



Northern Pacific Railway Company.  
Engineering Department Records.

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3-21-04 500 EF

2  
N. P. RY. CO.

OFFICE OF CHIEF ENGINEER

FILE NO. 1169.

SUBJECT:

Auburn to Black River Jct.

Double Track.

From November 21st, 1903.

1169

1169

2

# Surplus Construction Material.

1169

## Auburn to Black River Jct. 2nd Track.

Inv. No.	Material.	Amt.	Credited by Store Dept.
1904		1904	
4-1	4 Hand Car	8000	May 9c 8000
7-1	Piling Timber	1436	Aug. afc 1436
6-3	11500' BM Timber	10646	Sept. afc 10646
6-6	Tools	5881	" " 5881
7-2	870'-1/72# Steel	27404	Oct. " 27404
7-3	202'-7/72# "	5194	" " 69.96
"	31'-3/72# "	660	
"	71'-Scrap 72# "	1142	
7-4	Angle Bars, Con. rods, Studs Hd Rods, Drops & Tie Plates	16030	
7-5	Trqs, Tie Pins, Rail Braces & Head Rods	35485	
7-6	23'-1/72# Steel	7.26	Oct. afc 7.26
7-7	60'-1/85# "	2231	" " 2231
"	3 Kegs Track Spikes	1035	
7-8	360'-7/56# Steel	7200	Oct. afc 7200
	949' " "	189.79	" " 189.79
	32' Scrap 56" Steel	4.00	" " 4.00
	4 1/2 Pcs 56# Angle Bars	1.57	
	2 Pcs 56# Gd Rails	1.56	
7-9	360'-1/85# Steel	133.89	Oct. afc 20900
	9 1/2' Scrap 85# "	17.36	
	270'-7/56# "	54.00	
	30' Scrap 56# "	37.5	
7-10	202'-1/85# Steel	75.12	Oct. afc 88.35
	45 7x9-8' Ties	1323	
	Angle Bars, Track Bolts & Spikes	1020	
7-11	Miscellaneous Matl	48546	Sept. afc 48546



May 11th, 1904.

RAW-H

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

*WAC*

Dear Sir:

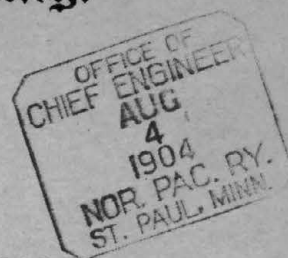
Herewith for your information a credit memorandum voucher  
of the Store Dept., taking up your invoice #4-1, amount \$80.00.

Yours truly,

Enc.

Chief Engineer.

## Northern Pacific Railway Company.



Seattle, Wash. Aug. 1st 1904.

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

Mr. E. O. Parks,  
Genl. S.K.  
St. Paul, Minn.

Mr. S. H. Robson,  
Div. S. K.  
So. Tacoma, Wash.

Gentlemen;-

I hand you herewith copy of Invoice 7-1 which has this  
day been sent to Supt. Albee.

Yours truly,

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

Assistant Engineer.<sup>a</sup>

24

Invoice No **7-1****Seattle, Wash. July 11th 1904.** 190

of **Timber & Etc.** furnished **W. C. Albee, Supt. Pac. Div.**  
**Left at White River Chan. Chg.**  
 in Car No. \_\_\_\_\_ By **A. R. Cook, Asst. Engr.**

DESCRIPTION OF ARTICLES	Ledger Folio	QUANTITY	PRICE	AMOUNT
<b>Fir Piles,</b>		<b>5 Pcs 144 Lin. Ft.</b>	<b>.055</b>	<b>\$7.92</b>
<b>Cedar Piles</b>		<b>1 " 32 " "</b>	<b>.055</b>	<b>1.76</b>
<b>4-12-30 New</b>		<b>6 " 720 Ft. B.M.</b>	<b>6.50</b>	<b>4.68</b>

Fold here

These to be picked up by Supt. Albee.

**Credit:-**

**Open Accounts,**  
**Auburn to Black River Jet. 2nd Track,**  
**Grading,**  
**Bridges, Trestles & Culverts,**

**\$9.68**  
**4.68**

Fold here.

**Original to W.C.A.**  
**Copy to E.J.P., E.O.P. & S.H.R.**

Receipt below should be detached and returned as soon as invoice has been checked and examined.

190

Your Invoice No. \_\_\_\_\_ dated \_\_\_\_\_ 190

at hand, the articles therein mentioned have been received, and the account is accepted.

**REMARKS:**





Invoice No. 190

FROM

\$

Receipt Returned 190

With the following Remarks, viz.:

## INSTRUCTIONS.

This blank to be used in all cases of transfer of Material and Supplies, or other property, from one Department to another. In invoicing from one Department to another under the SAME SUPERVISION, the PRICE and AMOUNT may be OMITTED. In invoicing from one Department to another under DIFFERENT supervision, the PRICE and AMOUNT must be given.

An invoice must be made promptly for every transfer, and when articles are sent by freight train, the invoice must follow by the first passenger train. When sent by passenger train, invoice to be sent by same train.

In event of non-receipt of articles invoiced, or of any objections to invoice arising, immediate steps should be taken to adjust the matter, so as to avoid delay in rendering the account to the Auditor at the close of the month.

This Blank is printed in COPYING INK, and must be FILLED UP in copying ink, and an impression retained at the office invoicing.



RECEIPT FOR

Invoice No.

Dated 190

To

\$

To

E J P



# Northern Pacific Railway Company.

Office of the Chief Engineer.

E. J. PEARSON,  
ACTING CHIEF ENGINEER.

St. Paul, Minn.

May 9th, 1904.

RAW-H



Mr. E. O. Parks,  
General Storekeeper,  
St. Paul, Minn.

Dear Sir:

I will be glad to receive copy of your credit memorandum voucher taking up Ass't Engineer Cook's invoice #4-1, covering four hand cars.

Yours truly,

Chief Engineer.

5782

May 9th, 1904.

RAW-H

Mr. E. O. Parks,  
General Storekeeper,  
St. Paul, Minn.

Dear Sir:

I will be glad to receive copy of your credit memorandum voucher taking up Ass't Engineer Cook's invoice #4-1, covering four hand cars.

Yours truly,

Chief Engineer.

# Northern Pacific Railway Company.



Seattle, Wash. May 3-1904.

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

Dear Sir:-

Herewith please find copy of invoice #4-1 corrected.

Yours truly,

A handwritten signature in cursive script that reads "A. R. Cook".

Asst. Engineer.



Invoice No 4-1 Corrected.Seattle, Wash. May 2nd 1904.of Hand Carsfurnished S. H. Robson, D. S. K.in Car No 66836By A. B. Cook, Asst. Engineer.

DESCRIPTION OF ARTICLES	Ledger Folio	QUANTITY	PRICE	AMOUNT
Hand Cars		4	\$20.00	\$80.00

Fold here

Credit:-

Open Accounts,

File 624 ('02) Auburn to Blk. Riv. June. 2nd Tr.,

Construction Equipment-----\$80.00

Original to S. H. R.

Duplicate to E. J. P. ✓

Triplicate to E. O. P.

Fold here.

Receipt below should be detached and returned as soon as invoice has been checked and examined.

190

Your Invoice No 4-1 Corrected dated May 2nd 1904

at hand, the articles therein mentioned have been received, and the account is accepted.

REMARKS:



Invoice No. 190  
FROM

\$

Receipt Returned 190  
With the following Remarks, viz.:

#### INSTRUCTIONS.

This blank to be used in all cases of transfer of Material and Supplies, or other property, from one Department to another. In invoicing from one Department to another under the SAME SUPERVISION, the PRICE and AMOUNT may be OMITTED. In invoicing from one Department to another under DIFFERENT supervision, the PRICE and AMOUNT must be given.

An invoice must be made promptly for every transfer, and when articles are sent by freight train, the invoice must follow by the first passenger train. When sent by passenger train, invoice to be sent by same train.

In event of non-receipt of articles invoiced, or of any objections to invoice arising, immediate steps should be taken to adjust the matter, so as to avoid delay in rendering the account to the Auditor at the close of the month.

This Blank is printed in COPYING INK, and must be FILLED UP in copying ink, and an impression retained at the office invoicing.



RECEIPT FOR

Invoice No.

Dated 190

To

\$



April 25th, 1904.

Mr. E. O. Parks,  
Gen'l Storekeeper,  
St. Paul, Minn.

Dear Sir:

Please let me have copy of your credit memorandum voucher  
taking up Ass't Engineer Cook's invoice #4-1 covering four hand cars.

Yours truly,

Acting Chief Engineer.

# Northern Pacific Railway Company.



Seattle, Wash. April 21-1904.

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

Dear Sir:-

Herewith please find copy of my invoice #4-1 covering material turned over to the Store Department.

Yours truly,

A handwritten signature in dark ink, appearing to read "A. R. Cook". The signature is written in a cursive style with a large, looped initial "A".

Asst. Engineer.

Invoice No. 4-1Seattle, Wash. April 21 1904of Hand Carsfurnished S. H. Robson, D. S. K.in Car No. 66836By A. E. Cook, Asst. Engineer.

DESCRIPTION OF ARTICLES	Ledger Folio	QUANTITY	PRICE	AMOUNT
Hand Cars		4	\$30.00	\$120.00

Fold here

Credit:-

Open Accounts,

File 624 ('02) Auburn to Black River Junc, 2nd Track,

Construction Equipment-----\$120.00

Original to S. H. Robson  
 Duplicate to E. J. Pearson  
 Triplicate to E. O. Parks

*Superseded*  
*See corrected inv.*

CORRECT.

*A. E. Cook*  
 Asst. Eng'r.

Fold here.

Receipt below should be detached and returned as soon as invoice has been checked and examined.

190

Your Invoice No. 4-1 dated April 21st 1904

at hand, the articles therein mentioned have been received, and the account is accepted.

REMARKS:





Invoice No. 190

FROM

\$

Receipt Returned 190

With the following Remarks, viz.:

## INSTRUCTIONS.

This blank to be used in all cases of transfer of Material and Supplies, or other property, from one Department to another.

In invoicing from one Department to another under the same supervision, the PRICE and AMOUNT may be OMITTED. In invoicing from one Department to another under DIFFERENT supervision, the PRICE and AMOUNT must be given.

An invoice must be made promptly for every transfer, and when articles are sent by freight train, the invoice must follow by the first passenger train. When sent by passenger train, invoice to be sent by same train.

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This Blank is printed in COPYING INK, and must be FILLED UP in copying ink, and an impression retained at the office invoicing.



RECEIPT FOR

Invoice No.

Dated 190

To

\$



Form 1386

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
55.BY.F.HN.				M.		M.			M.		

FROM Tacoma Apr., 6, 1906.

TO W.L.Darling.,

DATED

AT

St Paul Minn.

Please examine auburn to Black River double track records and see if any record of puget sound electric R'y bill Oct 31, 1903, \$ 265.08 for labor putting in crossing under Renton trestle.

Cook.

10.02p

Mr Walsh - Please advise

R.E.G.  
A. to B.R. records show  
no such bill & can find  
no record in Auditor's office  
M. J. W.  
4/7



# Northern Pacific Railway Company

1169

Seattle, Wash. April 26th 1905 .

Mr. E. J. Pearson,

Chief Engineer.

St. Paul, Minn.

Dear Sir:-

I am sending you to-day by N.P. Express material books covering Auburn to Black River work.

Yours truly,



Assistant Engineer.

MJA

Rec'd

OFFICE OF  
CHIEF ENGINEER  
APR 26 1905  
NOR. PAC. RY.  
ST. PAUL, MINN.

File No. 1169.

Northern Pacific Railway Company.

Engineering Department.

See  
File: 872Date: Apr. 20 -, 1905  
Subject: Note & Red Books -E. J. Pearson -  
Chief Engr -  
St. Paul -

Dear Sir:-

I am sending to-day - notes books - and  
to Black River books - also red book -

Yours truly,

(Signed) E. J. Pearson,

Chief Engineer.

A. R. Cook -  
Asst. Engr.  
Tacoma -

## Northern Pacific Railway Company

RECEIVED  
CHIEF ENGINEER  
MAR 11 1905  
N.P. RAILWAY CO. ST. PAUL, MINN.

1169

Seattle, Wash. March 8th 1905.

Mr. E. J. Pearson,

Chief Engineer.

St. Paul, Minn.

Dear Sir:-

I am sending you under another cover by N.P. Express track profile, final record and field books of Auburn to Black River Junction Second Track Work.

Yours truly,

*A. P. Cook*

Assistant Engineer/

WDW-A

*W. D. W.*  
*Received*  
*3/13*

*3/13*  
*Filed*  
*3/13*  
*J. H. K.*



**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, Jan. 24, 1905.

TO A. E. Law,

DATED

AT

Tacoma.

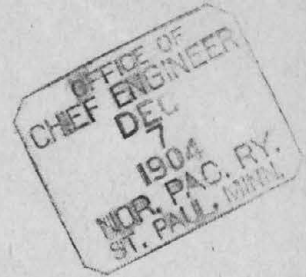
Construction account second track Auburn to Black River closed.  
So little involved in increasing clearance suggest work should be undertaken and done quickly as an item of repairs and that no authority is needed in view of the provisions of the contract which you will note has been executed by the General Manager.

E. J. Pearson.

EJP-M

## Northern Pacific Railway Company.

1169



W D W

Seattle, Wash. December 3-1904.

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

Dear Sir:-

Herewith please find, as requested, blueprint of change  
 of line Auburn to Black River Junction 2nd track at Black River  
 Junction.

*Request of Rep W sheet*

Yours truly,

*A. B. Cook*

Enc.

Assistant Engineer.

*JWK*

*Herewith - Thank you asked*

*for it -*

*12/7 2/P*

*Quat filed 131-27  
 12/13 T.S.*

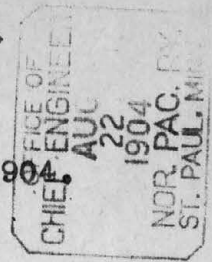


1169

## Northern Pacific Railway Company.

ARC

Seattle, Wash. August 17 1904.



Mr. E. J. Pearson,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

I am sending <sup>To</sup> you under another cover a ballast profile and diagram, showing how ballast and surfacing was estimated for the work, Auburn to Black River.

Mr. Grant Smith has claimed that it was his understanding that there was to be one foot of ballast on all of the embankment, you took the matter up with Mr. Darling who claimed that there was no such understanding, it seemed ridiculous to estimate or pay for one foot of ballast on a bank made from the same material and three tenths of ballast was estimated to the contractor, on all embankment made with Auburn gravel.

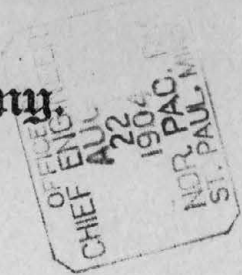
Eleven and one tenth (11.1) miles were actually ballasted for which they were paid \$9544.80 or at the rate \$859.89 per mile

Mr. Ffolliette claims that they lost money on all of the three tenths ballasting, there are about 6.4 miles of this work amounting to 8447 cu. yards, \$3378.80 or \$527.93 per mile.

*Trans  
2nd paid  
2 July 04*

*Profile filed 470-11  
10/14  
T.S.*

## Northern Pacific Railway Company



E. J. P. 2

Most of the side borrow dump had settled badly so that there was more than one foot of ballast making a total ballast yardage of 23862 cu. yards.

It does not seem that any one could loose money at these figures and maybe that the contractors has not checked up carefully, Mr. Ffolliet thought that he should be given at least six inches of ballast instead of three tenths.

Yours truly,

Assistant Engineer.



Form 1986

**TELEGRAM.**

1169

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

FROM Seattle Aug 17th 1904 TO E.J. Pearson,  
DATED AT

Ballast profile and letter relating thereto to you tonight.

A.R. Cook

435 P.M.



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. 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 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
						<b>COPY.</b>					
				M.					M.		

FROM Saint Paul August 16, 1904,

TO A R Cook,

DATED

AT Seattle, Wash

Send me profile showing manner on which ballasting double track Auburn to Black River jct was done, with any information that will enable reply to contractors, who think they should be allowed larger estimate.

E J Pearson,



## Northern Pacific Railway Company.

1169



Seattle, Wash. Aug. 13th, 1904.

Mr. E. J. Pearson,

Chief Engineer.

St. Paul, Minn.

Dear Sir:-

Referring to your favor of the 9th inst regarding Form 19 for track laid between station 1078+79 and 1093+85 on the Auburn to Black River Second Track Work.

I enclose herewith copies of Form 19 covering track laid between these two stations. You will note that track from station 1078+97 to station 1082+45 appears to have been laid December 26th 1903. I can find no record of this report having been sent to your office and I have only a pencil copy here to show. Track laid from station 1082+45 to 1093+85 appears to have been laid October 31st 1903 and my records show that a report was sent you.

Office copy of progress profile just received and I note that the track laid between these two stations is shown as per the attached copies. Track laid station 1078+79 to 1082+45, marked 12-03, is entered in sap green and track laid station 1082+45 to 1093+85, marked 10-31-03, is entered in vermillion.

Yours truly,

*AR Cook*  
Assistant Engineer.

*JATK*  
*Confer 8/22/04 JATK*

St. Paul, Minn., August 9th, 1904.

REG-H

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

Dear Sir:

I return you by express progress profile for Auburn to Black River second track work, received with your letter of the 1st, having checked our profile with same. We are, however, lacking track report on form 19 for the track laid between station 1078+97 and 1093+35, which, according to your profile, was laid October 31st, 1903.

Please advise as to this.

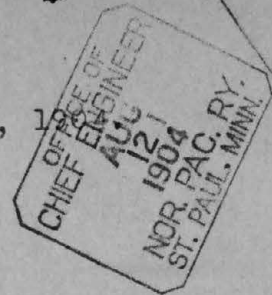
Yours truly,

Chief Engineer.

## Northern Pacific Railway Company.

B 2490  
H\*F

Tacoma, Wash., August 9th, 1904



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

Dear Sir;-

Received sketches of bridges on double track Auburn to  
Black River with your letter of the 5th instant.

Yours truly,

*J. H. Crosswell*  
Division Engineer.



COPY

Saint Paul, August 5, 1904.

Mr. T. H. Croswell,

Division Engineer,

Tacoma, Wash.

Dear sir:

I send you under separate cover sketch of bridges in the double track, Auburn to Black River. The location and distances between the bents are not given, as these were not shown on Mr. Cook's report. You will have to obtain this data from him.

Bridges 10 and 11 are not included on these sheets, as we have received no report of them, but according to progress profile, there appears to be such bridges. Mr. Cook can probably give you all the information concerning same.

Yours truly,

Chief Engineer.

reg.b.b

enc.



R.E.B.

Herewith sketches of bridges on  
Double Track Auburn to Black River.  
The location and distances between bents are  
not given. This was not shown in Mr.  
Cook's report, so Mr. Crosswell will have  
to get these data from Mr. Cook.

Bridges 10 and 11 are not shown on  
these sheets, as we have not received  
any report of them, but according to  
preliminary profile these are such  
bridges.

8/4/04 J.D.K.

Requisition

No. ....

## Northern Pacific Railway Company.

To the PURCHASING AGENT:

190

The following articles are required for the Company's use, and should be delivered

to ..... at .....

QUANTITY

DESCRIPTION OF ARTICLES

FOR WHAT PURPOSE

ON HAND

5554.31  
 5467.58  
 -----  
 66.73

# Northern Pacific Railway Company.

Seattle, Wash. Aug. 21st,



Mr. E. J. Pearson,

Chief Engineer.

St. Paul, Minn.

Dear Sir;-

As requested in yours of the 28th inst I am sending you under separate cover progress profile for Auburn to Black River Second Track work.

Yours truly,

Assistant Engineer.

Yours truly,  
J.D.K.  
70 9 on  
8 8 8  
74  
R.D.G. has been checked and corrected.  
Profile Machine copy made  
The Cooke 19 for 1093+85 which  
However form 1076+97 for 1093+85  
Our report on station 1076+97 was  
with the Cooke profile, was  
We are submitting the Cooke profile  
from station 1076+97  
according to cut  
Oct. 31st 1903.  
Assistant Engineer.  
J.D.K.



COPY

1169

St. Paul, Minn., July 28th, 1904.

REG-H

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

Dear Sir:

Will you please send in progress profile of second track Auburn to Black River. This was not sent in for June, and although the work was practically completed in May, I would like to have the profile for a final checking up with our copy. I will return same as soon as comparison is made.

Yours truly,

Chief Engineer.



R.E.G.

Please ask Cook to send in  
his progress profile of 2<sup>d</sup> track  
Auburn to Black River.

This was not sent in this month, and  
although the work was practically finished  
in May, I would like to have his profile  
for a final checking up with an copy  
before filing the latter. I will return  
Mr Cooks copy as soon as comparison  
is made  
7/28/04 J.D.H.

St. Paul, Minn., July 28th, 1904.

REG-H

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

Dear Sir:

Referring to your message of the 27th concerning form #124 for double track Auburn to Black River, sent this office by Mr. Cook in March: I beg to enclose herewith copy of same. As sketches were not received from Mr. Cook, I will have to make these up later, when they will be sent you.

Yours truly,

Enc.

Chief Engineer.

*JDR*  
*When made up please*  
*furnish copy for Croswell*  
*8/18*  
*5/18*

R.L.G.

Herewith form 124 showing  
bridge and culverts on 2<sup>nd</sup>  
trach Auburn to Black Riv.  
I have not made sketches of the  
bridges as they were not received  
from Mr Cook but I will make  
up sketches from detail reports and send  
later.

7/28/04 J.R.K.

## Northern Pacific Railway Company.

---

*St. Paul,*.....

MR. CHAS. S. FEE,

General Passenger and Ticket Agent.

*Dear Sir:*

*Will you please furnish me with an order for half fare for*

.....  
*from*.....

*to* .....

*Limit*.....

*Vocation (if not an employe state whether wholly dependent  
upon an employe for support.)*

.....  
*Yours truly,*





# 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
82 HM CN N				_____M.		_____M.			_____M.		

FROM Tacoma July 27th 1904

TO E.J. Pearson

DATED

AT

Cook says that form 124 for Double track Auburn to Black River was sent you last March please send Copy for Completion of annual report as he has no duplicate here.

E.H. Croswell —

1247 P.M.

*John  
Please let  
me know  
to make copy  
this*



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
23	By	H W		11 1/4 P. M.							

FROM

TO

DATED

AT

*Please*  
*July 19*  
*Solomon Lato*  
*to operating Dept*  
*Auburn*  
*to*  
*Orinda*  
*Turned over*  
*Nov 3rd 1903*

*AR Cook**note please**8-1-19**7/20**noted  
7/20*



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.		

FROM

St. Paul, Minn.

TO

A. R. Cook,

DATED

July 19th, 1904.

AT

Seattle, Wash.

Arillia

Please advise date line Auburn to ~~Auraria~~ was turned over  
for operation.

REG-H

E. J. Pearson.

COPY

1169

EJP

On Pacific Division, June 23, 1904.

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

Dear Sir:-

It is desirable that the matter of settlement for the McElroy -  
Van De Vanter land be handled promptly, and that this matter be cleaned up  
before any further complications arise.

Yours truly,

Copy to Mr. Fernald.

Chief Engineer.



## Northern Pacific Railway Company.



A R C

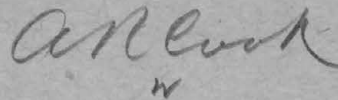
Seattle, Wash. May 24-1904.

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

Dear Sir:-

Herewith please find a copy of my letter to Mr. Levey regarding extra work placing frogs and switches on the Auburn to Black River work. The work done was as per bills rendered, namely for taking out switches that had been put in for temporary purposes, which were taken out to put in permanent location, for removing and cutting out old ties on bridge where permanent connections were made with the Belt Line. I think that the bills fully explain the location and character of the work.

Yours truly,



Asst. Engineer.

Dict.  
Enc.

## Northern Pacific Railway Company.

A R C

Seattle, Wash. May 15-1904.

Mr. C. M. Levey,

Asst. to the President,

Tacoma, Wash.

COPY.

Dear Sir:-

Replying to your letter of the 11th inst regarding extra work done by Grant Smith and Co under the Auburn to Black River contract. These charges are legitimate under the contract and in the majority of cases a large force was necessary in order to perform the work quickly. Whereevery main track was cut a representative from the Operating Department was present to protect the Company interests.

They have been paying all their help twenty cents per hour and by so doing get picked men, the foreman I have known for several years and know him to be one of the best track men.

Agreeable to your advice Company forces will be requested whenever any future track connections are made. Grant Smith & Co. will have one bill for lining up present main track when same connects with new main line at Belt Line Junction. This work had been done before the receipt of your letter.

Yours truly,

COPY.

Asst. Engineer.

B.R. J. Ch. Luce 11690

## Northern Pacific Railway Company.



A R C

Seattle, Wash. May 21-1904.

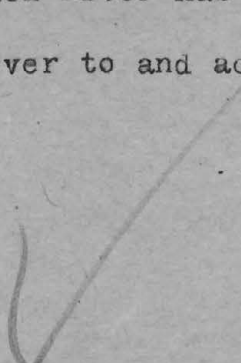
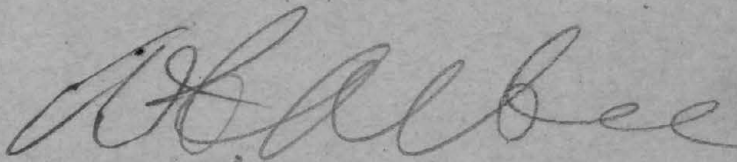
Mr. E. J. Pearson,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

The new second track and change of line between Orillia and Black River has this day been inspected and is hereby turned over to and accepted by the Operating Department.

Supt. Pacific Div.



Asst. Engineer.

J.P. [unclear] net  
5/24

Noted on  
Comp. [unclear]  
5/26





Form 1886

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
1190	HM DE NY		1150PM								

FROM Seattle, May 21st 1904

TO

Pearson

DATED

AT

Messrs Albee and Crosswell have inspected the change of line and second track between Orilla and Black River and same is accepted

A R Cook

1169

May 18th, 1904.

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

*if any made*

Dear sir:

Referring to Mr. Levy's letter to you, suggesting that switches should be put in by section crews instead of by contractors' forces.

Please let me have copy of your reply and information regarding the matter.

Yours truly,

Chief Engineer.

EJP-B



May 11th., 1904-

Mr. A. R. Cook,

Assistant Engineer,

Seattle, Wash.

Dear Sir:

I notice on the second track work between Auburn and Black River Junction in April, there are three bills against us from Grant, Smith & Co. on which they charge us 20¢ an hour for laborers and 40¢ an hour for foremen, and in addition add ten per cent.

It looks to me as though this work should have been done by regular section forces instead of calling on the contractor for it. In addition to it being less expensive, our section men are more competent to put in temporary switches and do work on side tracks than the Construction forces.

Yours truly,

C. M. Levee

*RAW*  
*Crifer*  
*PPP*

*MR. Levee*  
*7/16*



# Northern Pacific Railway Company.

Seattle, Wash. May 9-1904.

Mr. E. J. Pearson,

Chief Engineer,

St. Paul, Minn.

Dear Sir:-

Herewith please find the following estimates for the month of April 1904:

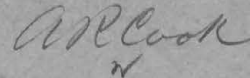
Auburn to Black River June 2nd Track, A. Guthrie & Co.

Auburn to Black River June 2nd Track, H. C. Henry,

Seattle Belt Line, H. C. Henry.

Seattle Terminals, A. Guthrie & Co.

Yours truly,



Asst. Engineer.

Forwarded through Mr. Levey's Office.

## Northern Pacific Railway Company.

Office of the Division Superintendent.



Tacoma, Wash., April 2, 1904.

Mr. E. J. Pearson,  
Acting Chief Engineer,  
Tacoma, Washington.

Dear Sir:-

Answering your letter of March 21st in regard to use of cinder platform at Kent, between the tracks, on account of it being necessary to use trucks there in handling baggage it was thought best to put in plank. It is possible we could have gotten along with a less amount and used cinders at the ends. The work that was done was not charged against the Construction Department. It was charged performed as a matter of repairs.

Yours truly,

  
Superintendent.

COPY.

EJP

On Montana Division, March 31, 1904.

Mr. W. C. Albee,

Superintendent,

Tacoma, Wash.

Dear Sir:-

Wont you be kind enough to let me have the information asked in my letter of the 31st of January regarding use of cinder platform at Kent instead of the large amount of planking?

Yours truly,

Acting Chief Engineer.



COPY.

EJP

On Idaho Division, January 31, 1904.

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

Dear Sir:-

A large amount of planking has been done between the new main tracks at Kent. It looks as if this was a place where cinder platform should have been provided. Why not?

Yours truly,

Acting Chief Engineer.

*McLennan*  
*Have seen no reply*  
*2/28*

1169  
COPY

RAWA

February 15, 1904.

k

Mr. R. H. Relf,

Assistant Secretary.

Dear Sir:-

Please find attached a statement showing the cost of bridges #5 and #7 for insurance, these bridges being on the second track between Auburn and Black River Jnc.

Yours truly,

E. J. PEARSON.

Acting Chief Engineer.

Enc.

*for note RHR  
2/15*

*Noted in Br. Record  
2-16-04. - J.P.K.  
(5)*



# Northern Pacific Railway Company.

CM .

Seattle, Wash., Feb. 10th, 1904.

E.J. Pearson, Esq.

Acting Chief Engineer,  
St. Paul, Minn.

Dear Sir:-

I enclose herewith insurance sheet for Bridges 5 and 7,  
Auburn to Black River work.

Yours truly,

*A. R. Cook*  
Asst. Engineer.



## Northern Pacific Railway Company.

Statement Showing cost of  
Bridges, Hubert to Black River, for insurance.

Number	Station at West End	Miles from Hubert	Character	Cost Material	Cost Labor	Total Cost	Remarks
<sup>45</sup> 5	1094+072	11 77	Pile Trestle Ballast Deck Plan R 11-4	1550 00	600 00	2150 00	280' Long
<sup>44</sup> 7	1036+52	10 6	do	13353 00	6565 00	19918 00	2262' "



## Northern Pacific Railway Company.



Seattle, Wash., Feb. 1st, 1904.

E.J. Pearson, Esq.

Acting Chief Engineer,

St. Paul, Minn.

Dear Sir:-

Referring to your letter of the 26th inst. Statement for insurance purposes will be furnished as soon as bridges are finished.

Yours truly,

Asst. Engineer.

COPY.

1169

EJP

On Idaho Division, January 31, 1904.

Mr. A. E. Law,

Asst. Genl. Supt.,

Tacoma, Wash.

Dear Sir:-

The spur track at Christopher connects to the double track by a facing point switch. There seems no difficulty in having this connect at the other end, and I think perhaps it will be well for the change to be made some time when it can be arranged.

Yours truly,

Acting Chief Engineer.



Form 1386

1169

**TELEGRAM.**

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NUMBER	REC'D FROM	SENDER	RECEIVED	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
281	HN	CN	N								

FROM

Seattle Dec 29th 1903

TO

E.J.Pearson,

DATED

Solomon 28th estimate that dredge in white River Channel change has moved about 35 percent of material left to be taken out progress slow now on account material which is clay and sand which badly when landed. The dredge commenced excavation on the 17th day of Nov yours of 26th received on 28th

A.R.Cook

539 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

FROM Dec 29 1903, St Paul,

TO

A R Cook,

DATED

AT

Seattle, Wash,

Can you answer my message twenty sixth in regard to percentage of dredging completed in White River Channel change

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

FROM

December 26th, 1903.

TO

A.R. Cook,

DATED

AT

Seattle, Wash.

What percentage of total work of dredging in the White River channel change do you estimate is now completed? On what date did dredge commence?

E.J. Pearson.

## Northern Pacific Railway Company.



ARC.

Seattle, Wash., Dec. 22d, 1903.

E. J. Pearson, Esq.

Acting Chief Engineer,

St. Paul, Minn.

Dear Sir:-

I find, on further investigation, that none of the steel laid in second track between Auburn and Black River has been charged up to that work. The bill for same amounts to about \$43,000.

I previously understood from talks with the material clerk, Res. Engineer and Mr. Albee that this steel had been turned over to the Construction Department by the Pacific Div., on investigation this is found not to be true, that only such steel as has been taken from Auburn and laid on Second Ave. So. has been charged up.

Yours truly,

*A. R. Cook*  
Asst. Engineer.



COPY.

1169

WLD-M

On Pacific Division, January 31st, 1903.

Mr. A. E. Law,

Asst. Genl. Supt.,

Tacoma, Wash.

Dear Sir:-

In connection with the double track between Black River and Auburn:  
What, if any, sidings do you recommend being provided? If any, what length  
would you recommend them to be and how placed, whether between tracks or on  
each side.

Yours truly,

Chief Engineer.

1169

Weston:

As soon as the November charges are in advise me, with return of this, total expenditures on Auburn to Black River line including the White River line change.

E. B. P.

12/17/03.

Total Expenditures to Nov 30. 170,424.02

Estimated yet to be charged  
for rail & freightings

47,684.74

218,108.76

16,491

234,600 appropriation

unexpended app-



Form 1386

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After transmitting telegrams which in their judgment would be of 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 234, and forward same to Superintendent of Telegraph.

**COPY**

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

FROM Dec. 15, 1903.

III

TO

R. A. Weston.

DATED

AT

St. Paul, Minn.

Yours of the 14th. Understand October 31st there was  
undepended appropriation in the Auburn to Black River work of  
83,600.00. Is this correct?

E. J. Pearson.



537 np fs cx

St Paul Dec 14

E.J.Pearson

234600.

151000.

83600.

~~St Paul~~ Care Car 5 on line West

Appropriation Auburn Black River Double track cheapen

30,000. 4,000. 600 200,000  
chasten charity chaplain dollars this includes chasten

600 chaplain for change line Black River Jct, amount charged on

Auditors books to Oct. 31st is 100,000. 50,000. 1,000.  
chaos all charges for November are not in but these in

amount to 10,000. 4,000 200  
chasseur charity chantry and include contract

items and supts pay rolls and some material vouchers.

R.A.Weston

603p

Om 7' 6x  
7.15x



Form 1386

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NUMBER	RECD FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
31.BY.T.E.				M.		M.			M.		

FROM St. Paul. Dec. 16, 1903

TO E. J. Pearson,

DATED

AT Seattle.

Solomon 15th. Your understanding correct with respect to Unexpended appropriation Auburn to Black River work Oct. 31st.

R. A. Weston

11-15 am

\$83000. unexpended  
OK



Form 1386

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

FROM St. Paul, Dec. 23, 1903.

TO E. J. Pearson,

DATED

AT Care Car 5, On Line West.

Solomon 21st. Total charges to Auburn Black River work to Nov. 30th are  
170,424.  
chatty chateau chapel cataplasms dollars. Estimated amount yet to be charged for  
47,685  
rail and fastenings chastening charming chaplin chaldron dollars, making total  
218,109.  
cheapen chasseur chartist chanting cassonade dollars, leaving unexpended approp-  
16,500.  
riation of chasseur charm chaperon dollars.

R. A. Weston.

RAW



$$\begin{array}{r} 234.600 \\ 218.109 \\ \hline 16.491 \end{array}$$

Nails 85#

Fastenings - charged -

$$\begin{array}{r} 48702.79 \\ 6990.91 \\ \hline 6050.46 \end{array}$$

$$\begin{array}{r} \text{Less Already Chgd} - 1018.05 \\ 6990.91 \\ \hline 8008.96 \end{array}$$

$$\begin{array}{r} \$ \cancel{54753.25} \\ 55693.70 \end{array}$$

$$\begin{array}{r} 8008.96 \\ \hline 47684.74 \end{array}$$

$$\begin{array}{r} \text{To Nov 30 - } 170424.02 \\ \text{Rail, } 7 \quad 47684.74 \\ \hline 218108.76 \end{array}$$



Form 1385

**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
1078	M.B.D.	S.P.									

FROM Hona TO RAWestonDATED Nov 21 AT 

After Charging out fully the rail fastenings  
etc for Auburn to Black River  
what will be total Charges to date to that  
Account so near as you can tell

*E. Pearson*



Form 1380

**TELEGRAM.**

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NUMBER	RE'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. 21, 1903.

TO E. J. Pearson,

DATED

AT Cars Car 5, On Line West.

Solomon 20th. Only one thousand dollars has been charged out as yet to  
Auburn to Black River for rail.

R. A. Weston.

RAW



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
	24 HN	E VI									
				M.		M.			M.		

FROM Martin Dec 20-03 TO R A Weston  
DATED AT

Has rail been charged out to Auburn Black River double track, A message from Mr Albee to Mr Cook today said this rail carried in pac Div'n stock. and asked information as to its use.

E J Pearson

103-A 21



1169

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, Dec. 16, 1903.

TO E. J. Pearson,

DATED

AT Care Car 5, On Line West.

Solomon 15th. Your understanding correct with respect to unexpended appropriation Auburn to Black River work October 31st.

R. A. Weston.

RAW

# Northern Pacific Railway Company.

1169

Office of the General Superintendent.

F. W. GILBERT,  
GENERAL SUPERINTENDENT.

St. Paul, Minn. December 9, 1903. G-R

SUBJECT: Clearance, Black River bridge.



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

Dear Sir:

In reply to yours of the 8th instant, relative to the clearance on Black River bridge when double track gauntlet is in operation, I will say that I do not believe it is necessary to issue any special instructions.

Yours truly,

A handwritten signature in cursive script, appearing to read "F. W. Gilbert", written over the typed name of the General Superintendent.

General Superintendent.



# Northern Pacific Railway Company.

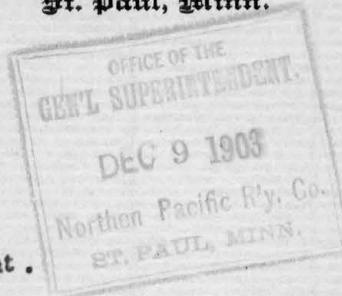
Office of the Chief Engineer.

E. J. PEARSON,  
ACTING CHIEF ENGINEER.

EJP

St. Paul, Minn.

December 8, 1903.



Mr. F. W. Gilbert,

General Superintendent.

Dear Sir:-

Enclosed is my file showing the clearance that will exist at the Black River bridge when double track gauntlet is in operation. The clearance is reduced approximately 3 inches from what it is now. I submit this in case it is a subject regarding which any cautionary instructions are deemed necessary. As a matter of fact it seems to me that the clearance was so limited before that the decrease now made does not make any real difference. After these papers have served your purpose, kindly return and oblige.

Yours truly,

Acting Chief Engineer.

Enc.

6



Form 1385

**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
149	Mr. G. H.	H. J. H.					40				
FROM <i>Seattle</i>						TO <i>Carson</i>					
DATED <i>Dec 6/03</i>						AT <i>...</i>					

Master Mechanic Buer has checked up plan of Blackey River Bridge and reports engine measurements correct except Centre cylinder is one half inch lower.

*A. R. Cook*

*1883*



## Northern Pacific Railway Company.



ARC. 8

Seattle, Wash., Nov. 28th, 1903.

E. J. Pearson, Esq.

Acting Chief Engineer,

St. Paul, Minn.

Dear Sir:-

Herewith please find blue print showing gantlet on <sup>Bridge</sup> Black River as we designed to lay it, also diagram showing cylinders of largest size engines, which was drawn from best information obtainable here.

Yours truly,

A. R. Cook

Asst. Engineer.

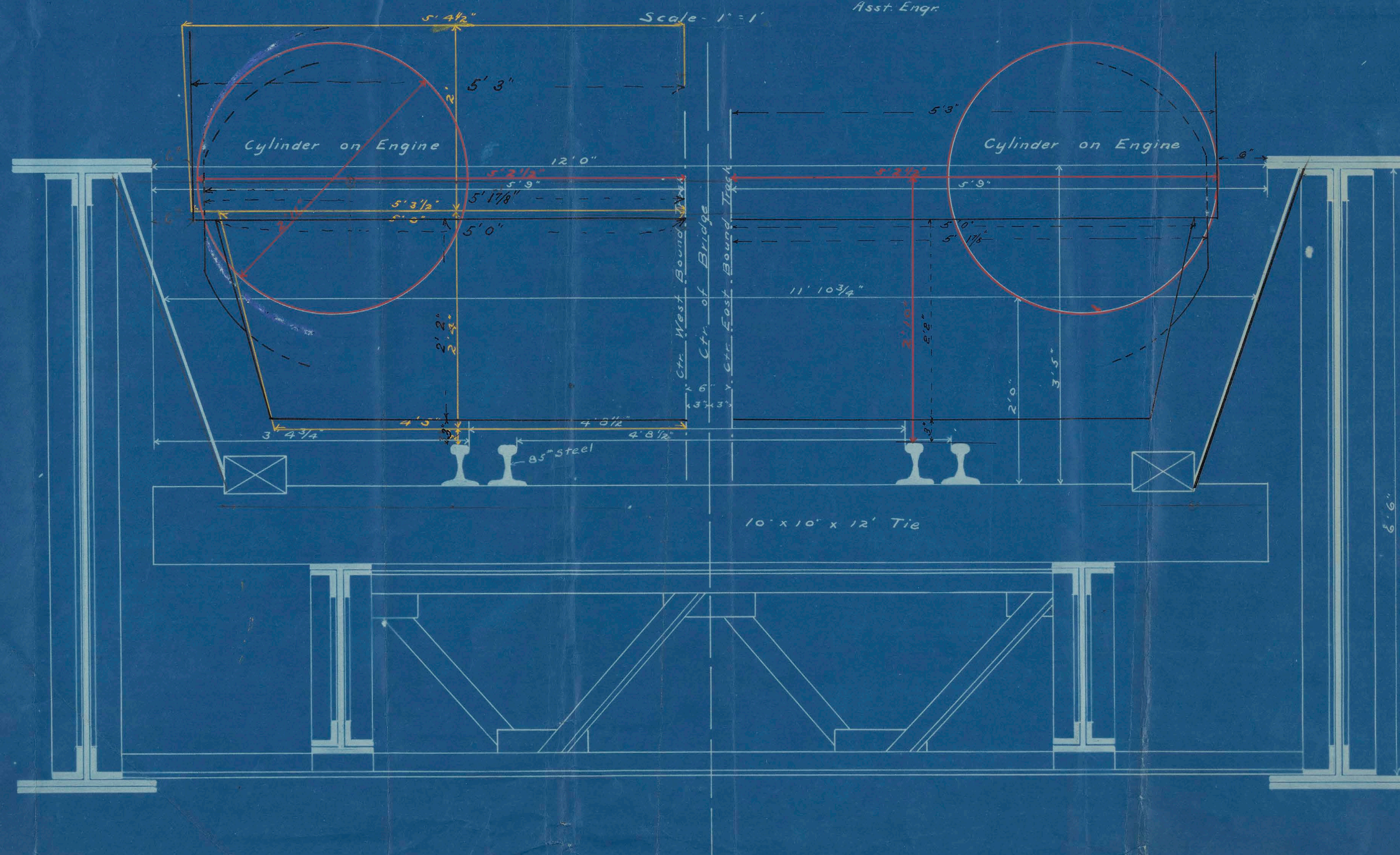
Have also shown in yellow diagram of rotary engine flow.

Check the measurements up if diagram

Mr. Pearson  
Measurements are  
practically correct.  
I have shown in black  
outlines of V.I. Engine and  
Rotary Snow Plow accor-  
ding to plans of  
Motive Power  
Department.  
17  
17  
JRB



Sketch showing clearance on  
Thr. Plate Girder Bridge at  
Black River with Gantlet  
for Double Track





OFFICE OF CHIEF ENGINEER  
DEC  
3  
1903  
ST. PAUL, MINN.



COPY.

EJP

On Pacific Division, November 21, 1903.

Mr. A. R. Cook:-

Yours of the 17th instant regarding a section of the Black River bridge showing the gauntlet. I want this now showing the way it will be when finished, and if it is not going to be satisfactory, and requires any special treatment this may be arranged in advance.

E. J. Pearson.



# Northern Pacific Railway Company.

ARC.

Seattle, Wash., Nov. 17th, 1903.

E.J. Pearson, Esq.  
Acting Chief Engineer,  
Tacoma, Wash.

Dear Sir:-

Your letter of August 26th says:

"Please send me a diagram showing section of the Black River bridge, main track rails, when the gauntletting is completed and the clearances of the girders."

I have been holding same until gauntlets were both in, that being my understanding of the letter; will send in White River gauntlet measurements directly, gauntlet at Black River not in yet.

Yours truly,

*A.R. Cook*  
Asst. Engineer.

COPY

EJP-M

On St. Paul Division, November 14, 1903.

Mr. A. R. Cook,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

Some time ago I asked for information regarding the clearances of the White and Black River spans when the gauntlet is in operation. Will you please advise me in regard to this?

Yours truly,

Acting Chief Engineer.

COPY.

EJP-M

On Pacific Division, August 26, 1903.

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

Dear Sir:-

Please send me a diagram showing section of the Black River bridge main track rails when the gauntletting is completed and the clearances of the girders.

Yours truly,

Acting Chief Engineer.



1169  
EJP

December 8, 1903.

Mr. F. W. Gilbert,

General Superintendent.

Dear Sir:-

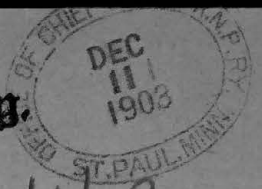
Enclosed is my file showing the clearance that will exist at the Black River bridge when double track gauntlet is in operation. The clearance is reduced approximately 3 inches from what it is now. I submit this in case it is a subject regarding which any cautionary instructions are deemed necessary. As a matter of fact it seems to me that the clearance was so limited before that the decrease now made does not make any real difference. After these papers have served your purpose, kindly return and oblige.

Yours truly,

Enc.

Acting Chief Engineer.

# Northern Pacific Railway Company.



1169

ARC.

Seattle, Wash., Dec. 8th, 1903.

E. J. Pearson, Esq.

Acting Chief Engineer,

St. Paul, Minn.

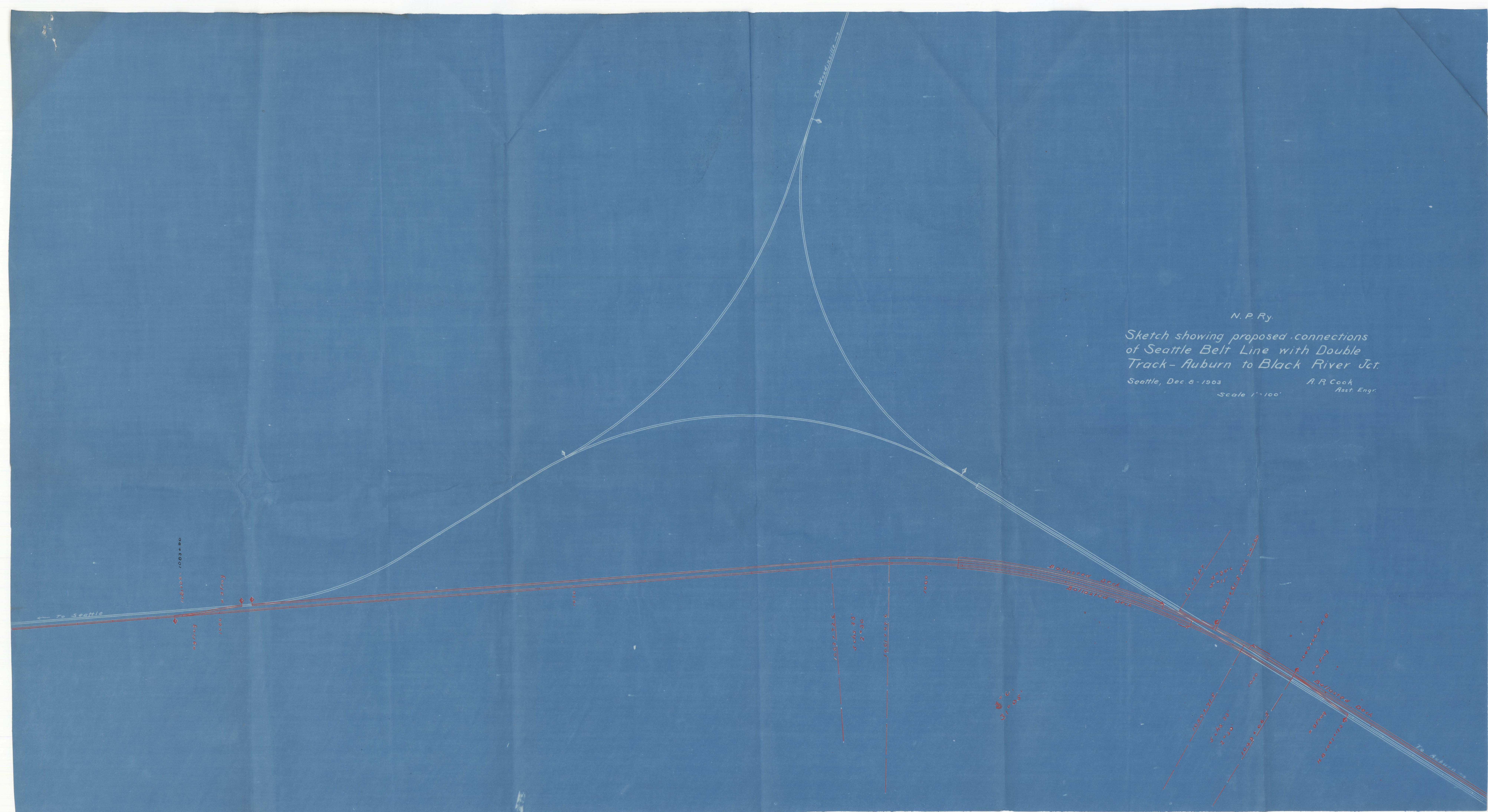
Dear Sir:-

Herewith please find sketch showing the proposed method of connecting Belt Line with the double track near Black River, and 1/2 mile east of crossing at White River near present Belt Line Junction.

Yours truly,

*D. R. Cook*  
Asst. Engineer.







RAW-A

December 2nd, 1903.

COPY

Mr. T. B. Croswell,  
Division Engineer,  
Tacoma, Wash.

Dear Sir:-

An agreement has been made, dated November 17th, 1903, between this Company and Frank Terrace and wife providing for construction of a drainage ditch in connection with second track line between Auburn and Black River Jnc. A copy of this agreement was sent to Mr. A. E. Law, Tacoma, which you can borrow to become familiar with the contents.

Yours truly,

E. J. PEARSON,  
Acting Chief Engineer.

RAW\*A

December 2nd, 1903.

COPY

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

Dear Sir:-

Herewith for your information and files copy of agreement dated November 17th 1903, with Frank Terrace and wife relating to construction of a drainage ditch in connection with second track line.

Yours truly,

E. J. PEARSON,

Acting Chief Engineer.

Enc.



Frank Terrace and Elizabeth Terrace, his wife, of King County, Washington, the owners of Lot six (6) and the southwest quarter of the southeast quarter of section thirty-six (36), township twenty-three (23) north, range four (4) east, in consideration of the sum of five hundred dollars (\$500.00), to be paid by the Northern Pacific Railway Company upon the performance of the work hereinafter described, agree to construct a drainage ditch having a width at the top of five (5) feet and at the bottom of three (3) feet, and a general depth of four (4) feet, said drainage ditch to commence at a point in the west line of the right of way of the Northern Pacific Railway Company in the Henry Adams Donation Claim in said section 36, opposite the south end of Bridge No. 38, or 590 feet south from Mile Post 18 from Meeker Junction, and extending from said point of beginning, crossing said right of way at right angles to a point outside of the right of way and on the east side thereof, thence southerly and immediately outside of and parallel with the said right of way to a point on the south line of said lot 6, section 36, thence entering the right of way and running southerly within said right of way one hundred and fifty (150) feet more or less, to a connection with the slough running through the northeast quarter of the northwest quarter of section one (1), township twenty-two (22) north, range four (4) east, said ditch having a total length of eighteen hundred (1800) feet more or less.

And said Frank Terrace and Elizabeth Terrace, in consideration of said sum, further agree to release the said Railway Company from all damages to their said described lands and their orchard, which the construction of the second track and said ditch through said section may cause to said lands and orchard.

Said Frank Terrace and wife, for said consideration, also agree to deed to the Northern Pacific Railway Company a strip of land six (6) feet in width, extending across lot six (6), section thirty-six (36), township twenty-three (23) north, range four (4) east, and lying between lines drawn parallel with and respectively distant fifty (50) feet and fifty-six (56) feet easterly from the center line of the main track of the Northern Pacific Railway as the same is now located and constructed across said lot.

Upon the completion of the ditch above mentioned, the Northern Pacific Railway Company is to perpetually keep and maintain the same in good condition and repair.

In Witness Whereof said Frank Terrace and Elizabeth Terrace have executed these presents this 17th day of November, 1903.

(Signed) Frank Terrace (SEAL)

(Signed) Elizabeth Terrace (SEAL)

Signed, Sealed and Delivered  
in Presence of:

(Signed) M.R. Thompson



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

This is to certify that on this 17th day of November, 1903, before me, the undersigned, a Notary Public in and for the above named County and State, duly commissioned and sworn, personally appeared Frank Terrace and Elizabeth Terrace, his wife, to me known to be the individuals named in and who executed the foregoing instrument, and they then and there acknowledged to me that they executed, the said instrument freely and voluntarily, for the uses and purposes therein mentioned.

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

(Signed) M.R.Thompson,

(Notarial Seal)

Notary Public in and for the State of Washington, residing at Tacoma.

-----000-----

The Northern Pacific Railway Company hereby accepts the foregoing proposition.

In Witness Whereof said Northern Pacific Railway Company has caused these presents to be executed by its proper officers this 28th day of November, 1903.

NORTHERN PACIFIC RAILWAY COMPANY,

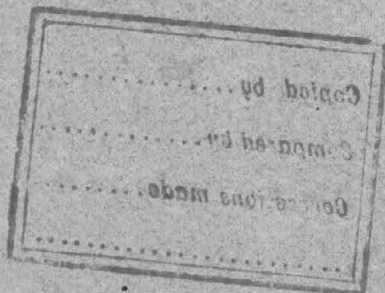
By (Signed) Howard Elliott,  
Its President.

Attest:

(Signed) R.H.Relf,

Assistant Secretary

(SEAL)



State of Washington,  
County of King.

This is to certify that on this 17th day of November, 1903, before me, the undersigned, a Notary Public in and for the above named County and State, duly commissioned and sworn, personally appeared Frank Turner and Elizabeth Turner, his wife, to me known to be the individuals named in and who executed the foregoing instrument, and they then and there acknowledged to me that they executed the said instrument freely and voluntarily, for the uses and purposes therein mentioned.

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

(Signed) W. R. Thompson,  
Notary Public in and for the State of Washington, residing at Tacoma.

The Northern Pacific Railway Company hereby accepts the  
In witness whereof said Northern Pacific Railway Com-  
pany has caused these presents to be executed by its proper of-  
ficers this 20th day of November, 1903.

NORTHERN PACIFIC RAILWAY COMPANY,  
By (Signed) Frank Turner,  
Its President.

(Signed) H. R. Bell,  
Assistant Secretary

Copied by... MBF  
Compared by...  
Corrections made...



COPY.

~~1169~~  
1169

EJP

On Pacific Division, November 23, 1903.

Mr. A. R. Cook,

Assistant Engineer,

Seattle, Wash.

Dear Sir:-

Yours of the 14th instant in regard to proposed connection at Belt  
Line Junction. The arrangement as submitted is approved.

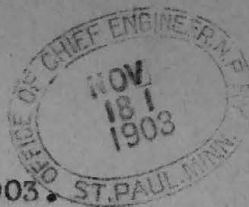
Yours truly,

Acting Chief Engineer.

# Northern Pacific Railway Company.

ARC.

Seattle, Wash., Nov. 14th, 1903.



E.J. Pearson, Esq.

Acting Chief Engineer,  
St. Paul, Minn.

Dear Sir:-

Herewith please find blue print showing in red proposed connection of the Belt Line with east bound track and cross over from west bound to east bound track about 1/2 mile west of Black River depot.

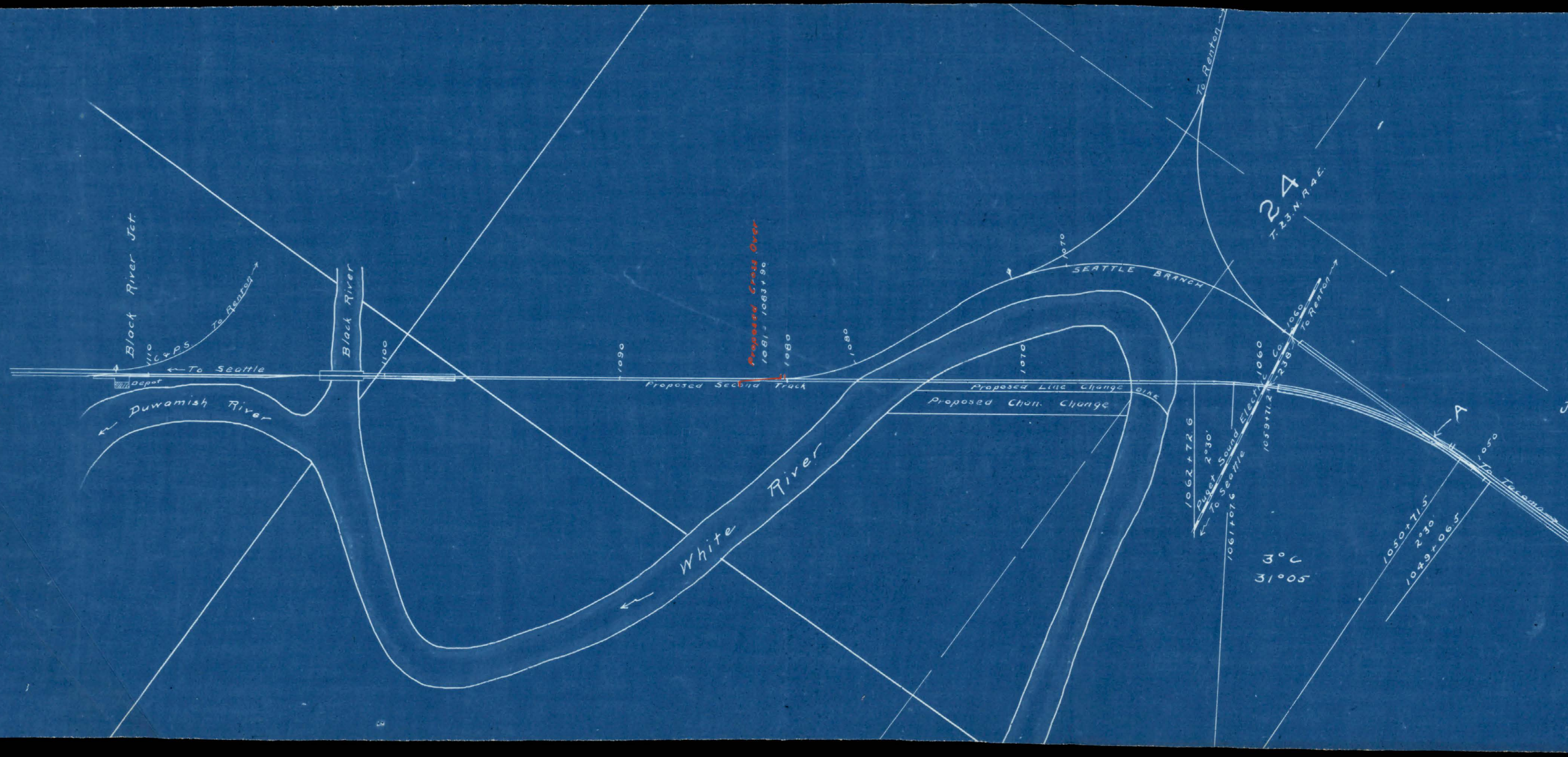
It is proposed to leave in all of the present main line to be used as an emergency siding. This plan has been submitted to Mr. Law and Mr. Albee, and has received their approval.

Yours truly,

A handwritten signature in cursive script, reading "A. R. Cook".

Asst. Engineer.











RAW•A

1169  
November 23rd, 1903.

Mr. R. B. Relf,  
Assistant Secretary,  
Building.

Dear Sir:-

I enclose herewith for insurance purposes statement of  
bridges constructed on second track between Auburn and Black River  
Jnc.

Yours truly,

Acting Chief Engineer.

Enc.

*[Handwritten signatures and notes:]*  
J. H. [unclear]  
11/25  
Noted in [unclear]  
11/27  
R. B. Relf

C.M.D.

# Northern Pacific Railway Company.



Seattle, Wash., Nov. 18th, 1903

W. I. Pearson, Esq.

Acting Chief Engineer,  
St. Paul, Minn.

Dear Sir:-

Please find enclosed ~~insurance~~ sheet for bridges on the second track work Auburn to Black River.

Yours truly,

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

Asst. Engineer.

Enc.



# Northern Pacific Railway Company.



Statement showing cost bridges, Second Tract,  
Antenna to Black River, for insurance.

Number	Station at End	Miles from Antenna	Character	Cost Material	Cost Labor	Cost Total	Remarks
12	962+57	9.28	Oil Trough Pillared Deck	960.00	430.00	1390.00	length 285'
13	941+54	8.94	do	5596.00	2763.00	8359.00	" 1393'
14	864+54	7.43	do	1847.00	870.00	2692.00	" 409'
15	726+68	4.81	do	404.00	195.00	599.00	" 95'
17	658+23	3.33	do	13618.00	7856.00	21474.00	" 3072'

Noted in Bridge Record  
Nov. 27<sup>th</sup> 1903. -

J. D. K.  
(S.)

## Northern Pacific Railway Company.

1169

ARC.

Seattle, Wash., Nov. 17th, 1903.

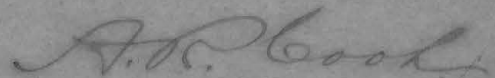
E.J. Pearson, Esq.

Acting Chief Engineer,  
Tacoma, Wash.

Dear Sir:-

In replying to your letter of the 10th relating to ballast and standard decks at junction of old and proposed line south of the Belt Line Wye: The work at this crossing was practically completed at the time I came here. On walking over the line with Mr. Rushnell, Resident Engineer, I took up the matter of construction at this point with him. He said that it would be impossible to extend the ballasted deck, as we would have to interrupt traffic in order to do so, and I think that he is right, as we could not get any of the new timbering for ballast deck in without first tearing out and rearranging trestle pents in the old bridge. I think, however, that when the old trestle is repaired that the object desired can be accomplished as that will undoubtedly be rebuilt as a ballast deck bridge.

Yours truly,

  
Asst. Engineer.



# Northern Pacific Railway Company.

R. H. RELF,  
ASSISTANT SECRETARY.

Office of the Assistant Secretary.

St. Paul, Minn.

November 30, 1903.

RHR-L Doc.1557

Mr. H. A. Gray,  
Comptroller.

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

Mr. A. E. Law,  
Ass't Gen'l Sup't, Tacoma.

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

Dear Sir:--

Herewith for your information and files copy of agreement dated November 17, 1903, with Frank Terrace and Elizabeth Terrace, his wife, providing for the construction by them of a drainage ditch through their land in King County, Washington and the payment therefore by the Railway Company of \$500; the said Frank Terrace and wife agreeing in consideration of said sum to release the Northern Pacific Railway Company from all damages to their lands and orchard caused by the construction of second track and agreeing further to deed to the Railway Co. a strip of land 6 feet in width; the Railway Co. to perpetually keep and maintain the ditch in good condition and repair.

Mr. Fernald has a copy of this agreement, and I understand will look after procuring the release from Mr. Terrace and wife and secure a deed for the 6-foot strip of land. If Mr. Fernald desires to file this agreement for record I will send the original to him for that purpose.

Yours truly,

Enclosure ✓

Copy T.C.  
G.S.F.

*R. H. Relf*  
Assistant Secretary



1169

2

1169