles	00% "

Grading by side borrow is completed. There should be no delay on account of bridging. Progress is dependent on the rate at which material required can be delivered by train haul. From present appearances date of completion will be somewhere from Nov. 1st to 15th. Under the existing arrangement the Contractor in a short time will divide the out-put of his shovel furnishing part for the Railway Avenue filling in Seattle. On this basis the rate of progress on these two items of work will not be sufficiently rapid, and before leaving the Coast I will attend to such additional arrangements that may be needed for better progress.

Yours respectfully,

Acting Chief Engineer.

1169
COPY.

EJP-M

At Seattle, Aug. 26, 1903.

Mr. A. R. Cook,

Asst. Engr.,

Seattle.

Dear Sir:-

The considerable amount of grading still to be done on the lower end of the double track work makes it look as if it would be necessary to continue the use of shovel at Auburn for some little time to come. It is desirable that decision be reached as to where the economical point is north of which material can be more economically delivered from the Belt Line, and that the work to that point from Auburn be finished as rapidly as possible, including the disposition of ballast for such of the track that may be laid at the time.

Yours truly,

Acting Chief Engineer.

COPY.

1169

EJP-M

At Seattle, August 26, 1903.

Mr. A. R. Cook,
Asst. Engr., Seattle.

Dear Sir:-

In handling the double track construction it is desirable that as soon as complete stretch of considerable distance can be turned over to the Operating Dept. that this action be taken.

Apparently before long we shall be able to open for double track operation the new track from Auburn to Kent. The track should not be turned over until it is finished up and there is no further work train work on the same, other than running of trains through over such territory which will then be better facilitated by working the track double for traffic as well as the movement of construction trains.

Yours truly,

Copy to A.E.L.

Acting Chief Engineer.



Form 1386

COPY. 1169

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.		M.			M.		

FROM At Seattle, Aug. 26, 1903. TO A. R. Cook,
DATED. AT Seattle.

Want to meet the Contractor or Contractor's representative in charge of grading of double track line as soon as possible. Please arrange. I think this is Grant Smith, but you can ascertain. Would like to see him Thursday afternoon if possible.

✓
E. J. Pearson.

EJP-M

COPY.

1169

EJP-M

At Tacoma, August 26th, 1903.

Mr. A. R. Cook,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

As soon as you can do so, without neglecting more important matters, will you please advise me fully what the files show in regard to the intention respecting completion of double track Auburn to Meeker, together with estimate of the cost of the work on the basis of gauntletting the Puyallup River bridge near Sumner without rebuilding, by rebuilding it permanently as a single track structure and gauntletting, and rebuilding permanently as a double track structure.

Yours truly,

Acting Chief Engineer.

McClawson

*In this connection see places
marked in attached file 1169*

8/31

RAH

*RAH
Noted & returned
EJP*

1169

Northern Pacific Railway Company.

Seattle Wash 8/25/03

Mr. E. J. Pearson
Acting Chief Engr.
Seattle Wash

Dear Sir:-

I hand you herewith data requested as to progress of work on Albuquer Black River Jr. 2nd Track.

Grading	175000 cu. yds.	52%	completed
Bridging	1700000 ft. B.M.	70%	"
Track laying	12.1 Miles	35%	"
Ballasting	12.1 "	00	"

All work should be complete by
Nov 15th 1903

Yours truly
Geo E Bushnell
Res. Engr.

RAW-F.

1169
August 15th, 1903.

1169
Mr. A. R. Cook,

Assistant Engineer.

Dear Sir:-

I hand you correspondence in regard to proposed arrangement of track for middle siding at Kent on double track line, Pacific Division.

Please arrange to have tracks constructed in accordance with Mr. Nancarrow's letter of August 8th and the enclosed blueprint. The increased cost of such arrangement is estimated at \$309.00. Please take such record as you need of this correspondence and return it for my files.

Yours truly,

Acting Chief Engineer.

Enclosure.

Northern Pacific Railway Company.

F. W. GILBERT,
GENERAL SUPERINTENDENT.

Office of the General Superintendent.



St. Paul, Minn. August 14, 1903. G-V.

Middle siding at Kent:

Mr. W.L. Darling,

Chief Engineer.

Dear Sir:-

In reply to yours of the 13th and returning herewith Blueprint relative to proposed arrangement of tracks for middle siding at Kent, which will increase the cost \$309.00:

I wish you would please arrange for this.

Yours truly,

Enclo- 3

[Signature]
General Superintendent.

*Had to ask Snow
feather with
instincts to handle
in this manner*
[Signature]

August 13, 1903.

Mr . F. W. Gilbert,
general Superintendent,
Building.

Dear Sir:-

In regard to the arrangement of passing track at Kent. The Assistant engineer has shown in black lines the changes involved to carry out your request increased cost of which will be \$309.

If the arrangement is satisfactory as proposed by the Assistant Engineer I will instruct that it be carried out.

Yours truly,

Enc.

Chief Engineer.

COPY.

WLD-M

August 3rd, 1903.

Mr. H. E. Nancarrow,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

Herewith letter from Mr. Gilbert concerning the siding between the two main tracks at Kent.

Please note that they have changed their mind about the kind of siding to be constructed. Let me know what the extra cost will be before doing it.

Yours truly,

W. L. DARLING.

Enc.

Chief Engineer.



Form 1386

1169.

TELEGRAM.

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NUMBER	R.	S	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
562	HN	CO	JH		M.		M.			M.		

FROM **Seattle Aug 5, 1903** TO **W.L. Darling.**
DATED AT

Solomon 3rd second track grading now complete Auburn to O'Brien
expect to complete up to Tabitha by Sept 1st will haul from Auburn
for few days more then haul from Tabitha both to Seattle and
second track this last when laid out by main line trains.

H.E. Nancarrow

1057 P.M.

S. B. ...



Form 1386

TELEGRAM.

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NUMBER	REC'D	FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
					_____M.		_____M.			_____M.		

FROM St. Paul, Aug. 3, 1903.

TO H. E. Nancarrow,

DATED

AT Seattle, Wash.

When do you expect to complete second track between O'Briens and Seattle Belt Line and where do you propose to get material from?

W. L. Darling.

WLD-M

1169

WLD-P.

July 21st, 1903.

Mr. F. W. Gilbert,
General Superintendent.

Dear Sir:-

Referring to your letter of the 18th inst. Cost of moving signs, switches, station buildings and other structures in the way of second track, Auburn to Black River Junction, should be charged to the construction of second track.

Yours truly,

Chief Engineer.

Northern Pacific Railway Company.



F. W. GILBERT,
GENERAL SUPERINTENDENT.

Office of the General Superintendent.

St. Paul, Minn. July 18th, 1903.-HK-

--Second Track between Auburn and Black River.--

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:--

Referring to the attached from Mr. Law, in regard to second track between Auburn and Black River. This expense should, I believe be charged to the Construction Department. Please advise.

Yours truly,

A large, stylized handwritten signature in dark ink, likely belonging to F. W. Gilbert, the General Superintendent.

General Superintendent.

E-35

COPY.

1169

WLD-M

July 22nd, 1903.

Mr. G. S. Fernald,

Commissioner.

Dear Sir:-

Referring again to the matter of change of line at Black River Junction:
The blue print sketch attached hereto shows the situation. The Assistant Engineer has completed his surveys with the result that there is no apparent reason why there should be further damages on account of the change of channel than as shown up in the claims to which you refer in your letter of 16th instant. I know of no particular reason, therefore, why right of way should not be obtained unless the President considers the purchase price too high, as from your estimate of 15th instant it will overrun the estimate about \$3,300.

Yours truly,

(Signed) W. L. DARLING.

Enc.

Chief Engineer.



Form 1386

TELEGRAM.

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NUMBER	RECD F	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
FROM											
DATED											
Reply be in office all day Monday much like see you about handling material for second track Auburn to Bacon River by train service											
Raw											



Form 1386

COPY

TELEGRAM.

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance. After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily for operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

NUMBER	FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER

FROM On Seattle Divn., June 19, 1903. TO H. E. Nancarrow,
DATED AT Seattle, Wash.

Advise Grant Smith that I have arranged for him to do the work of completing second track by train service from the Auburn pit but cannot arrange details of equipment until Monday or Tuesday next. I will be in Seattle Monday afternoon, or if he cares to take up before my return see Mr. Law at Tacoma and any arrangements with him will be satisfactory to me.

W. L. Darling.

WLD-M



Form 1886

COPY

TELEGRAM.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.		M.			M.		

FROM On Seattle Divn., June 19, 1903.

TO A. E. Law,

DATED

AT Tacoma, Wash.

Expect to be in Seattle Monday and go south to Portland Tuesday. Where can I see you relative to furnishing equipment for completing second track Auburn to Black River and Seattle terminal work? General Manager advises me he has wired you instructions. Will be at Tunnel No. 1 Monte Cristo Branch until Monday morning next.

W. L. Darling.

WLD-M



Form 1386

COPY**TELEGRAM.**

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NUMBER	Rec'd	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER

FROM At Seattle, June 18, 1903.

TO Thomas Cooper,

DATED

AT St. Paul.

Referring again to my wire of today regarding contractors hauling material for second track on main line between Auburn and Black River. They will not be allowed to disturb the present main line as all material goes into second track. Balance will be hauled on new second track after laid and not interfere with main line. Do not see any possible way out of train haul.

W. L. Darling.

WLD-M

COPY.

WLD-M

At Seattle, Washington, June 18th, 1903.

Mr. Thomas Cooper,
General Manager.

Dear Sir:-

I hand you with this a blue print showing the places where it is proposed to haul in material from pits by train for second track between Black River and Auburn. These places are shown in red. The remainder of the second track is to be borrowed by contract. It is impossible to obtain the necessary right of way for obtaining material, and at two or three of the places it is almost impracticable to obtain material even with the extra right of way, and it becomes almost a necessity to train haul it.

I am able to let this to Guthrie in connection with his terminal work at a very low price, much cheaper than the Railway Company could do it with the division forces, and as they will not be allowed to interfere with the main line, or to use the main line except under orders, it seems to me that it is the best way to do it, and I wired you accordingly today. Out of the 13 miles you will note that there is but about 5 miles to do by train haul, the balance has been borrowed.

Yours truly,

(Signed) W. L. DARLING.

Enc.

Chief Engineer.

Northern Pacific Railway Company.

Seattle, Wash. June 18th. 1903.

W. L. Darling, Esq.,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

Referring to my letter of the 23rd. ult. regarding available side borrow material for second track Auburn to Black River Junction.

I have gone over the ground, with the view of obtaining all the material possible from the sides, to make either a complete or temporary embankment, my intentions being, to avoid train work as much as possible.

On careful investigation, I find that between Thomas and Black River, the material for the present bank was borrowed from the sides and in most instances as far out as 100 feet from the center line, so that now we find the right of way robbed of material for this work and impracticable to secure additional right of way within any thing like a reasonable distance of the track.

I do not think we can avoid doing about 85000 yards of train work: to do this amount of work and not interrupt traffic, two trains may be plowed at a place, consuming not more than seven minutes time, and a temporary track laid on the shoulder, so made, afterwards making the remainder of the side fill from the temporary track.

The train haul that I am intending to do will be between the following points:

Station	570	to Station	650	17400	yards.
"	695	"	705	5200	"
"	735	"	760	1000	"
"	815	"	958	28300	"
"	1008	"	1036	13800	"
"	1080	"	1096	14000	"
"	1105	"	1115	6000	"
Total				85500	"

The train work between stations 570 and 650 is made necessary on account of a 40 foot County Road right of way that is just outside of our property line. On the opposite side of our track is low ground and borrowing has been made for the original bank some distance beyond our right of way, so that train haul is unavoidable between these points.

The 14000 yards of haul between stations 1080 and 1096 is very necessary on account of this portion of the line being inside of a big bend of White River and I should be afraid to borrow any amount of material from the sides on account of the great danger

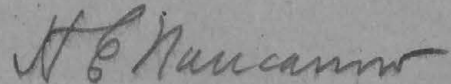
Northern Pacific Railway Company.

W. U. D. -2-

of the river washing out the borrow pit and probabally all the bottom land inside the bend of the river.

I am attaching herewith blue print sketch showing on same with red lines the train haul that I am proposing to do as well as a sketch that shows the change of channel and the line change near Black River Junction.

Yours truly,



Assistant Engineer.

TELEGRAM.

NORTHERN PACIFIC RAILWAY COMPANY

All Road Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

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				M.		M.			M.		

FROM

Seattle, Wash. June 18th. 1903.

DATED

Thomas Cooper, St. Paul, Minn.

AT

There will be about 80000 cubic yards of material to be train hauled from Auburn pit by contract for second track impossible to get borrow. Have you any objections to using main track for that purpose. Trains will all be under control of Oper. Dept. Will need three mogul engines or of similar ~~xxx~~ class. Work to consume about two and one half months. Contractors ready to start as soon as engines can be furnished.

W. L. Darling.

*filed at telegraph
office at Seattle
4:30 P.M.*

COPY

Northern Pacific Railway Company.

1169

Office of the Chief Engineer.

W. L. DARLING,
CHIEF ENGINEER.

St. Paul, Minn.

At Seattle, June 18th, 1903.

Mr. Nancarrow:-

Referring to your letter of today regarding line from Auburn to Black
River:

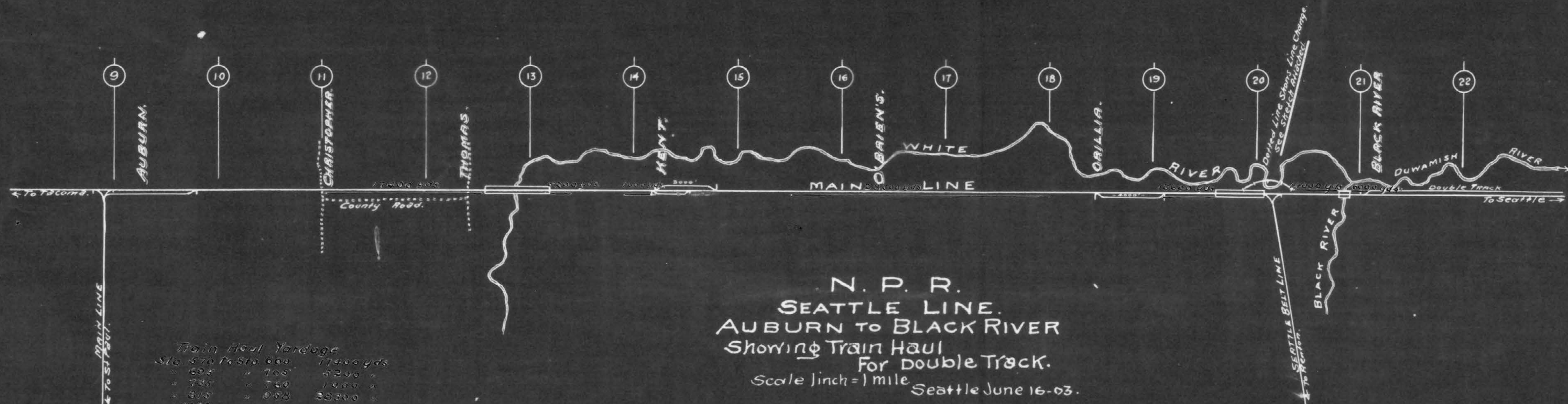
Will you please furnish me with another blue print, showing train haul
for double track, same as accompanied your letter of above date.

W. L. Darling.

V

W. L. D.
Herrin
H. E. H.

This print for
one file



Train Haul Yardage

Sta 570 to Sta 600	17400 yds
" 600 " 700	5200 "
" 700 " 800	1900 "
" 800 " 900	33200 "
" 900 " 1000	13600 "
" 1000 " 1100	14000 "
" 1100 " 1115	9000 "
Total	85500 yds.

N. P. R.
 SEATTLE LINE.
 AUBURN TO BLACK RIVER
 Showing Train Haul
 For Double Track.

Scale 1 inch = 1 mile
 Seattle June 16-03.

COPY.

1169

WLD-M

On Pacific Division, June 15th, 1903.

Mr. G. S. Fernald,
Commissioner.

Dear Sir:-

In going over second track between Auburn and Black River Junction this morning with Messrs Nancarrow and Thompson, I find that Mr. Thompson has found a great many difficulties in obtaining right of way, and there are also some places where it is impracticable to borrow. It seems necessary that, between the following stations, material should be hauled in by train instead of being done by contract, it being impracticable, both on account of lack of material and impossibility of obtaining right of way to get the necessary borrow. The stations between which material should be put in by train haul, and at which no extra right of way will be needed are from station 575 to 705, 735 to 760, 815 to 958, 1010 to 1036 and 1885 to 1097.

With reference to the right of way on the Seattle Belt Line. From the statements of both Messrs Nancarrow and Thompson there seems to be no difficulty whatever, and that all right of way necessary has been obtained in order to keep contractors at work. I understand there are a few non-residents with whom they have not yet settled, but they can be attended to at leisure.

With reference to the undercrossing at about station 798. I believe it should be allowed, but would suggest that the following clause be inserted in

G.S.F. 2.

the agreement to accompany the deed:

"That an undercrossing with a minimum clearance of 10 feet in width and 11 feet in height be allowed", and that Mr. Thompson have the right to increase this width to 14 feet if necessary to make the deal.

Yours truly,

(Signed) W. L. DARLING.

Chief Engineer.



TELEGRAM.

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FROM At Seattle, June 14, 1903.

TO Thomas Cooper,

DATED

AT General Manager's Special, On Line.

Nancarrow says that it is a mistake that borrow pits are taken out continuous on double track. There are shoulders left for fifty to a hundred feet to break any flow of water. It is true that there is a ditch about three feet wide continuous but that is for draining borrow pits so that material can be moved. It is intention later to put a dam across this ditch in order to stop the flow.

W. L. Darling.

WLD-M

TELEGRAM.

NORTHERN PACIFIC RAILWAY COMPANY

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				_____M.		_____M.			_____M.		

Wr AU Q
FROM

TO

Tacoma 6-13-3
DATED

AT

Darling

Am told your attention was called to the continus borrow pits being made along double track line and that you said you recoganzized danger and would stop it at once . I cannot see looking at it today that it has been stopped. This should be investigated as it constitutes serious menance to our track

Thos Cooper

9Pm

This Blank only to be used for RUSH Messages.

Darling



Form 1386

1169

TELEGRAM.

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431	HN D N										
				M.		M.			M.		

Seattle May 4th.1903

W.L.Darling,

FROM

TO

DATED

AT

Buff Seattle Belt Line first 15 miles except mile 6 now covered by
sub contractors balance of line small amount clearing has been sub-let.
Am asking Mr Henry to push this waterway pipe not arriving yet and
will hold grading few instances right of way complications now holding
clearing back. Second track Auburn to Kent ground too wet to do more
than now have force on Kent to Black River right way not yet secured
letter to you

H.F.N.

836 P.M.

Repeat



Form 1386

COPY.

TELEGRAM.

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				M.		M.			M.		

FROM On Dak. Div., May 2, 1903.

TO H. E. Nancarrow,

DATED

AT Seattle, Wash.

Is Mr. Henry getting any more force on Seattle Belt Line and second track?
Last week's report showed very small force on second track.

W. L. Darling.

Northern Pacific Railway Company.

Seattle, Wash. May 30th. 1903. 1903

W. L. Darling, Esq.,
Chief Engineer,
St. Paul, Minn.

Dear Sir:-

Referring to attached correspondence from Mr. Gilbert and Mr. Law regarding borrow pits that we are making along the second track between Auburn and Black River.

Between Auburn and Christopher, and between Thomas and Kent the second track bank is nearly completed at this time. The original grade was made from the sides, the right of way being left all cut up, with borrow pit holes that have since filled up with water, so that now we have had to make a continuous ditch along the berme to drain the right of way to enable us now to borrow what material remains for this work. I do not apprehend danger of high water from river washing out the borrow pits we have made so far.

Between Thomas and Christopher all the available material on the right of way has been used for the present roadbed. Between these stations a County road right of way 60 feet wide parallels our property line and on the opposite side borrowing has been done heretofore for some distance beyond our limits so that there is no alternate but train haul.

Between Kent and Black River the present banks were borrowed from the side and in some instances as far out as 100 feet from the center line, so that now we find the right of way robbed of material for this work and also impracticable to secure additional right of way within any thing like a reasonable distance from the track. We cannot avoid doing this work by train.

I do not think we can possibly avoid doing about 85,000 yards of train work, that will be distributed as follows:-

Christopher to Thomas	17400 yds.
Station 630 to station 705	5200 "
" 868 " " 944	28300 "
" 1008 " " 1036	13600 "
" 1080 " " 1096	20000 "
	<u>84500 "</u>

This can be done and not interrupt traffic- Two trains plowed off at a place in sufficient for a shoulder to hold the second track, afterward making the remainder of the bank from the temporary track.

It is not feared that trouble will arise from the borrow pits made at this time but I feel that we should avoid cutting the sides between Kent and Black River.

Yours truly,

H. E. Naumann
Assistant Engineer.

Northern Pacific Railway Company.



F. W. Gilbert.
M. C. KIMBENLY,
GENERAL SUPERINTENDENT.

Office of the General Superintendent.

St. Paul, Minn. May 24, 1903. G-V

Borrow pits:

Mr. W.I. Darling,

Chief Engineer.

Dear Sir:-

The attached letter under date of May 20, from Mr. Law, in regard to borrow pits along the second line from Auburn to Black River, being liable to cause trouble account of possible diversion of water through them, is respectfully referred to you.

Yours truly,

Enclo-1

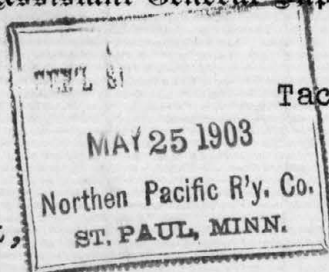
[Signature]
General Superintendent.

Northern Pacific Railway Company.

Assistant General Superintendent's Office.

A. E. LAW,
ASST. GEN'L SUPERINTENDENT.

Tacoma, Wash., May 20th., 1903-



Mr. F. W. Gilbert,

General Superintendent,

St. Paul, Minn.

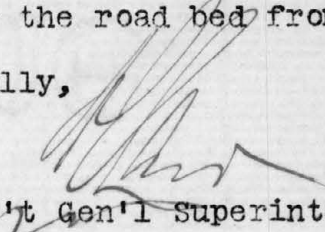
Dear Sir:

In the construction of the second main line from Auburn to Black River, the excavation being made for borrow pits on our right of way will, it is feared, result in more or less serious trouble when the high water comes. It is quite possible also that these pits, which make almost a continuous cut on the north side of the track, may result in the diversion of the waters of White River during the high water into this cut, and create serious trouble.

This matter has been called to the attention of Mr. Nan-carrow, Engineer in charge, but there seems to be no way of avoiding the excavations without a considerable train haul.

I call your attention to this point, as you will doubtless wish to speak of the Chief Engineer about it, who may think it desirable to arrange to provide material for the road bed from Auburn pit.

Yours respectfully,


Ass't Gen'l Superintendent.

MAY 30 1903

COPY.

WLD-M

May 25th, 1903.

Mr. H. E. Nancarrow,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

Herewith letters from Assistant General Superintendent Law and General Superintendent Gilbert regarding borrow pits along the second track between Auburn and Black River Junction.

You should be very careful to have borrow pits so that water from the rivers cannot get into them, except as overflow, and in any event borrow pits should not be continuous, but occasional berms should be left across the pit at the full height of the original ground line, and thus break the flow. I wish you would write me fully about this, as it is particularly desirous to do away with continuous borrow pit, as it sometimes results in heavy damage suits. You should bear in mind at all times that water must not be deviated from its original course, and that it will not do to give a certain water course any more than it originally had; otherwise, the people living along water course will have cause for damage, and matter will result in a very considerable litigation.

Yours truly,

(Signed) W. L. DARLINE.

Chief Engineer.

Enc.

COPY.

WLD-M

May 25th, 1903.

Mr. F. W. Gilbert,

General Superintendent.

Dear Sir:-

Referring to your favor of the 24th instant: Am much obliged to you for calling my attention to it, and it is certainly not our intention to make continuous borrow pits. The results of such work on the Manitoba Division is sufficient evidence of the importance of keeping water in its original course.

Yours truly,

(Signed) W. L. DALLING.

Chief Engineer.

COPY. 1169

WLD-M

May 29th, 1903.

Mr. G. S. Fernald,

Commissioner.

Dear Sir:-

In answer to your favor of the 28th instant concerning extra right of way needed for second track between Black River Junction and Auburn. I gather from Mr. Nancarrow's letter of 23rd instant that he is intending to do entirely too much train work, and I question whether he can carry out what he intends to do.

I would not recommend giving up any contracts which you have taken, but rather to hold them until about the middle of June. I would like very much to go over the ground personally with Mr. Nancarrow before giving up question of borrow and resorting to train work. Wherever it is possible to get enough material from the side to build a shoulder to hold an additional track, I believe it is proper to get along without the purchase of extra right of way.

I have written Mr. Nancarrow today, and asked him to hold up the matter until I reached there.

Yours truly,

(Signed) W. L. DARLING.

Enc.

Chief Engineer.

Northern Pacific Railway Company.

MAY
29
1903
ST. PAUL, MINN.

Real Estate, Right of Way and

Tax Department.

G. S. FERNALD,
COMMISSIONER,
ST. PAUL.
JAY SEDWICK,
ASST. COMMISSIONER,
TACOMA.

A

R

St. Paul, Minn. May 28th, 1903.

Mr. W. L. Darling,
Chief Engineer,

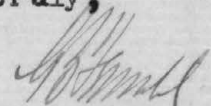
Dear Sir:-

I hand you herewith letter of Right of Way Agent Thompson of May 21st and copy of report made by Mr. Robert Bridges, whom we employed temporarily to try and close up right of way matters on the second track from Auburn to Black River Junction. His report is not very encouraging.

You will note what Mr. Thompson says concerning Engineer Nancarrow's plan, which I understand Mr. Nancarrow has written you fully about. Please note also that we are holding up the contracts we have already taken in view of later developments, and I wish you would please advise me fully regarding these, as to whether we shall make a further attempt to acquire anything on this line, and if so just what.

Please return me the papers sent you herewith.

Yours very truly,


Commissioner.

Enc.

WLD-M

COPY 1169
May 29th, 1903.

Mr. H. E. Nancarrow,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

Your favor of the 23rd instant at hand concerning borrow material for the second track between Black River Junction and Auburn. I am afraid you are laying out too much train work to be done from the present main track. In writing you as I did on the 8th instant, I had in mind that there might be enough borrow on our own right of way to complete a shoulder that would hold a temporary track to fill from, but I did not have in mind using the present main line, for plowing off material for the shoulder.

I expect to be out there in about two weeks, and before giving up the question of borrow, I would like to go over the matter with you personally. There is so much train work on hand at Seattle that I am afraid we will not be able to do it.

Yours truly,

(Signed) W. L. DAWSON

Chief Engineer.

Northern Pacific Railway Company.

Seattle, Wash. May 23rd, 1903.

W. L. Darling, Esq.

Chief Engineer

St Paul, Minn.

Dear Sir:

Referring to your letter of the 8th, inst., regarding available side borrow material for second track, Auburn to Black-River Junction:

I have gone over the ground, with a view of obtaining all the material possible from the sides, to make either a complete or temporary embankment, my intention being, to avoid train work as much as possible.

On careful investigation, I find that between Thomas and Black-River, the material for the present banks was borrowed from the sides and in most instances as far out as 100 feet from center line, so that now we find the right-of-way robbed of material for this work and also impracticable to secure additional right-of-way within anything like a reasonable distance from the track.

I do not think we can avoid doing about 85,000, yds of train work: To do this amount of work and not interrupt traffic, two trains may be plowed off at a place, consuming not more than seven minutes time, and a temporary track laid

Northern Pacific Railway Company.

W. B. D.

on the shoulder, so made., afterwards making the remainder of the side fill from the temporary track.

The train haul that I am intending to do, will be between the following points;

Christopher to Thomas.				17.400, yds.
Station 650	to	Station 705,		5.200, "
" 868	"	" 944,		28.300 "
" 1008	"	" 1036,		13.800, "
" 1080	"	" 1096,		20.000, "
Total,				84.500. yards.

The train work between Christopher and Thomas is made necessary on account of a forty foot County road right-of-way taht is just outside of our property line, On the opposite side of our track is low ground and borrowing has been made for the original bank some distance beyond our right-of-way, so that train haul is unavoidable between these points.

The 20.000 yards of haul between Station 1080 and Station 1090 is very necessary on account of this portion of the line being inside of a big bend of the White river and I should be afraid to borrow any amount of material from the side on account of the great danger of the river washing out the borrow pit and probably all the bottom land inside of the bend of the river.

Northern Pacific Railway Company.

W.L.D.

Right-of-way Agent Thompson made contracts for a few 25 foot strips of additional right-of-way, between the points above shown, but I find this is covering ground worked out during the old construction days and have recommended that these contracts be recinded.

Yours truly,

H. E. Naucarrow

Assistant Engineer.

1169
COPY

WLD-M

March 13th, 1903.

Mr. S. J. Bratager,
Office Engineer.

Dear Sir:-

I wish you would arrange to obtain bids from the different Signal Companies for installing Electric Signal System in connection with the gauntlet-ing across White and Black River bridges on the double track between Black River and Auburn.

Yours truly,

(Signed) W. L. DARLING

Chief Engineer.

COPY.

1169

WLD-M

May 18th, 1903.

Mr. S. J. Bratager,
Office Engineer.

Dear Sir:-

I return herewith your letter and plans from the Union Switch & Signal and the Pneumatic Signal Companies for gauntlet signals at White and Black River bridges Seattle Line, Pacific Division.

The General Manager advises that the signals provided should be set normally at Danger, and that they should be so arranged that in case of an accident to the apparatus all signals would go to Danger.

Please take this up with Signal Companies on that basis.

Yours truly,

(Signed) W. L. DARLING.

Enc.

Chief Engineer.

COPY.

1169

WLD-M

May 8th, 1903.

Mr. H. E. Nancarrow,
Assistant Engineer,
Seattle, Wash.

Dear Sir:-

I hand you herewith blue print of approved location of siding and main line facilities at Kent, Washington.

This matter has been approved by the Operating Officers, and work should be done accordingly.

Yours truly,

(signed) W. L. D. H. H.

Enc.

Chief Engineer.

Northern Pacific Railway Company.

F. W. Gilbert
M. C. K. REPT.
GENERAL SUPERINTENDENT.

Office of the General Superintendent.



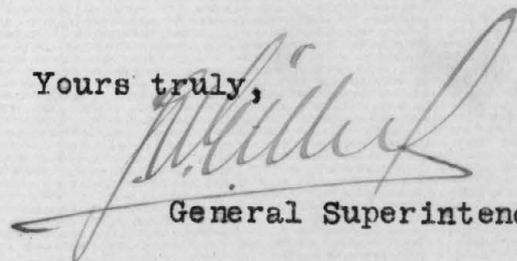
St. Paul, Minn. May 7, 1903.

Mr. W. L. Darling,
Chief Engineer, Building.

Dear Sir:

Replying to yours of the 6th instant, relative to proposed new siding at Kent, Washington. I approve the plans submitted.

Yours truly,



General Superintendent.

P.

Enc 94.

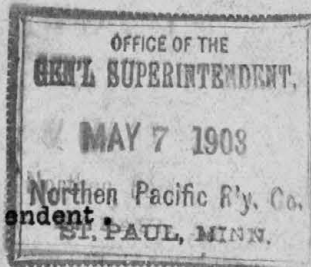
Northern Pacific Railway Company.

Office of the Chief Engineer.

W. L. DARTING
CHIEF ENGINEER.
WLD-M

St. Paul, Minn.

May 6th, 1903.



Mr. F. W. Gilbert,

General Superintendent.

Dear Sir:-

I beg to hand you with this some correspondence and a tracing regarding sidings in connection with the second track at Kent, Washington.

Please say if this has your approval, and, if so, will arrange to construct accordingly.

Yours truly,

Chief Engineer.

Enc.

Northern Pacific Railway Company.

Engineering Department.

T. H. CROSWELL

G. A. KYLE,

DIVISION ENGINEER.

IN YOUR REPLY
PLEASE REFER TO
K-2771

THC*F

Office of the Division Engineer, Western Divisions.

Tacoma, Wash., April 29th, 1903.



Mr. W. L. Darling,

Chief Engineer,

St. Paul, Minn.

Dear Sir;-

I send you by this mail plan of proposed tracks and change in depot location at Kent. This has been taken up with Mr. Law and Mr. Kline and meets all the suggestions of either of them in the matter and has their approval. This leaves trailing switches on both main lines, and provides a crossover between the main tracks.

Yours truly,

T. H. Croswell
Division Engineer.

Enclosure under
separate cover.

COPY

April 16, 1903.

RAW*J

Mr. T. H. Groswell,
Division Engineer,
Tacoma, Wash.

Dear Sir:--

Kindly refer to my letter of March 16th in regard to passing tracks on the double track between Black River and Auburn. If you have conferred with Mr. Kline and Mr. Law and reached a conclusion in this matter I wish you would please send me plans of tracks which you propose to construct.

Yours truly,

(Signed) W. L. DARLING.
Chief Engineer.

COPY.

WLD-M

March 16th, 1903.

Mr. T. H. Groswell,
Assistant Engineer,
Seattle, Wash.

Dear Sir:-

I return you under separate cover tracings of passing tracks near Kent, on double track between Black River and Auburn.

Wish you would take matter up with Mr. Law and Mr. Kline, and no doubt what you and they agree upon will be satisfactory. I like the idea of the spur at Kent, running second track on outside, and leaving present side track to be used as main line.

Yours truly,

(Signed) W. L. DARLING.

Chief Engineer.



THC-M

Seattle, Wash., March 13th, 1903.

Mr. W. L. Darling,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

I send herewith two sketches for proposed interior passing track. The one numbered 1 is at Kent, and would use the present track, that is, the track now used as main track would become the passing track, and the present passing track become the main line southbound. This would make no work except relaying steel and surfacing, but may be open to objection on account of 3 street crossings.

No. 2 is just north of Kent, and will be new work, the second main track being thrown east to afford room for the interior siding.

Yours truly,

W. H. Brownell

Assistant Engineer.

COPY.

WLD-M

March 3rd, 1903.

Mr. T. H. Creswell,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

It has been decided to put in an intermediate siding 3,000 feet in length between Black River and Auburn on the double track which is about to be constructed.

I wish you would send me a sketch showing the proper location of the siding, for approval.

The siding should be put between the main tracks, the present main line to be kept in its present position, siding to occupy what would otherwise be the second track, and the second track to be 14' from siding, or 28' from the present main line, so that if eventually it is ever decided to take up the siding, the main track can be put in its proper place.

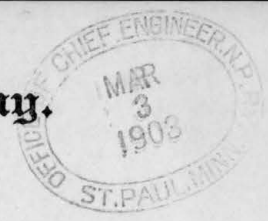
Yours truly,

(Signed) W. L. DARLING.

Chief Engineer.

Northern Pacific Railway Company.

Office of the General Manager.



THOMAS COOPER,
GENERAL MANAGER.

St. Paul, Minn.

March 2nd, 1903.

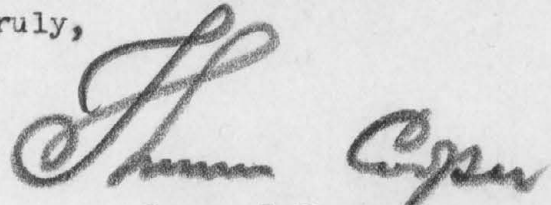
Mr. W. L. Darling,

Chief Engineer, B L D G .

Dear Sir:-

Replying to yours of the 28th ultimo, in reference to intermediate siding when the double track is constructed between Black River and Auburn. I concur in Mr. Law's recommendation that one siding be put in 3000 feet long at Kent, and will ask you to arrange accordingly.

Yours truly,


General Manager.

J.

COPY.

WLD-M

February 28th, 1903.

Mr. Thomas Cooper,

General Manager.

Dear Sir:-

In connection with the construction of double track between Black River and Auburn, I took up with Mr. Law, while on the Coast, the question of an intermediate siding, and have just received a letter from him, copy of which was sent you under date of February 24th.

It is desirable to have as few sidings in a double track line as possible, as if they are located between the main tracks, the main tracks have to be spread, putting in two reverse curves at each end.

The fact that the distributing yard may be situated at Auburn, will tend to increase the amount of freight traffic over the double track, and perhaps be a reason for the introduction of this intermediate siding. However, before it is put in would be glad to get your approval of it. I presume that some time in the future there will be another track laid to take care of the freight and switching business, similar to the arrangement the Great Northern now have between St. Paul and Minneapolis. They have no intermediate sidings whatever, but their passenger business is done on tracks independent of the freight business.

Yours truly,

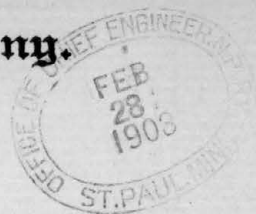
(Signed) W. L. DARLING.

Chief Engineer.

Northern Pacific Railway Company.

Assistant General Superintendent's Office.

A. E. LAW,
ASST. GEN'L SUPERINTENDENT.



Tacoma, Wash., February 24, 1903-

Mr. W. L. Darling,

Chief Engineer, St. Paul.

Dear Sir:

You wrote me some little time since asking what, if any, sidings should be provided on the proposed double track between Black River and Auburn. I have considered this matter fully and believe it will be desirable to locate a 3,000 foot siding at Kent, locating it between the main lines and connected with them at each end. It is believed that this will answer all purposes in the immediate future, and if an additional siding should be found necessary, it might be best located at the junction of the Renton line where it would prove of benefit when the belt line shall have been completed and at the same time divide the distance better between Argo and Kent.

Yours truly,

A handwritten signature in dark ink, appearing to be "A. E. Law", written in a cursive style.

Ass't Gen'l Superintendent.

Copy M. C. K.
TC

COPY. 1169

WLD-M

May 8th, 1903.

Mr. H. E. Nencarrow,
Assistant Engineer,
Seattle, Wash.

Dear Sir:-

Your favor of the 4th instant just received with reference to making second track by use of train. I dislike this very much, as it is the desire of the management to do away with as much train work as possible, and it was for this reason that it was considered better to do the work by contract. I wrote you the other day that if there were any particular pieces where it was impossible to get right of way, it might be well to borrow enough to lay track on, and fill in the balance by train haul, but I would like an estimate from you as to how much material will be needed to haul in before deciding.

Yours truly,

(signed) W. L. DARLING.

Chief Engineer.

Northern Pacific Railway Company.

Seattle, Wash. May 4th. 1903.



Subject:- Second Track, Auburn to Black River.

W. L. Darling, Esq.,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

Your wire yesterday concerning slow progress being made by Mr. Henry with Second Track work.

Between Auburn and Kent in most places the right of way is heavy with water so that borrow material from the sides is too wet to handle now. Between these station Mr. Henry now has all the force that can work to advantage. In two weeks this force can be increased and easily finished by June 1st.

I am asking Mr. Henry to put another pile driver to rush the bridge work.

The White River channel change work and the line change near Black River station was started this week.

Between Kent and Black River we are unable to secure extra right of way for borrow pits and I think the property owners will endeavor to keep us from making side borrow. It occurs to me that we would do better to make the second track between these stations by train haul. We can plow a train in seven minutes so the traffic would not be delayed and after we get two train loads in a place we would have shoulder enough to lay the second track clear of the main line. This way we would avoid disfiguring the right of way with deep borrow pits. I am doubtful if we would not have difficulty later on with borrow pits washing out during high water that raises over this entire valley.

It is certain this work will not cost more to make the filling by train. Traffic will not be disturbed and our right of way at the sides will be improved.

Yours truly,

H. E. Nancarrow
Assistant Engineer.

Northern Pacific Railway Company.

1169

Real Estate, Right of Way and

G. S. FERNALD,
COMMISSIONER,
ST. PAUL.
JAY SEDGWICK,
ASST. COMMISSIONER,
TACOMA.

Tax Department.

A

R

St. Paul, Minn. May 6th, 1903.

Subject: Auburn to Black River Junction.

Mr. Jay Sedgwick,
Assistant Commissioner.

Dear Sir:-

Mr. Darling thinks it possible that some of the land we have been trying to acquire for extra right of way, borrow pits, etc., on the above line can be dispensed with, that is so far as borrow pits are concerned, and where it is difficult to get the land, either at a fair price or without unreasonable delay; and he has written Mr. Nancarrow to consult with you to see what can be done.

As soon as you receive this, please get in communication with him, and you had better also have Mr. Martin present. I am assuming that Mr. Thompson is devoting his time to the Seattle Belt Line, and cannot give any attention to the work on this line.

Mr. Darling's idea is, that where we can dispense with land for borrow pits by getting enough earth from our present right of way to build a temporary track, and then complete the filling of the grade by hauling in by train, it should be done, wherever the extra cost of train hauling will not more than equal the expense of filling from borrow pits, including the cost of the land.

His instructions to Mr. Nancarrow will enable him to look the whole question over and advise you as to any land which we have been unable to acquire on which further negotiations need not be had. Of course, we will carry out any contracts we have taken.

Yours very truly,

(SIGNED) G. S. FERNALD,
Commissioner.

W L P

COPY/169

WLD-M

May 6th, 1903.

Mr. H. E. Nancarrow,
Assistant Engineer,
Seattle, Wash.

Dear Sir:-

I learn from Mr. Fernald that there is liable to be a good deal of trouble and delay in procuring the right of way for second track between Black River and Auburn. The land to be purchased is entirely for borrow pits, in order to obtain material for additional filling. Possibly there are places where sufficient material can be obtained on the present right of way to make the embankment large enough to hold a temporary track, from which material can be hauled in from the Auburn pit for the additional filling. If this does not increase the amount of work to be done by train too much, I believe it would be better than to purchase the additional ground, in view of the fact that there are liable to be extraordinary delays and conditions imposed that the Company cannot accept.

I wish you would confer with Mr. Sedgwick, find out from him where he is having difficulty, and see if you cannot help him out of it in the manner I have just stated. Mr. Fernald has asked Mr. Sedgwick to take the matter up with you as early as possible, but it must be borne in mind that the amount of train haul must be as small as possible, and that the present main track cannot be used. Any material hauled in must be brought over the second track which you are building, but the borrow pit may be located on the Seattle Belt Line instead of Auburn, or which ever is most convenient.

Yours truly, (Signed) W. L. DARLING.

Northern Pacific Railway Company.

Real Estate, Right of Way and

Tax Department.

G. S. FERNALD,
COMMISSIONER,
ST. PAUL.
JAY SEDGWICK,
ASST. COMMISSIONER,
TACOMA.
A

OFFICE OF CHIEF ENGINEER
MAY 6 1903
1169
R

St. Paul, Minn. May 6th, 1903.

Subject: Auburn to Black River Junction.

Mr. W. L. Darling,
Chief Engineer.

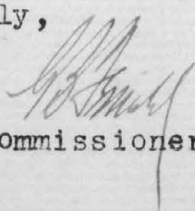
Dear Sir:-

Referring to your letter saying the contractors advise that right of way matters ^{are} proceeding too slowly on Second Track Seattle Line and Seattle Belt Line:

So far as is concerned the Second track, I have recently received a long report covering all the right of way cases on this line made up after Engineers Croswell and Nancarrow looked the matter over in connection with the Right of Way Agent.

There were about twenty-six owners to deal with, out of which we were able to make satisfactory contracts with but seven. The Right of Way Agent is now going over the ground again to endeavor to secure more contracts before resorting to condemnation; but there are eight owners who declare they will not sell and will resist any attempt to condemn their property; and the other eleven either want such extortionate prices or impose such onerous conditions that your Engineers cannot accede to; and I think we shall probably have to condemn in those cases as well, so this line is likely to go very slowly despite all our efforts.

Yours very truly,


Commissioner.

COPY.

1169

WLD-M

At Jamestown, N. D., May 3rd, 1903.

Mr. H. E. Nancarrow,
Assistant Engineer,
Seattle, Wash.

Dear Sir:-

Herewith copy of a letter I have just written Mr. Henry regarding
Seattle Belt Line and second track construction near Seattle.

I wish you would get after the Right of Way Agent there, and see if he
cannot push matters, so as to get right of way completed at such points as will
control the work. I believe Mr. Henry should get onto the heavy pieces as soon
as possible, and should not be held back on account of right of way. I know Mr.
Fernald is anxious to have matters pushed as much as possible, and has instructed
his Right of Way Agent, Mr. Thompson, to take matter up with both you and Mr.
Henry, and I know you will assist Mr. Henry all you can in calling Right of Way
Agent's attention to such matters as need attention.

Yours truly,

(Signed) W. L. DARLING.

Enc.

Chief Engineer.

WLD-M

1169
COPY
April 27th, 1903.

Mr. H. E. Nancarrow,

Asst. Engr., Seattle, Wash.

Dear Sir:-

Your weekly report of the 18th instant showing a total force of 16 $\frac{2}{3}$ men engaged in the construction of double track line from Black River to Auburn at hand. I wish you would see if this work cannot be pushed, and get a larger force on it. I think it is desirable to have the grading all out of the way before July 1st, and I believe Mr. Henry should work with that end in view.

Yours truly,

(Signed) W. L. DAKIN

Chief Engineer.

WLD-M

April 27th, 1903.

Mr. H. C. Henry,

Room A, Bailey Bldg., Seattle, Wash.

Dear Sir:-

Mr. Nancarrow's report for week ending April 18th shows 16 $\frac{2}{3}$ men employed on the work between Auburn and Black River Jet. for that week.

We are anxious to get grading completed not later than July 1st, and I hope you are endeavoring to get outfit onto it as soon as possible.

Yours truly,

(Signed) W. L. DARLINGTON

Chief Engineer.

COPY. 1169

WLD-M

March 30th, 1903.

Mr. F. G. Prest,

Purchasing Agent.

Dear Sir:-

Referring to your favor of the 28th instant: I have had Mr. Bratager check over Mr. Croswell's requisitions, and find that they are correct and should not be modified.

Yours truly,

(Signed) W. L. DARLING.

Chief Engineer.

Enc.

Northern Pacific Railway Company.

Office of Purchasing Agent.



F. G. PREST,
PURCHASING AGENT.

St. Paul, Minn.

Mch. 28, 1903.

Mr. W. L. Darling,

Chief Engineer, Building.

Dear Sir:-

I have a requisition from the General Storekeeper for the following items to be shipped to the Rocky Mountain Division:

21,600 sq. ft. Asphaltum Roofing,

216 gals. " Cement,

250 lbs. Roofing Nails,

375 " Tin Caps,

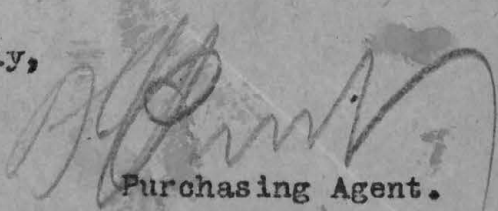
On receipt of this requisition I wrote Supt. Russell on Mch. 21st, and inclose herewith copy of my letter and letter from Mr. Albee, Acting Superintendent, dated Mch. 25th, which explains itself. Will you please return it to me when noted, and advise me whether you have anything to suggest.

In connection with this I beg to call your attention to the fact that we have ordered quite a large quantity of roofing on construction requisitions for bridge work in Washington. If I remember correctly it was ordered shipped to Auburn. Possibly these requisitions should be modified; if so, I think it would be well for you to wire Mr. Crowell to take the matter up with Mr. Martin, with whom the requisitions have been placed.

Yours truly,

FGP-K

Incls. /


Purchasing Agent.

S. G. B-

Please see if any modification
is needed in any of the
requirements and advise

(L. G. 12)

Mr. Darling
Crosswells requisitions
are correct.

3/31 JMB

COPY 1169



WLD-M

March 31st, 1903.

Mr. T. H. Croswell,
Assistant Engineer,
Seattle, Wash.

Dear Sir:-

I beg to hand you herewith letter from Mr. Prest regarding drift and bridge bolts for the double track between Black River and Auburn. I presume April 15th will be soon enough to receive them.

Yours truly,

(Signed) W. L. DARLING.

Enc.

Chief Engineer.

Northern Pacific Railway Company.

1169

Seattle, Wash. March 9th. 1903.

W. L. Darling, Esq.,

Chief Engineer,

St. Paul, Minn.



Dear Sir:-

Answering your letter of the 5th. inst. matter of ditch station 335 to 865, Auburn to Black River Junction.

This is a ditch for drainage purposes to be built by King County. They own the right of way therefore and have let a contract for excavating the ditch..

The sketch was sent you simply to show that in all probability we can get all the borrow we need out of the ditch without expense.

Yours truly,

W. L. Darling
Assistant Engineer.

W. L. Darling

W

COPY

March 5th, 1903.

RAW*F

T. H. Croswell, Esq.,
Assistant Engineer,
Seattle, Wash.

Dear Sir:-

Referring to your letter of February 16th enclosing sketches showing additional right of way required for the work between Black River Junction and Auburn.

It is not quite clear to me what is meant in connection with the sketch showing the location of county ditch. Is there a ditch now and is the ditch to be changed to the location shown on the blue print, or is this a location for some new ditch and if so are we to buy the right of way for same, and, in case we are, whom should the title be vested in?

The Commissioner of Right of Way is calling for additional information and I do not quite understand the matter myself. I wish you would let me have full information.

Yours truly,

(Signed) W. L. DABLING.

Chief Engineer.

Northern Pacific Railway Company.

Office of the Chief Engineer.

W. L. DARLING,
CHIEF ENGINEER.
SJB-M

St. Paul, Minn.

March 7th, 1903.

Mr. W. L. Darling,
Chief Engineer.

Dear Sir:-

Referring to your favor of the 4th instant with reference to the construction of a second track between Black River and Auburn.

The present bridge across White River is a 180' steel through span. If this is left in place, and another truss of same construction built alongside of it for a second track, it will be required that tracks be spaced 20' centers, in order to afford clearance for the trusses. At Black River we have at present two 75' through plate girder spans. To afford clearance at this point for a parallel structure will require that tracks be spaced 15' centers.

At both places it would, I think, be found best and cheapest to remove the present structures, and provide a double track structure with tracks spaced 14' centers. Present bridges are of such length of spans as may readily be found use for at other points.

In regard to the gauntlet tracks proposed across these structures, at present I beg to advise that if present track is left in place, and the gauntlet track spaced 6 inches therefrom, the clearance for cylinders of a class Y - 2 engine, and for a rotary snow plow, on the gauntlet track, will only be about 3 inches on the Black River Bridge, which is insufficient, and it will consequently be necessary to shift the present track over 3 inches in order to increase the clearance to 6 inches.

On the White River bridge, the clearance for the gauntlet track will be sufficient with present track left in place.

W.L.E. 2.

I have prepared a smaller more comprehensive sketch showing the proposed manner of arranging the gauntlet tracks.

The arrangement proposed by Mr. Groswell at White River bridge is, I think, all right.

At Black River it is desirable to extend the double track south towards the bridge, as indicated in pencil, in order not to have the overlap of electric block extend beyond the switch north of the bridge. It is also desirable to have the depot moved north beyond the overlap, if practicable, as otherwise a northbound train will be blocked by a train standing on southbound track at depot.

Yours truly,

S. J. Matayer
Office Engineer.

Northern Pacific Railway Company.

Office of the Chief Engineer.

W. L. DARLING,
CHIEF ENGINEER.
WLD-M

St. Paul, Minn.

March 4th, 1903.

Mr. S. J. Bratager,
Office Engineer.

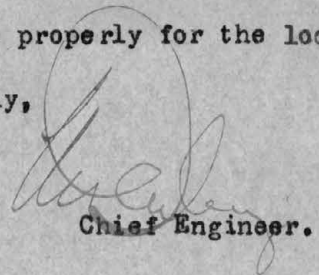
Dear Sir:-

I hand you herewith letter and plan from Assistant Engineer Croswell with reference to second track to be constructed between Black River and Auburn.

It is intended not to lay second track across White and Black River bridges, but to gauntlet the spans and protect electrically.

I wish you would examine plans of truss at those points, and see if it is all right to lay tracks with 14' centers, and also say if gauntlet is placed far enough away from the spans, so as to provide properly for the locking.

Yours truly,


Chief Engineer.

Encl.

Northern Pacific Railway Company



Seattle, Wash. February 28th. 1903.

W. L. Darling, Esq.,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

I send by this mail profile of the second track Auburn to Black River Junction, showing proposed location of the new track being east of the present track from Auburn to the change of line and then on the west side to the Gantlet over Black River, thus joining directly on to the present double track at Black River.

The grade line shown on this profile is subgrade, 1.9 feet below the present top of rail.

The crossings of the County ditch are shown station 865 and 962. In this connection the Operating Department, have recently made 30 foot openings over these ditches by using 30 foot stringers 12 x 30, 8 to a span.

I do not see why these ditches need any more than the ordinary span or why a bent in the ditch is objectionable. The flow of water will not be restricted thereby, nor should there be any drift to interfere with the piles; nor current sufficient to injure or wash the bents. While it is not likely that the use of 30 inch stringers will limit the waterway. I do not see any reason for changing the plan and should like instructions in the premises.

The overhead crossing of the P.S. line is shown at

Northern Pacific Railway Company

W.L.D. -2-

station 1060 and in this case as ~~It~~ comes on the change of line, giving clearance top of rail to bottom of chord 21.5 feet.

I also send plan for Gantlets across spans at Black River and White River. I have used a No. 12 frog in order to make an easy curve.

The Gantlet across Black River is quite long and it could be shortened 300 feet by filling north of station 110 although to do this will have to move the Black River depot again.

If this profile is satisfactory please send me two blue prints of same.

Yours truly,

W. L. D.
Assistant Engineer.

S. J. B.

How is this plan
for Electric Locking
Co.

3/4

158
20

COPY

1169

G. S. Fernald,

I am sending you herewith another set of blue prints showing the additional right of way required between Auburn and Black River Junction.

W. L. Darling.

3/9/03.

COPY

WLD-M

March 5th, 1903.

Mr. G. S. Fernald,
Commissioner.

Dear Sir:-

Referring to your request of March 3rd for duplicate blue prints to be furnished your office: Duplicates will be hereafter sent you in accordance with your request.

Yours truly,

(Signed) W. L. DARLING

Chief Engineer.

*Job. The duty of
let me see
another for
these for 1887
3/6 Make out of prints 1887*

Northern Pacific Railway Company.

Real Estate, Right of Way and

Tax Department.

G. S. FERNANDEZ,
COMMISSIONER,
ST. PAUL.
JAY SEDGWICK,
ASST. COMMISSIONER,
TACOMA.



St. Paul, Minn. March 3rd, 1903.

Mr. W. L. Darling,
Chief Engineer,

Dear Sir:-

Some time ago, I had an understanding with you that all blueprints of right of way required which your office furnished me should be furnished in duplicate, one set for this office and one for the Right of Way Agent in the field, but we are usually furnished with one set only, unless we make a special request.

I have just received the blueprints of the change of line between Auburn and Black River Junction and there is but one set furnished. Will you please arrange to give me duplicate set, and I shall be glad if you can give the necessary instructions so that we will always be furnished these in duplicate.

Yours very truly,

[Signature]
Commissioner.

*Mr. Darling
do not remember
the previous request
Will see it is done
in future*

PAH

315

COPY. 1169

WLD-M

March 9th, 1903.

Mr. T. H. Groswell,
Assistant Engineer,
Seattle, Wash.

Dear Sir:-

I am sending you today under separate cover your map of rearrangement of facilities and house track at Kent.

I wish you would take this up with Mr. Law, and you and he agree on the rearrangement, and then submit plan for approval in St. Paul.

It does not seem necessary to me to have a water station at Kent, as in the proposed rearrangement at Auburn there will be a water station provided which will do away with the necessity of one at Kent.

Please take this up with Mr. Law, and see if he does not agree.

Yours truly,

(Signed) W. L. DARLING.

Chief Engineer.

Northern Pacific Railway Company.



Seattle, Wash. March 5th. 1903.

W. L. Darling, Esq.,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

I send you by this mail tracing showing proposed arrangement of tracks, depot and water tank at Kent, in connection with the second track Auburn to Black River Junction.

The water supply is furnished by the City water works but in order to have a sufficient supply for engines to water without delay a tank is used. I have figured on a standpipe between the tracks as shown.

Yours truly,

A handwritten signature in cursive script, appearing to read "J. H. Crowley".

Assistant Engineer.

COPY.

1169

WLD-M

March 3rd, 1903.

Mr. T. H. Groswell,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

Referring to your favor of the 28th ulto., and returning herewith letters from Mr. Kyle and Mr. Woodward regarding Mr. Woodward's application for position as Superintendent of steam shovels and track work: It is better perhaps to file this at present, as we have no authority for any work as yet on which we could employ such a man. Possibly it may be determined later to lay the track between Auburn and Black River by contract, but this is not at all certain. Anyway, I believe you should defer the matter until later.

Yours truly,

WILLIAM L. DARLING

Encl.

Chief Engineer.

Northern Pacific Railway Company



Seattle, Wash. February 28th. 1903.

W. L. Darling, Esq.,
Chief Engineer,
St. Paul, Minn.

Dear Sir:-

In the matter of a Foreman for track work on Auburn to Black River Junction. I have received an application from Mr. C.G. Woodward, which I enclose together with a letter from Mr. Kyle.

I presume it may be two or three months before we shall want a man.

Mr. Woodward wants a salary of \$125.00, aside from Mr. Kyle's recommendation, he impresses me favorably and I should like advice as to whether to pay that salary for the work.

Yours truly,

A handwritten signature in cursive script, appearing to read "J. H. Roswell".

Assistant Engineer.

Northern Pacific Railway Company.



Seattle, Wash. February 16th. 1903.

W. L. Darling, Esq.,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

I send by this mail sketch of extra right of way needed station 577 to 651. Alongside our present right of way and narrowing same to 28 feet from the center line, for a short distance, is a County Road. This makes it necessary to cross the road for barrow.

I also send sketch showing the location of the County Ditch alongside of our right of way stations 838 to 865. My idea is that what barrow is needed here can be arranged for by excavating this ditch, as it is contracted for.

Also sketch of additional right of way required stations 958 to 974.

These strips being required for barrow pits in addition to those shown on sketch sent you December 24th.

Yours truly,

J. H. Crowell
Assistant Engineer.

*done
AM*

*Row
Mark R. for
C. Refw for
R. Refw for*

1169

Northern Pacific Railway Company.

Seattle Wash. January 26th. 1903.

W. L. Darling, Esq.,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

Answering your letter of the 24th. inst, in regard to overhead crossing of the Electric Road at Duwamish Avenue.

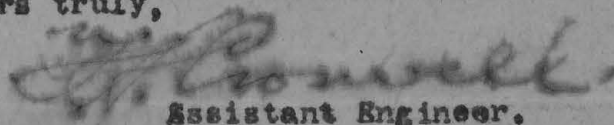
We have 25 feet horizontal clearance so no change in the crossing will be required for the track now estimated.

As to the long bridge just south of the intended change near Black River Junction. The construction of a new trestle and reconstruction of the old was covered in the original estimate, and is not increased by the change.

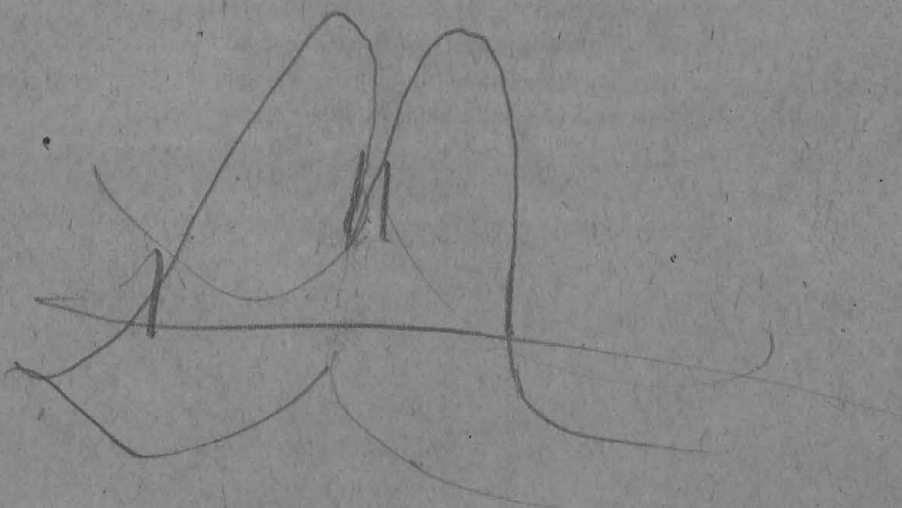
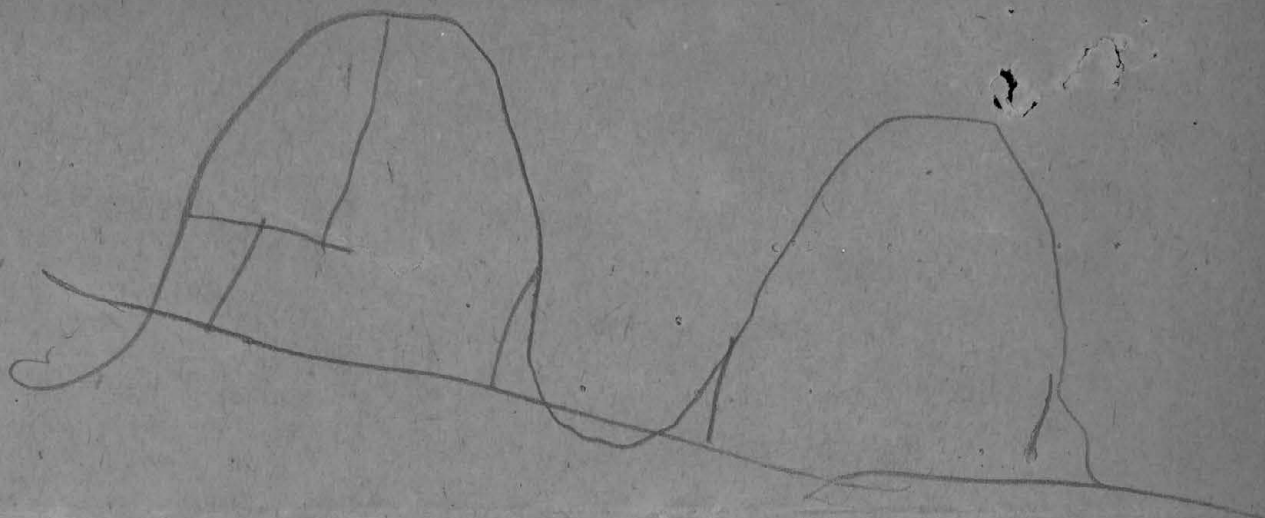
Comptroller's No. 624, Second Track, Auburn to Black River Junction, provides \$234,597.00, for the prosecution of this work. It seems to me that this does not provide for the trestle at White River crossing.

I have asked for the amount appropriated to separate accounts and will check over the bridging account and see if there is any discrepancy.

Yours truly,



Assistant Engineer.



COPY

WLD-M

On Seattle Division, January 24th, 1903.

Mr. T. H. Croswell,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

In making your estimate for new line down Colorado Street, did you provide for a rearrangement of the Electric Company's overhead crossing at Duwamish Avenue and Seattle Boulevard? Did you in connection with the change of line at Black River Junction provide for a new double track bridge throughout, to take the place of the present long pile bridge at the south end of the proposed line change?

Yours truly,

Chief Engineer.

COPY.

1169

WLE-M

March 2nd, 1903.

Mr. G. S. Fernald,

Commissioner.

Dear Sir:-

Referring to your letter of the 1st instant regarding extra right of way between Black River Junction and Auburn: I beg to hand you herewith blue prints showing extra right of way needed, and have made requisition for same.

Yours truly,

(Signed) W. D. DARLING

Encl.

Chief Engineer.

Northern Pacific Railway Company.



G. S. FERNALD,
COMMISSIONER,
JAY SEDGWICK,
ASST. COMMISSIONER,
TACOMA.

Real Estate, Right of Way and

Tax Department.

St. Paul, Minn. Mch. 1, 1903

R

Subject: Auburn to Black River Junction.

Mr. W.L. Darling,

Chief Engineer,

Building.

Dear Sir:-

The following is telegram from M.R. Thompson, February 28:

"J.F. McElroy owns land crossed by change of line and channel White River just south of Black River Junction and has prospective buyer suggest we deal with him before sale is made. Please forward map and descriptions if you wish me to take matter up with him."

Mr. McElroy is our attorney at Seattle. I presume this refers to some proposed change of line in connection with the double track between the above points and we can probably make a better deal with Mr. McElroy than his prospective purchaser and I will hurry matter up as soon as I get blueprints from you.

Yours truly,

Commissioner .



Form 1386

COPY

1169

TELEGRAM.

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.		M.			M.		

FROM St. Paul, Minn., Feb. 17th, 1903. TO T. H. Croswell,
DATED AT Seattle, Wash.

Solomon sixteenth. The eighty five pound steel now arriving on the coast is for the Second Track work Auburn to Black River.

W. L. Darling.



Form 1386

TELEGRAM.

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
538	Mr N L	W L	H O	PM							

FROM

Seattle

TO

J L Darling

DATED

Feb 76

3

AT

Is any of the Eighty five pound
Steel now arriving here per Second
track arrival to Black River

J H Grasswell

1169

February 18th, 1903.

RAW*F

COPY

T. H. Crosswell, Esq.,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

In response to your recent request for a detail of the expenditure authorized for the double track work between Auburn and Black River Junction. The amount authorized is \$234,597. This amount is made up of the estimate received with your letter of November 18th, amounting to \$203,967, together with a additional amount of \$30,630, for change of line just south of Black River Junction.

I enclose a copy of detailed estimate making up this amount. I assume that it is not necessary to send you a copy of the estimates which you furnished making up the \$203,967.

Yours truly,

(Signed) W. L. DARLING.
Chief Engineer.

Northern Pacific Railway Company,

Office of the President,

St. Paul, Minn.

New York, September 17, 1902.



Mr. W. L. Darling,

Chief Engineer,

Saint Paul, Minnesota.

Dear Sir:-

I am prepared to authorize the construction of the second track on the line between Black River Junction and Meeker Junction, gauntleting the larger bridges as we discussed the last time I had this matter up with you.

I do not know that it is necessary to undertake the whole work at once, and suggest that we take from Meeker Junction to Auburn, or from Black River Junction to Auburn, whichever is the more important, and get the same out of the way before tearing up the rest.

See me about this on my return.

Yours truly,

E. S. Mullen

President.

1169
~~1169~~

January 17th, 1903.

RAW*F

COPY

T. H. Croswell, Esq.,
Assistant Engineer,
Seattle, Wash.

Dear Sir:-

Referring to your letter of the 13th instant.

The estimates for the work between Auburn and Black River Junction are in files which Mr. Darling has with him on the line. When files are returned I will send you copies of estimates. I supposed you had copies in your office.

Yours truly,

(Signed) W. L. Darling

Chief Engineer.

Northern Pacific Railway Company.

Seattle, Wash. January 13th. 1903.

W. L. Darling, Esq.,

Chief Engineer,

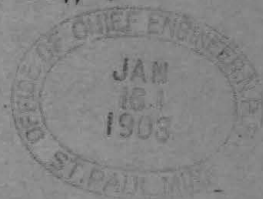
St. Paul, Minn.

Dear Sir:-

Please send me a copy of the estimate for work Auburn to
Black River Junction.

Yours truly,

J. H. Croswell
Assistant Engineer.



Ma.

1169

My Darling!—

Should Mr. Fernald
be furnished with B.P.
and requested to obtain
the extra right of way?

RMR

1/6 Not yet

47

✓

Northern Pacific Railway Company.

Seattle, Wash. December 24th. 1902.

W. L. Darling, Esq.,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

In the matter of method of grading Black River to Auburn, From the end of the Auburn Siding to Christopher, Sta. 514 to 575, we can get a sufficient material from the right of way to make *the* light fill. From there to White River will be train haul as the 2 County Road lies along the side of the right of way and very little barrow is available. From White River to Kent we can barrow all we will need for the light fill, except between Sta. 697 plus 24 and 705, where we shall need extra right of way. Station 745 to about 780, through Kent, will have to be train hauled. Station 845 to 868 plus 50, should be train hauled, as this is very swampy and ~~washed~~ should have to buy a great amount of right of way to get the material and that of poor quality. Station 868 plus 50 to 944, we can get what barrow is needed by the purchase of a strip 20 feet wide. Then there is a long siding Sta. 970 to 1000 and what filling is needed should be train hauled. Station 1000 to 1036, a 20 foot strip will be sufficient for what barrow we need. Station 1037 to 1037 just south of Black River will require 10 feet on the west side to hold the slopes and I think, as this is our longest *haul*, we could advantageously barrow a great part of this fill, both objects using a strip

Northern Pacific Railway Company.

W.D.M.2.

50 feet wide. This material is all stream deposited and washes very easily, it should be covered (top and slopes,) with gravel and I have figured on only barrowing a part of fill, probably a total of 80,000 or 90,000 cu. yds.

Just at present this country is very wet and while some work could be done in spots, the barrow in others could not be made until it dries.

Probably proposal to complete this work by July 1st would result in lower prices than a shorter limit to the time
Of the two proposals sent you, the one from Mr. Hansen seemed to me rather high and on the other hand that Mr. Swank is lower than

I should care to tackle the work for.

I enclose a tracing of the right of way which I think we should have; provided, it can be purchased for, not to exceed, \$300.00 per acre; four or five feet depth is the most we can expect to get in barrow pits, which at \$300.00 per acre, would make the dirt cost 4 or 5 cts. a yard. The strip at 1087 to 1097 might stand ^{per acre} \$400.00, but at any higher price, it would be cheaper to haul the better material from Auburn.

If right of way is bought as above it will, add an average of ^{price for all} 2½ cts. per yd, to the material barrowed.

Yours truly,

H. Crosswell.
Assistant Engineer.

TELEGRAM.

NORTHERN PACIFIC RAILWAY COMPANY

Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
	183 hr	.f.s i.		M.					M.		

Seattle Dec. 26-02.

W. L. Darling,

FROM

TO

DATED

23 clearance is at Change shown on Blue Print from
S own

What will be top of rail to Bottom of Stringer on trestle.

Crosswell

230p.

TELEGRAM.

NORTHERN PACIFIC RAILWAY COMPANY

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.		M.			M.		

FROM St. Paul, Dec. 25, 1902.

TO T. H. Croswell,

DATED

AT Seattle.

Your wire twenty-fourth not explicit. It does not answer my letter eighteenth.

You state twenty-three feet clearance. Whereabouts has this line twenty-three

feet clearance, at our present crossing or at the proposed crossing, or if at the proposed

~~present~~ crossing how far from present crossing?

W. L. Darling.

TELEGRAM.

NORTHERN PACIFIC RAILWAY COMPANY

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After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 233, and forward same to Superintendent of Telegraph.

NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
447	MEL			1030							
<p>FROM <i>Maule</i> TO <i>to Duluth</i></p> <p>DATED <i>Dec 18</i> 190<i>2</i> AT <i>23</i></p> <p><i>Salisbury 18th 23rd Clearance with</i></p> <p><i>Union Electric See letter of 10th Map</i></p> <p><i>Ref W required go to night</i></p> <p><i>Coasswell</i></p>											

COPY.

WLD-G

December 18th, 1902.

T. H. Croswell, Esq.,
Assistant Engineer,
Seattle, Wash.

Dear Sir:-

As I wrote you sometime ago, the change of line just south of Black River Junction will depend a great deal on how far west we can go and make an under crossing of the Electric line to Renton. I wish you would let me have this information just as soon as you can so that we can arrange our maps for right of way to have the Commissioner of Real Estate acquire land and rights for changing River before construction begins.

Yours truly,

(Signed) W. L. DARLING.

Chief Engineer.

COPY.

WLD-C

December 29th, 1902.

Mr. David Swank,
123 Second Avenue, South,
Seattle, Washington.

Dear Sir:-

Your favor of the 23rd inst. at hand We are not ready to ask bids for the doublet rack work between Black River and Auburn, but when we do so will be very glad to ask you to make us a proposal.

Yours truly,

(Signed) W. L. DARLING.

Chief Engineer.



Seattle, December 23rd, 1902.

Mr. W. L. Darling,
Engineer in Chief, N. P. Ry. Co.,
St. Paul, Minn.

Dear Sir:-

On December 8th, I was invited and made a bid on the double track work between Auburn and Black River, at the request of your Mr. T. H. Crosswell, Assistant Engineer, in which I bid 15-1/2¢ per cubic yard for earth work and \$40.00 per acre for clearing - the same to be completed on or before May 1st. This bid, I am informed, was forwarded to you by Mr. Crosswell, and he now informs me you have extended the time until July 1st, 1903, and advises me to communicate directly with you regarding this work.

For and in consideration of the extension of time, I wish to change my bid so as to read:

Earth excavation,	14-1/2¢
Clearing,	\$40.00 per acre.

At this price I will not ask for more than one acre of extra right of way for borrow pits to make embankment, and this to be between Orillia and Black River, between stations mentioned in my former bid.

I make this change in view of more time and more favorable weather in which to do the work, being able thus to take advantage of the labor market here.

I will commence this work immediately, if awarded the contract and endeavor to give you good results and satisfaction, with view of doing more work for you in the future, and would be pleased to be placed upon your list of contractors.

I would also like to make bid on the timber and bridge work between Auburn and Black River when you invite proposals for same.

Hoping to hear from you favorably, I am,

Yours very truly,

David Swank

123 Second Avenue South,
Seattle, Washington.

COPY.

WLF-G

December 12th, 1902.

T. H. Croswell, Esq.,
Assistant Engineer,
Seattle, Wash.

Dear Sir:-

I have just received proposal from Mr. David Swank for grading double track between Black River Junction and Auburn, enclosed with your letter of the 8th inst. The bid is a very fair one but I am very suspicious of the bidder. I have known him for a long time and know that at one time he was a very good contractor, but I am doubtful as to his present ability to carry on such a large piece of work..

I want to arrange to get bids on that work to be done at contractor's convenience, before July 1st, 1903, but I would like to have proposals sent out in regular form and time set for their delivery, and I would be very glad to have you advise me as to what you think the most propitious time for asking these bids, and about how long a time we should give the contractor, and about what you think the cost of grading should be. Would also be glad if you would let me have a sketch showing necessary right of way to be obtained and its approximate cost. I believe we should obtain proposals from contractors in two ways, first, they to procure the necessary right of way for obtaining material, and second, for the Company to do it.

Yours truly,

(Signed) W. L. DARLING

Chief Engineer.

Northern Pacific Railway Company.



Seattle, Wash. December 8th. 1902.

W. H. Darling, Esq.,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

I enclose a proposal from Mr. D. Swank, for grading on Black River to Auburn, for side barrow.

This amounts to about 90000 cu. yds. and the extra right of way for barrow pits, will be an additional cost of about 2 cents per yard.

I expect other bids and will forward when received.

Mr. McCreary of Spokane, was in the Office lately and wanted to bid on the bridge work between Black River and Auburn.

Yours truly,

W. H. Crowell
Assistant Engineer.

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSAL

For the building of a double track, between Auburn and Black River,

(Location)

Division

The undersigned hereby propose^s, and, if this proposal is accepted, agree^s to enter into a written contract, if required, with the Northern Pacific Railway Company, to do all the work for which prices are named herein, according to the plans and directions of the Engineer for said Company, in conformity with the specifications made for said work and attached hereto, upon the terms and conditions of the contract prepared therefor, and within the time specified.

Commencing at North end of side track at Auburn, and extending to Station 842, being Sections 10, 11, 12, 13, 14, 15 and 16, respectively; also from end of side track north of Orillio to bridge at or about Station 1037, at the following prices, viz:

Earth Excavation - - - - - 15-1/2¢ per cu. yd.

Clearing right of way where necessary
and ordered, - - - - - \$40.00 per acre.

Will start work immediately upon award of contract and finally complete same on or before May 1st, 1903.

All the above work, for which prices are given, to be completed on or before May 1st, 1903

The Railway Company will furnish transportation at the rate of per ton per mile for material required in the work and contractor's outfit with minimum of per ton and for single shipments. Bulky articles filling car to visible capacity to take minimum car load weight. Live stock will be billed at actual weight with usual commercial minimum. The Railway Company will charge full tariff rates for transportation of supplies, including powder, fuel and lumber. The Railway Company will also furnish transportation for men employed on the work at the rate of per mile.

The information upon which this proposal is based was obtained by the proposer through his own sources of knowledge, and was not derived from any officer or agent of the Railway Company.

The Railway Company reserves the right to reject any and all bids, and, at its option, to require a satisfactory bond from the contractor for the faithful performance of the work.

Signature of Proposer

David Swank

Address 123 Second Avenue South, Seattle, Wh

Date December 8th, 1902

Northern Pacific Railway Company.



Seattle, Wash., December 9th. 1902.

W. L. Darling, Esq.,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

I enclose a bid for double track grading of Otto Hansen.

I had just received your wire when he brought this in and therefore

I told him I did not think you would consider it at present.

I think likely,, we can get bids somewhat lower in two or three months from now.

Am I to understand that there will be no need of an Engineer Corps on this Double Track for the present?

Yours truly,

J. H. Crowell
Assistant Engineer.

*File (6)
12/10*

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSAL

For *constructing double track between Auburn and Black River*

(Location)

Pacific

Division

The undersigned hereby propose, and, if this proposal is accepted, agree to enter into a written contract, if required, with the Northern Pacific Railway Company, to do all the work for which prices are named herein, according to the plans and directions of the Engineer for said Company, in conformity with the specifications made for said work and attached hereto, upon the terms and conditions of the contract prepared therefor, and within the time specified.

<i>Embankment earth</i>	<i>per Cub. Yd.</i>	<i>19¢</i>
<i>Loose Rock.</i>	<i>" " "</i>	<i>40¢</i>
<i>Solid Rock</i>	<i>" " "</i>	<i>90¢</i>
<i>Clearing fr. acre</i>		<i>20.00</i>

All the above work, for which prices are given, to be completed on or before *May 15th* 190*4*

The Railway Company will furnish transportation at the rate of _____ per ton per mile for material required in the work and contractor's outfit with minimum of _____ per ton and _____ for single shipments. Bulky articles filling car to visible capacity to take minimum car load weight. Live stock will be billed at actual weight with usual commercial minimum. The Railway Company will charge full tariff rates for transportation of supplies, including powder, fuel and lumber. The Railway Company will also furnish transportation for men employed on the work at the rate of _____ per mile.

The information upon which this proposal is based was obtained by the proposer through his own sources of knowledge, and was not derived from any officer or agent of the Railway Company.

The Railway Company reserves the right to reject any and all bids, and, at its option, to require a satisfactory bond from the contractor for the faithful performance of the work.

Signature of Proposer

Otto Hansen

Address

614 Tac. Ave. Tacoma, Wash.

Date

*Dec 9th*190*3*

Northern Pacific Railway Company.



Seattle, Wash. December 2th. 1902.

W. L. Darling, Esq.,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

I enclose estimate for double track structures at river crossings between Black River and Auburn. This being for additional work required to make the double track continuous.

This provides for ballasted deck on both ^{tracks} at White River approaches and for rebuilding 180 foot span there by substitution of a new center span and removal of the east span, ^{to east side of bridge} with new floor and bracing and is after former estimates, increased 25 per cent on account of higher prices.

The Black River bridge cost approximately \$16000.00 and I figure that it is necessary to duplicate at increased prices.

This does not increase the cost of Engineering expenses as I can see except as it is required account of the bridges. I have estimated 1 per cent.

I presume another way to make a continuous double track would be to put a Howe truss 180 feet long across White River and 2 spans ^{each} ~~one~~ 75 feet and one 30 feet across Black River, on pile abutments. This construction would cost \$18000.00 or \$27000.00 less than this estimate. ^{or \$52426.40.}

Yours truly,

J. Crowe

Estimate to be added to the estimate for construction Double Track
Black River to Auburn, on account of double track structures at
White River and Black River.

Right of Way.

Damages account of closing road under
Black River bridge.

200.00

Grading.

7000 cu. yds. at 15cts. 1050.00

Rent of equipment 7 days at 10.00 70.00

Train Service 7 days at 40.00 280.00

Riprap (Duwamish River 600cu.yds.at 1.50 1200.00 2600.00

Bridges.

Alteration 130 foot span over White
River including abutments 25000.00

Alteration Plate Girder over Black River 20000.00

250 Spans pile trestle (double deck)

1270 piles 38000 lin.ft. at 4½cts. 1710.00

Driving 1270 piles at 1.50 1905.00

1250000 ft.B.M. new timber at 8.50 10625.00

84300 lbs. Bridge Iron at 3½cts. 2940.00

Placing 1250000 ft.B.M. at 10.00 12500.00 74680.00

Ties.

1½ miles 4500 ties at 26cts. 1170.00

Track Laying and Surfacing.

Three quarters of mile at 600.00 450.00

Ballast.

4500 cu.yds. at 15cts. 675.00

Train Service 7 days at 40.00 280.00

Rent of Equipment 7 days at 20 5.00 35.00 990.00

Transportation Charges.

10 cars ties at 5.00 50.00

110 cars timber at 5.00 550.00 600.00

80690.00

Credit account Electric Credit Signals 2050.00

78640.00

Engineering Expenses 1 per cent 736.40

Total 79426.40

1164
COPY.

W.D.-C

December 13th, 1902.

T. H. Groswell, Esq.,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

Referring to your favor of recent date regarding the question of keeping construction party on the double track line south of Argo during the winter.

You should keep them there until you have obtained sufficient information to make up an exact yardage estimate and determine the right of way necessary to build the line. You should make a map showing places where extra right of way is needed and the amount of it and the way in which it should be bought, so that it can be turned over to the Right of Way Agent to complete the necessary purchases.

Yours truly,

(Signed) W. L. DARLING.

Chief Engineer.

TELEGRAM.

1169
D-6 02 40 AM E R

NORTHERN PACIFIC RAILWAY COMPANY

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				_____ M.		_____ M.			_____ M.		

FROM

St. Paul, Dec. 9, 1902.

TO

T. H. Croswell,

DATED

AT

Seattle.

Not yet ready to let double track work. Do not think will be able to do any work this winter account wet weather. Can you not get better bids in the spring.

W. L. Darling.

TELEGRAM.

NORTHERN PACIFIC RAILWAY COMPANY 1169

All Railroad Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

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NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
1868	M. G. D.	M. G. D.	M. G. D.	M.							

FROM

Hattle

TO

M. L. Darling

DATED

Dec 8

1902

AT

Car forwarded proposal from D
 Swank grading Auburn to 16th mile
 including 1 and part of 18th and 19th
 mile. North of Osilla at 15 1/2 cuts
 to complete May 1st about ninety thousand
 yards estimate cost extra right of way
 two cuts per yard Crosswell

Northern Pacific Railway Company.

1169
 RECEIVED
 CHIEF ENGINEER
 DEC 7 1902
 ST. PAUL, MINN.

Seattle, Wash. December 3rd. 1902

W. L. Darling, Esq.,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

I beg to advise that we have lately made a crosssection of the Auburn Gravel Pit and established a base line for ascertaining the removal in the future.

After allowing for lateral support on the property lines there is the following yardage; ✓

Original Pit	1,420,000 cu.yds.
New purchase	<u>2,768,300</u> " "
Total	4,188,300 " "

This being down to the level of of the present excavation, which is about as low as we can dig on account of water.

The south one half of lot 8, which Mr. Hart wants to sell to the Company shows 2,887,00 cu.yds. under the same conditions as to support etc.

Yours truly,

W. L. Darling
 Assistant Engineer.

COPY.

WLD-C

October 24th, 1902.

T. H. Groswell, Esq.,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

Acknowledging receipt of your letter of the 13th inst., especially concerning matter of purchase of another forty for gravel pit which Mr. Hart stated Mr. McAllister had in hand with him. This is a matter about which I have no information. I wish, however, you would let me have a sketch showing our actual holdings, and the forty which Mr. Hart stated Mr. McAllister had in hand with him. I would also like to get the approximate number of cubic yards in our present holdings and what there will be in the additional forty.

Yours truly,

(Signed) W. L. DARLING

Chief Engineer.

Northern Pacific Railway Company.



Seattle, Wash. October 13th. 1902.

W. L. Darling, Esq.,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

I send by this mail papers in regard to Right of Way, for
Black River Junction to Argo.

✓ Deed Morgan J. Corkeek and Wife.

✓ " Emmett L. Robbins et. al.

✓ " Annie M. Monster.

✓ " John C. Card and Wife.

✓ " Flora Allen and Husband.

✓ " Edwin Ellis and Wife.

Also the Abstracts covering the above.

✓ Partial release of Mortgage H. C. Henry.

✓ One release from tenants.

✓ one Affidavit.

And the original contracts for deeds from Annie M. Monster, Emmett

✓ L. Robbins and J. C. Card.

This leaves a release from the Tenant on the Card place which is
signed but not executed and the Graham deeds and the partial release
still to be obtained.

N 25

It is about the
second piece of granite for
a granite pit at 1000'

10/21/62

Mr. Darling

I cannot find

em taken up before

that

as to

this matter

add granite pit

max RTR

10/23

Northern Pacific Railway Company.

W.L.D. 2.

I also enclose a voucher for \$299.00 in favor of Jos. H. Allen, for cancellation, as the land in question was not taken.

Mr. McAllister made a contract with Attorney Hart of Auburn, for sixteen Acres of Gravel adjoining the old pit near Auburn and we have been hauling from there. One of the parties in interest was insane and proceedings are still in course in Court to enable transfer of his interest. The price was \$1000.00 and Mr. Hart assures me that the transfer can soon be made.

He however says that in addition to this he and Mr. McAllister were trading for another piece in the same forty, at the same price.

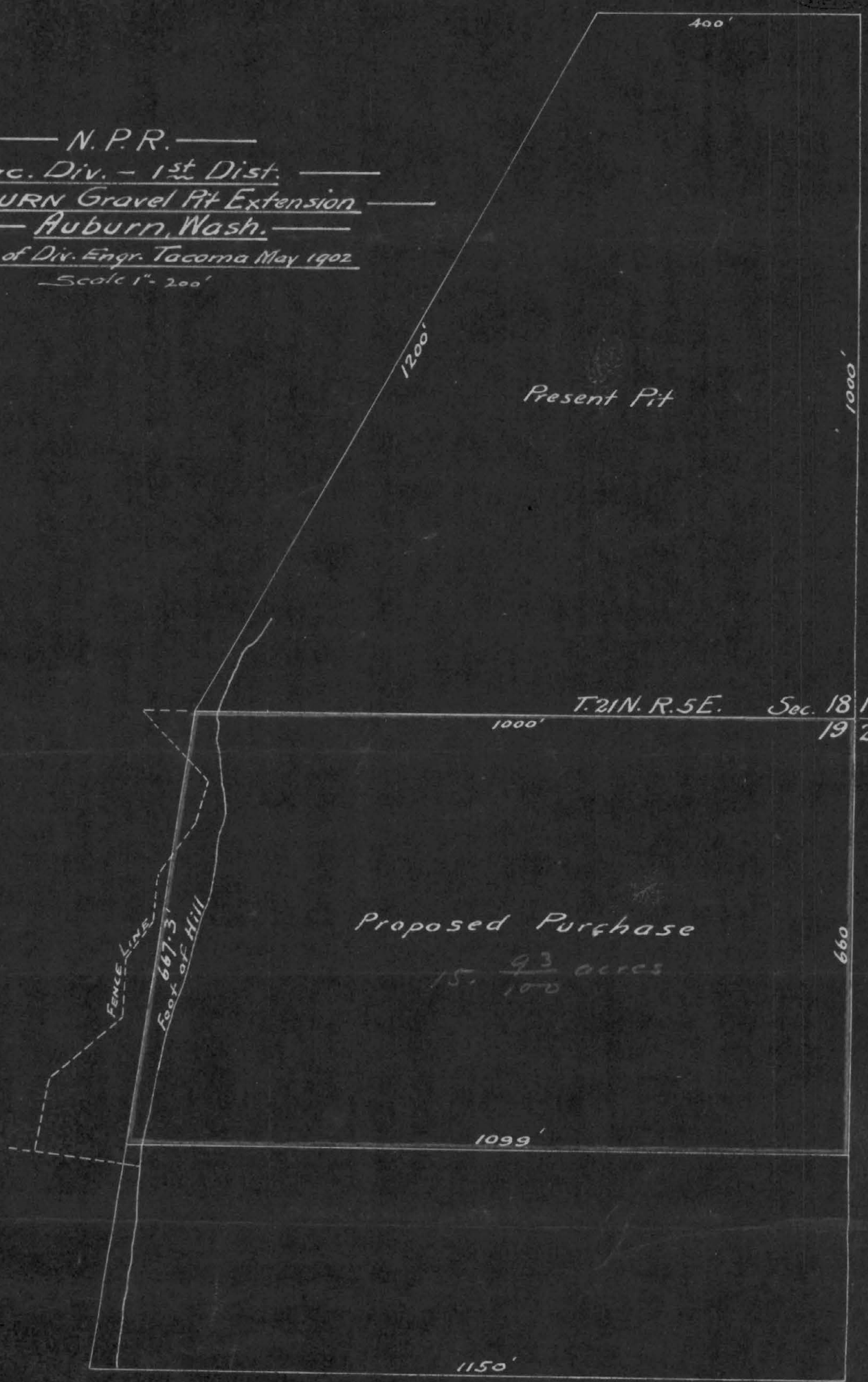
This was something I knew nothing about and I beg to enquire if there has been any purchase authorized of the additional strip. Or if not: if you want to make such purchase.

Yours truly,

E. H. Crosswell
Assistant Engineer.



— N. P. R. —
— Pac. Div. - 1st Dist. —
— AUBURN Gravel Pit Extension —
— Auburn, Wash. —
Office of Div. Engr. Tacoma May 1902
Scale 1" = 200'



COPY 1169

WLD-C

December 6th, 1902.

C. S. Mellen, Esq.,

President.

Dear Sir:-

In connection with the construction of the double track line between Black River and Auburn, cost of which is \$203,967.00, or \$16,857.00 per mile, details of which have previously been sent you, I beg to hand you herewith profile and map showing proposed change of line which it seems advisable to make in connection with the double track work. It had been proposed to make the change as shown in red on the accompanying print, but when Mr. Cooper made the crossing agreement with the Interurban people, he was not able to have incorporated the provision that their grade should be raised sufficiently so that the proposed change could be made. Consequently, it will be necessary to put in a small curve where it connects with the main line at the northerly end, near Station 1080, and connect with our present track not far from Mile Post 20. The estimated cost of this change, details of which are attached, is \$30,630.00. It will save $64^{\circ} 37'$ curvature, valued at \$9,052.00, and 720 feet of distance, valued at \$8,208.00, or a total of \$17,260.00. As these calculations are based on twenty trains per day with interest on money at 6%, it does not seem an economical change. The main reason for making the change is that the present line consists of a 5° and 6° curve reversed, over which it is impracticable to operate trains 60 to 70 miles per hour, 50 miles per hour being about as high as it is practicable to make and have an easy riding track.

C. S. M. (2).

I believe on the line in question that the present curves can be elevated so that 40 to 50 miles per hour can be safely operated, as grade is level, and all trains, even freights, can obtain a fair rate of speed, so that if track is elevated for passenger trains it will not be impracticable for the slower freights. Hence, the results obtained by changing to the proposed line would be a saving of \$17,260.00, due to the value of curvature and shorter distance, and allow trains to run at 60 to 70 miles per hour over this distance instead of 40 to 50.

The improvement form has not yet been forwarded to you for the cost of this double track work, as I have been waiting the necessary information to give you concerning this proposed change. As soon as you have decided what is to be done about this, will forward improvement form for the balance of the work. I do not believe it is practicable to start grading the double track before dry weather, as with the present condition of ground it will be impracticable to get contractors to give a reasonable bid and it will also involve the purchase of considerable more extra right of way than would be needed if the ground was dry when grading was done.

Yours respectfully,

(Signed) W. D. DARLING.

Enc.

Chief Engineer.

ESTIMATE OF COST OF CONSTRUCTION OF DOUBLE TRACK
LINE FROM AUBURN TO BLACK RIVER, 12.1 MILES.
-00000-

RIGHT OF WAY AND STATION GROUNDS.

Agricultural lands, one acre @ \$500.00 - - - - -	\$ 500.00
---	-----------

CLEARING AND GRUBBING.

Light clearing, 15 acres @ \$25.00, - - - - -	375.00
---	--------

GRADING.

Solid rock, 2000 cu. yds @ 85¢, - - - - -	\$ 1,700.00
Earth, 185,000 cu. yds @ 15¢, - - - - -	27,750.00
Train service, 185 days @ \$40.00, - - - - -	7,400.00
Rent of equipment, 185 days @ \$15.00, - - - - -	2,775.00
Riprap, 750 cu. yds. @ \$1.25, - - - - -	937.50
Contingencies, - - - - -	<u>2,021.87</u>
	42,584.37

BRIDGES; TRETTLES AND CULVERTS.

300 spans, 4,650 ft. to have ballasted deck,	
300 spans to be redecked and ballasted,	
36,000 lin. ft. Piling in place @ 5¢, - - - - -	1,800.00
Driving piles at \$2.00 each, - - - - -	2,400.00
1,500,000 ft. B.M. timber in pile & trestle bridges	12,750.00
Wrought iron, 100,000 lbs. @ 3½¢, - - - - -	3,500.00
Erecting bridge, 1,500,000 ft. B.M. @ \$10.00, - - -	15,000.00
Concrete culverts, 260 cu. yds. @ \$8.00, - - - - -	2,080.00
Cast iron pipe, 24 gross tons @ \$35.00, - - - - -	840.00
Laying pipe, - - - - -	100.00
Train service 30 days @ \$45.00, - - - - -	1,350.00
Contingencies, 5%, - - - - -	<u>1,991.00</u>
	41,811.00

TIES.

18 miles x 3000 ties per mile, 39,000 ties @ 26¢, -	10,140.00
six sets switch ties @ \$25.00, - - - - -	<u>150.00</u>
	10,290.00

RAILS.

72 lb. 1st class steel 1367.3 gro. tons @ \$30.25, -	41,360.82
Inspection and handling 1367.3 tons @ 75¢, - - -	<u>1,025.48</u>
	42,388.30

Carried forward, - - - - -	<u>\$137,946.67.</u>
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Nails

85# 1st class steel 1615.35 tons @ 29.40 = 47,491.29
Inspection Handling " " " 75¢ = 1217.50
\$ 48,702.79

Track Fastenings

400 Keys spikes @ 4¹⁰ 1640
73 " Bolts @ 5 365
Angle Bars 85# 2153.80 lbs @ 17⁰ @ 3661.46
Ice Plate 4800 @ 8⁰⁰ per c 384
6,050.46
54,753.25

Brought forward, - - - - - \$137,946.67.

TRACK FASTENINGS.

400 kegs track spikes @ \$4.10, - - - - -	\$ 1,640.00	
73 kegs track bolts @ \$5.00, - - - - -	365.00	
Angle bars, 72#, 1550.741 lbs. @ \$2.00, - - - - -	3,101.48	
Tie plates, 4,800 @ \$8.00 per C, - - - - -	384.00	5,490.48

FROGS AND SWITCHES.

Split switches complete with frogs, 10 sets @ \$75. - - - - -	750.00	
Spring rail frogs, four @ \$40.25, - - - - -	161.00	911.00

TRACK LAYING AND SURFACING.

Track laying, 12.1 mi. @ \$300.00, - - - - -	3,630.00	
Rent of equipment 25 days @ \$5.00, - - - - -	125.00	
Train service, 25 days @ \$40.00, - - - - -	1,000.00	
Track surfacing 12.1 mi. @ \$500.00, - - - - -	6,050.00	
Contingencies, - 10%, - - - - -	1,080.50	11,885.50

BALLAST.

36,300 cu. yds. @ 15¢, - - - - -	5,445.00	
Train service, 60 days @ \$40.00, - - - - -	2,400.00	
Rent of equipment 60 days @ \$5.00, - - - - -	300.00	
Contingencies 10%, - - - - -	814.50	8,959.50

STATION BUILDINGS AND FIXTURES.

Moving Auburn depot, - - - - -	800.00	
Moving Christopher depot, - - - - -	200.00	
Moving Thomas depot, - - - - -	200.00	
Moving Kent depot, - - - - -	400.00	
Moving ten milk platforms, - - - - -	500.00	
Station platforms, 300,000 ft. B.M. @ \$8.00, - - - - -	2,400.00	
Labor on same 300,000 Ft. B.M. @ \$6.00, - - - - -	1,800.00	6,300.00

WATER STATIONS.

Changing and moving tank at Kent, - - - - -	1,000.00
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FENCING

Repairs to fence, - - - - -	500.00
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CROSSINGS, CATTLE GUARDS AND SIGNS.

Cattle guards, 22 guards @ \$16.50, - - - - -	363.00	
Road crossings, 30 crossings @ \$16.00, - - - - -	480.00	
Signs, posts, etc. 12 miles @ \$20.00, - - - - -	240.00	1,083.00

Carried forward, - - - - - \$174,046.15

3.

Brought forward, - \$174,046.15

INTERLOCKING AND SIGNAL APPARATUS.

Electric signals at White River and Black River

Crossings, four @ \$400.00	- - - - -	\$ 1,600.00	
Labor of installation, - - - - -	- - - - -	450.00	2,050.00

TELEGRAPH LINES.

Changes and renewals, - - - - -		500.00
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Steel rails - - - 1531.0 net tons.

Track spikes, - - - 40.0 net tons

Track bolts, - - - 7.3 net tons

Angle bars, - - - 77.5 net tons

Frogs and switches, - 8.0 net tons

Bridge iron, - - - 59.0 net tons

Bldg. mtl. and misc. 50.00 net tons.

1763.8 net tons.

1531 tons x 1890 miles @ \$9.45, - - - - - 14,467.95

182.8 tons x 1778 miles @ \$8.89, - - - - - 1,625.09

150 cars timber @ \$5.00, - - - - - 750.00

125 cars ties @ \$5.00, - - - - - 625.00

Miscellaneous freight charges, - - - - - 50.00

Northern Pacific express charges, - - - - -	10.00	17,528.04
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Construction equipment - - - - -		100.00
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Total, - - - - -	\$194,254.19
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Engineering expenses 5%, - - - - -	9,712.71
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Total estimated cost, - - - - -	\$203,966.90
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Per mile of track, - - - - -	16,856.77.
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-00000-

ESTIMATE OF COST OF LINE AND CHANNEL CHANGE, STATIONS
1050 TO 1080, SEATTLE BRANCH, NEAR BLACK RIVER.

-000-

MATERIAL.

For Embankment and Protection.

Embankment from new channel, 35,350 yds. @ 18¢,	\$6,363.00	
Embankment from other source, 37,125 yds. @ 18¢,	6,682.50	
350 piles, 35' long = 12,250 ft. @ 4½¢, - - -	551.25	
200 cords brush @ \$1.25, - - - - -	250.00	
3,500 yds. rock @ \$1.50, - - - - -	5,250.00	\$19,096.75. ✓

For Trestles.

66 piles, 40 ft. long = 2,640 ft. @ 4½¢, - -	\$ 118.80	
26,000 ft. B. M. stringers @ \$7.50, - - - -	195.00	
4,000 ft. B. M. 12x14 caps, @ \$6.50, - - - -	26.00	
7,920 ft. B. M. 3x12 braces, @ \$7.00, - - - -	55.44	
96 feet 24" cast culvert pipe, - - - - -	336.00	\$ 731.24. ✓

Total material, - - - - - \$19,827.99.

LABOR.

Track Work.

Placing four switches, @ \$25.00, - - - - -	\$ 100.00	
Laying and surfacing 6,000 ft. track @ 10¢, - -	600.00	\$ 700.00. ✓

On Embankment and Protection.

Driving 350 piles, @ \$1.50, - - - - -	\$ 525.00	
Excavation (balance of material in channel), 18,000 yards @ 18¢, - - - - -	3,240.00	
Putting rock and brush in place, - - - - -	1,250.00	\$ 5,015.00. ✓
Driving piles and building trestle, - - - - -	200.00	\$ 5,915.00
		\$25,742.99.
Engineering and incidentals, 5%, - - - - -		1,287.15
		\$27,030.14.
Right of Way, 12 acres @ \$300.00, - - - - -		3,600.00
		\$30,630.14.

Revised in office of Chief Engineer,
December 2nd, 1902.

WLD-C

On Montana Division, December 19th, 1901

*Seattle Div
Lupt
Changes Line
Minor*

Thomas Cooper, Esq.,

Assistant to President,

Tacoma, Wash.

*COPY
with pres. copy*

Dear Sir:-

In answer to yours of the 17th inst. regarding change of line near Black River Junction. The matter of reducing curvature at that point to a 3° curve has been discussed between Messrs. Pearson, Law and myself, but it seems to me entirely in error to reduce the curvature when it is possible to throw the whole out, especially in view of the fact that the line is to be put in shape for a first class railroad. It is possible however, to make the change to the west, as referred to in one of my previous letters, which will not interfere with the Interurban Railway crossing. While this change is not so good as the one shown on map which was recently sent you, still the curvature thrown out is nearly the same and the expense considerably less, and if it is found impossible to arrange with the Interurban Company to obtain the desired crossing agreement, the easterly change can be made, as it will not interfere with the Interurban Company's crossing.

Yours truly,

(Signed) W. L. DARRING

Chief Engineer

Enc

Northern Pacific Railway Company.

THOMAS COOPER
W. S. PEARCE
ASST. TO PRESIDENT.

Office of Assistant to President.

Tacoma, Wash. December 17, 1901-

Mr. W. L. Darling,

Chief Engineer, St. Paul.

Dear Sir:

Herewith my file of correspondence in reference to proposed change of line near Black River Junction. It is agreed that the change proposed by the Engineers costing \$27,000 is not justified with the present volume of traffic, but Mr. Pearson suggests that the curvature can be reduced to a three degree reverse by a much less radical, therefore less expensive, change, than the plan proposed by the Division Engineer. The practicability of Mr. Pearson's suggestion should be investigated.

In consideration of this matter, the fact that the Inter-urban Railway will be in operation within a year, should not be overlooked, and it is fair to assume that when in operation our local train service between Tacoma and Seattle will discontinue. *passenger*

Yours truly,



Assistant to President.

Encl.

Northern Pacific Railway Company.

1169

Seattle, Wash. November 18th. 1902.

W. L. Darling, Esq.,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

I enclose herewith estimate of the second track Black River Junction to Auburn. Grading quantities taken from inspection and the track profile. This provides for quantities across bridges and trestles at Black River and White River and a ballasted section for double track carried over the other trestles, changing the present trestles to a ballast deck and a slight change in the alignment just south of Black River.

Yours truly,

J. H. Crosswell
Assistant Engineer.

ESTIMATE OF COST OF CONSTRUCTION OF DOUBLE TRACK
LINE FROM AUBURN TO BLACK RIVER, 12.1 MILES.

-00000-

RIGHT OF WAY AND STATION GROUNDS.

Agricultural lands, one acre @ \$500.00 - - - - -	\$ 500.00
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CLEARING AND GRUBBING.

Light clearing, 15 acres @ \$25.00, - - - - -	375.00
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GRADING.

Solid rock, 2000 cu. yds @ 85¢, - - - - -	\$ 1,700.00
Earth, 185,000 cu. yds @ 15¢, - - - - -	27,750.00
Train service, 185 days @ \$40.00, - - - - -	7,400.00
Rent of equipment, 185 days @ \$15.00, - - - - -	2,775.00
Riprap, 750 cu. yds. @ \$1.25, - - - - -	937.50
Contingencies, - - - - -	<u>2,021.87</u>
	42,584.37

BRIDGES, TRETTLES AND CULVERTS.

300 spans, 4,650 ft. to have ballasted deck,	
300 spans to be redecked and ballasted,	
36,000 lin. ft. Piling in place @ 5¢, - - - - -	1,800.00
Driving piles at \$2.00 each, - - - - -	2,400.00
1,500,000 ft. B.M. timber in pile & trestle bridges	12,750.00
Wrought iron, 100,000 lbs. @ 3½¢, - - - - -	3,500.00
Erecting bridge, 1,500,000 ft. B.M. @ \$10.00, - - -	15,000.00
Concrete culverts, 260 cu. yds. @ \$8.00, - - - - -	2,080.00
Cast iron pipe, 24 gross tons @ \$35.00, - - - - -	840.00
Laying pipe, - - - - -	100.00
Train service 30 days @ \$45.00, - - - - -	1,350.00
Contingencies, 5%, - - - - -	<u>1,991.00</u>
	41,811.00

TIES.

18 miles x 3000 ties per mile, 39,000 ties @ 26¢, -	10,140.00
six sets switch ties @ \$25.00, - - - - -	<u>150.00</u>
	10,290.00

RAILS.

72 lb. 1st class steel 1367.3 gro. tons @ \$30.25, -	41,360.82
Inspection and handling 1367.3 tons @ 75¢, - - -	<u>1,025.48</u>
	42,388.30

Carried forward, - - - - -	<u>\$137,946.67.</u>
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Brought forward, - - - - - \$137,946.67.

TRACK FASTENINGS.

400 kegs track spikes @ \$4.10, - - - - -	\$ 1,640.00	
73 kegs track bolts @ \$5.00, - - - - -	365.00	
Angle bars, 72#, 1550.741 lbs. @ \$2.40, - - - - -	3,101.48	
Tie plates, 4,800 @ \$8.00 per C, - - - - -	384.00	5,490.48

FROGS AND SWITCHES.

Split switches complete with frogs, 10 sets @ \$75, - - - - -	750.00	
Spring rail frogs, four @ \$40.25, - - - - -	161.00	911.00

TRACK LAYING AND SURFACING.

Track laying, 12.1 mi. @ \$300.00, - - - - -	3,630.00	
Rent of equipment 25 days @ \$5.00, - - - - -	125.00	
Train service, 25 days @ \$40.00, - - - - -	1,000.00	
Track surfacing 12.1 mi. @ \$500.00, - - - - -	6,050.00	
Contingencies, - 10%, - - - - -	1,080.50	11,885.50

BALLAST.

36,300 cu. yds. @ 15¢, - - - - -	5,445.00	
Train service, 60 days @ \$40.00, - - - - -	2,400.00	
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Moving Christopher depot, - - - - -	200.00	
Moving Thomas depot, - - - - -	200.00	
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Moving ten milk platforms, - - - - -	500.00	
Station platforms, 300,000 ft. B.M. @ \$8.00, - - - - -	2,400.00	
Labor on same 300,000 Ft. B.M. @ \$6.00, - - - - -	1,800.00	6,300.00

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Changing and moving tank at Kent, - - - - -	1,000.00
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FENCING

Repairs to fence, - - - - -	500.00
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Road crossings, 30 crossings @ \$16.00, - - - - -	480.00	
Signs, posts, etc. 12 miles @ \$20.00, - - - - -	240.00	1,083.00

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3.

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INTERLOCKING AND SIGNAL APPARATUS.

Electric signals at White River and Black River

Crossings, four @ \$400.000, - - - - -	\$ 1,600.00	
Labor of installation, - - - - -	450.00	2,050.00

TELEGRAPH LINES.

Changes and renewals, - - - - -		500.00
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Bridge iron, - - - -59.0 net tons

Bldg. mtl. and misc. 50.00 net tons.

1763.8 net tons.

1531 tons x 1890 miles @ \$9.45, - - - - - 14,467.95

182.8 tons x 1778 miles @ \$8.89, - - - - - 1,625.09

150 cars timber @ \$5.00, - - - - - 750.00

125 cars ties @ \$5.00, - - - - - 625.00

Miscellaneous freight charges, - - - - - 50.00

Northern Pacific express charges, - - - - - 10.00 17,528.04

Construction equipment - - - - -		100.00
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Total, - - - - -	\$194,254.19
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Engineering expenses 5%, - - - - -	9,712.71
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Total estimated cost, - - - - -	\$203,966.90
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Per mile of track, - - - - -	16,856.77.
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-00000-

ESTIMATE OF COST OF CONSTRUCTION OF DOUBLE TRACK
LINE FROM AUBURN TO BLACK RIVER, 12.1 MILES.

-00000-

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Wrought iron, 100,000 lbs. @ 3½¢, - - - - -	3,500.00
Erecting bridge, 1,500,000 ft. B.M. @ \$10.00, - - -	15,000.00
Concrete culverts, 260 cu. yds. @ \$8.00, - - - - -	2,080.00
Cast iron pipe, 24 gross tons @ \$35.00, - - - - -	840.00
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Track laying, 12.1 mi. @ \$300.00, - - - - -	3,630.00	
Rent of equipment 25 days @ \$5.00, - - - - -	125.00	
Train service, 25 days @ \$40.00, - - - - -	1,000.00	
Track surfacing 12.1 mi. @ \$500.00, - - - - -	6,050.00	
Contingencies, - 10%, - - - - -	1,080.50	11,885.50

BALLAST.

36,300 cu. yds. @ 15¢, - - - - -	5,445.00	
Train service, 60 days @ \$40.00, - - - - -	2,400.00	
Rent of equipment 60 days @ \$5.00, - - - - -	300.00	
Contingencies 10%, - - - - -	814.50	8,959.50

STATION BUILDINGS AND FIXTURES.

Moving Auburn depot, - - - - -	800.00	
Moving Christopher depot, - - - - -	200.00	
Moving Thomas depot, - - - - -	200.00	
Moving Kent depot, - - - - -	400.00	
Moving ten milk platforms, - - - - -	500.00	
Station platforms, 300,000 ft. B.M. @ \$8.00, - - - - -	2,400.00	
Labor on same 300,000 Ft. B.M. @ \$6.00, - - - - -	1,800.00	6,300.00

WATER STATIONS.

Changing and moving tank at Kent, - - - - -	1,000.00
---	----------

FENCING

Repairs to fence, - - - - -	500.00
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CROSSINGS, CATTLE GUARDS AND SIGNS.

Cattle guards, 22 guards @ \$16.50, - - - - -	363.00	
Road crossings, 30 crossings @ \$16.00, - - - - -	480.00	
Signs, posts, etc. 12 miles @ \$20.00, - - - - -	240.00	1,083.00

Carried forward, - - - - - \$174,046.15

3.

Brought forward, - \$174,046.15

INTERLOCKING AND SIGNAL APPARATUS.

Electric signals at White River and Black River

Crossings, four @ \$400.00	1,600.00	
Labor of installation, - - - - -	450.00	2,050.00

TELEGRAPH LINES.

Changes and renewals, - - - - -	500.00
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Steel rails - - - 1531.0 net tons.

Track spikes, - - - 40.0 net tons

Track bolts, - - - 7.3 net tons

Angle bars, - - - 77.5 net tons

Frogs and switches, - 8.0 net tons

Bridge iron, - - - 59.0 net tons

Bldg. mtl. and misc. 50.00 net tons.

1763.8 net tons.

1531 tons x 1890 miles @ \$9.45, - - - - - 14,467.95

182.8 tons x 1778 miles @ \$8.89, - - - - - 1,625.09

150 cars timber @ \$5.00, - - - - - 750.00

125 cars ties @ \$5.00, - - - - - 625.00

Miscellaneous freight charges, - - - - - 50.00

Northern Pacific express charges, - - - - - 10.00 17,528.04

Construction equipment - - - - - 100.00

Total, - - - - - \$194,254.19.

Engineering expenses 5%, - - - - - 9,712.71

Total estimated cost, - - - - - \$203,966.90

Per mile of track, - - - - - 16,856.77.

Estimate of cost of construction of Double Track Auburn to Black
River 12.20 miles.

Right of Way and Station Grounds.

Agricultural Lands 1 acre at \$500.00 \$ 500.00

Clearing and Grubbing.

Light Clearing. 15 acres at 25.00 375.00

Grading.

Solid Rock 2000 cu.yds. at .85 1700.00

Earth 185000 cu.yds. at 15 27750.00

Train Service 185 days at 40.00 7400.00

Rent of Equipment 185 days at 15.00 2775.00

Riprap 750 cu.yds. at 1.25 937.50

Contingencies 2021.87 42584.37 ✓

Bridges, Trestles and Culverts.

300 Spans 4650 ft. to have ballasted deck

300 " to be redecked and ballasted

36000 Lin.Ft. Piling in place at .05 1800.00

Driving piles at 2.00 ea. 2400.00

Timber in pile and trestle bridges a

1500000, ft.B.M. at 8.50 12750.00

Wrought Iron 100 000 # at .03½ 3500.00

~~xxxxxx~~

Erecting Bridges 500000 ft.B.M. at 10.00 5000.00

Concrete Culverts 260 cu.yds. at 8.00 2080.00

Cast Iron Pipe 246 gross tons at 35.00 840.00

Laying Pipe 100.00

Train Service 30 days at 45.00 1350.00

Contingencies 5 per cent 1991.00 69216.00 ✓
41811.00 ✓

Ties.

12.00 miles x 3000 ties per mile

39000 ties at .26 10140.00

6 Sets switch ties at 25.00 150.00 10290.00 ✓

Rails.

72lb. 1st. Class Steel 1367.3 gro. tons

1367.3 tons at 30.25 41360.82

Inspection and handling 1367.3 tons

1367.3 tons at .75 1025.48 42386.30 ✓

Track Fastenings.

400 kegs track spikes at 4.10 1640.00

73 " " bolts at 5.00 365.00A

Angle Bars 72lb. 1550.74lbs. at 2.00 3101.48 ✓

Tie Plates 4800 at 8.00 per C 384.00 5490.48 ✓

Frogs and Switches.

Split Switches complete with frogs

10 sets at 75.00 750.00

Spring Rail Frogs 4 at 40.25 161.00 911.00 ✓

Track Laying and Surfacing 12.1 miles at 3

Track Laying 12.1 miles at 300.00 3630.00

Rent of Equipment 25 days at 5.00 125.00

Train Service 25 days at 40.00 1000.00

Track Surfacing 12.1 miles at 500.00 6050.00

Contingencies 10 per cent 1080.50 11885.50
Forward \$156233.65 ✓

Forward

\$156233.65 ✓

Ballast.

36300 cu.yds. at .15	5445.00
Train Service 60 days at 40.00	2400.00
Rent of Equipment. at 60 days at 5.00	300.00
Contingencies 10 per cent	<u>814.50</u>

8959.50 ✓

Station Buildings and Fixtures.

Moving Auburn Depot.	800.00
" Christopher Depot.	200.00
" Thomas Depot	200.00
" Kent Depot	400.00
" 10 Milk Platforms	500.00

Station Platforms 300000 ft.B.M. at 8.00	2400.00
Labor on same 300000 ft.B.M. at 3.00	<u>1800.00</u>

6300.00 ✓

Water Stations.

Changing and moving tank at Kent

1000.00 ✓

Fencing.

Repairs to fence

500.00 ✓

Crossings, Cattle Guards and Signs.

Cattle Guards 22 guards at 16.50	363.00
Road Crossings 30 crossings at 16.00	480.00
Signs, Posts, etc. 12 miles at 20.00	<u>240.00</u>

1083.00 ✓

Interlocking or Signal Apparatus.

Electric Signals at White River and Black River Crossings 4 at 1600.00

1600.00

Labor of installation.

450.00

2050.00 ✓

Telegraph Lines.

Changes and renewals

500.00 ✓

Steel Rails	1531 net tons
Track Spikes	40 " "
Track Bolts	73 $\frac{1}{2}$ "
Angle Bars	77.5 " "
Frogs and Switches	8.0 " "
Bridge Iron	50.0 " "
Bldg. Mtl. and misc.	50.0 " "
	<u>1763.8 "</u>

1531 tons x 1890 miles at 9.45	14467.95 ✓
182.8 tons x 1778 miles at 8.89	1625.09 ✓
150 cars timber at 5.00	750.00
125 cars ties at 5.00	625.00
Miscellaneous freight charges	50.00
Northern Pacific express charges	<u>10.00</u>

17528.04 ✓

Construction Equipment.

100.00 ✓

Total

\$194254.19

Engineering Expenses 5 per cent

9712.71

Total estimated cost

204066.90

Per mile of track

16865.04

(203966.90)
16865.04
16836.77

1169

My Darling :-

Possibly this is.

Something you want with
you. I think you
have a copy of it but
am not positive

RTW

11/17

Northern Pacific Railway Company.



Seattle, Wash. November 20th. 1902.

W. L. Darling, Esq.,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

I beg to acknowledge receipt of the following plans:

75 ft. through Plate Girder, floor beams and stringers.

30 ft. Ribbon Plate Girder Span.

General Plan of Black River Bridge.

Yours truly,

J. H. Crosswell, Jr.
Assistant Engineer.

COPY.

1169

November 22, 1902.

Mr. T. H. Croswell,

Assistant Engineer, Seattle, Wash.

Dear Sir:-

In answer to your letter of November 8th, I am sending you under separate cover blue prints of right of way plats of the line between Black River Junction and Auburn. The conditions in the deeds are shown on these plats.

Yours truly,

Chief Engineer.

Northern Pacific Railway Company.

Real Estate, Right of Way and

Tax Department.

G. S. FERNALD,
COMMISSIONER,
ST. PAUL.
JAY SEDGWICK,
TAX AGENT, TACOMA.

St. Paul, Minn. Nov. 21, 1902 R

RHJ-CHW

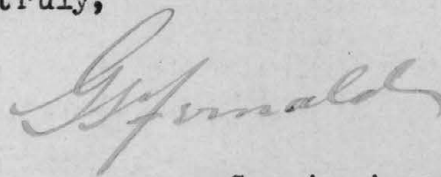
Mr. W. L. Darling,
Chief Engineer, Building.

Dear Sir:-

Compliance ^{with} to your request of November 12th, has been delayed, awaiting blueprints of the right of way maps, showing right of way between Auburn and Black River Junction. The necessary maps are enclosed herewith.

I have not deemed it necessary to make a memorandum of the conditions in the deeds, for the reason that the right of way plat shows in each case what the conditions are, and I have thought that these would answer your purpose.

Yours truly,



Commissioner.

November 18th, 1902.

W-GVF.

COPY

G. S. Fernald, Esq.,
Commissioner.

Dear Sir:-

Referring to my letter of November 12th.

Will you kindly let me have the information with respect to
right of way between Auburn and Black River Junction as soon as
practicable.

Yours truly,

(Signed) W. L. DARLING.

Chief Engineer.

W-GVF.

COPY

November 12th, 1902.

G. S. Fernald, Esq.,

Commissioner.

Dear Sir;-

Will you please let me have a memo of conditions in right of way agreement covering right of way between Auburn and Black River Junction. I would like to have blue prints of right of way maps also.

Yours truly,

(Signed) W. L. DARLING

Chief Engineer.

Northern Pacific Railway Company.



Seattle, Wash. November 8th. 1902.

W. L. Darling, Esq.,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

Will you please send conditions in Right of Way agreements,
from Auburn to Black River or blue prints of the Right of Way maps.

Yours truly,

A handwritten signature in cursive script, which appears to read "J. H. Crowell".

Assistant Engineer.

1169
COPY.

WLD-C

October 25th, 1902.

T. H. Croswell, Esq.,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

Your favor of the 21st at hand. The work of double tracking line from Black River to Auburn has been authorized and you will please go ahead and stake it out as rapidly as possible. It is the intention to gauntlet across the bridges so that double track bridges will not be necessary.

Yours truly,

(Signed) W. L. DARLING.

Chief Engineer.

COPY

November 13th, 1902.

W-GVF.

T. H. Croswell, Esq.,

Assistant Engineer,

Seattle, Wash.

Dear Sir;-

In answer to your letter of November 6th.

I send you under separate cover by train mail blue print of deck plate girder bridge over Black River. According to my records the cost of this bridge was \$15,117.64.

Yours truly,
(Signed) W. L. DARLING.

Chief Engineer.

15117 64

St. Paul, Minn.

Yours truly,

Assistant Engineer.