



Northern Pacific Railway Company.  
Engineering Department Records.

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**N. P. RY. CO.**

Chief Engineer

OFFICE OF

FILE NO. **3796****SUBJECT:**

Cont. with F. J. Spriggs for  
erection of fuel oil plants at  
Lester,  
Easton,  
Auburn.

See File 3796 - A Lester - Diesel Oil  
Storage Facilities

3796



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

3796 M.

Saint Paul August 4 1936

G I Hayward Seattle

H-42 Have no plans of this boiler. Is this boiler  
HRT brick set type or HRT fire box type. Can you give manufacturers  
number of boiler. If no manufacturers number available will need  
sample of grate bars for identifying and making new grates when new  
grates are ordered S 41

Lowry Smith



G. P. Hayward

your H.-42. Have no plans of this  
boiler stop Is this boiler HRT brickset  
type or HRT firebox type stop Can  
you give manufacturers number of  
~~the~~ boiler stop If no manufacturers  
number available will need sample  
of grate bars for identifying and  
making new grates, when new grates are ordered.  
Larry Smith



N. P. 1386  
12-24

# TELEGRAM—BE BRIEF

TIME FILED

M.

2180FR

SEATTLE AUG 3 1936

LOWRY SMITH

STPAUL

CAN YOU FURNISH PLAN OF STATIONERY BOILER . LESTER FIFTY H.P. HORIZONTAL  
RETURN TUBULAR MANUFACTURED BY STPAUL BOILER AND MFG CO. WANT TO  
REPLACE THE GRATES AND RELINE FIRE BOX. H--42

G I HAYWARD 736PM

*Installed 1912  
fuel oil station*

OFFICE OF  
CHIEF ENGINEER  
AUG  
3 4  
1936  
NIDP. PAC. RY.  
ST. PAUL, MINN.

Saint Paul, February 7, 1913.

Mr. R. H. Relf,

Assistant Secretary.

Dear Sir:-

Herewith, for filing, license given the Northern Pacific Railway Company by Wesley M. Rose of Sacramento, Cal., granting the use by this company of a fuel oil column, on which U. S. Patent 874246 has been granted to said Wesley M. Rose.

We are now installing this column at three points, Easton, Lester and Auburn.

Yours truly,

*W. L. Smith*

Encl.

Copy to W.L.D. ✓

*Noted  
JRB*



L I C E N S E.

I, WESLEY M. ROSE, of Sacramento, California, do hereby give and grant to the NORTHERN PACIFIC RAILWAY COMPANY, the right and license to install one or more Oil Columns, for which patent No. 874,246 was issued to me December 17, 1907, and I hereby undertake and agree to defend said Northern Pacific Railway Company from and on account of any and all claims, demands and rights of action by third parties on account of any alleged infringement of patent rights by the construction and use of said Oil Columns.

The consideration for the above license and agreement is the sum of Twenty Dollars (\$20.00) royalty for each of said Oil Columns installed, to be paid to me upon the completion of each installation.

IN WITNESS WHEREOF, I have hereunto set my hand and seal at Sacramento, California, this 31st day of January, A.D., 1913.

(Sgd) WESLEY M. ROSE (Seal)

STATE OF CALIFORNIA, )  
                                  ) ss.  
County of Sacramento, )

On this 31st day of January in the year nineteen hundred and thirteen, before me, Frank J. O'Brien, a Notary Public in and for Sacramento County, State of California, personally appeared WESLEY M. ROSE, known to me to be the person whose name is subscribed to the within instrument, and acknowledged to me that he executed the same.

IN WITNESS

3796

OFFICE OF  
CHIEF ENGINEER  
FEB  
4  
1913  
NOR. PAC. RY.  
ST. PAUL, MINN.

St. Paul, Minnesota, Feb. 4, 1913. HES

Mr. W. C. Smith,

Chief Engineer Maintenance of Way.

Dear Sir:-

As per Mr. Darling's request I prepared a form of license to cover the use of the Rose Oil Column, which we have installed on the three fuel oil plants at Auburn, Easton and Lester.

Mr. Rose has now properly executed the agreement, and I am handing you herewith for your records my entire file covering this matter, together with the executed agreement. Will you please arrange for the payment for the three columns now installed.

Yours truly,

Bridge Engineer.

Cy WLD  
O



Form 1326

3796

**TELEGRAM.**

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those of 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 interests as well if sent by train mail, or which appear unnecessary long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraphy.

369 BY. O. SI.

Tacoma WA Dec 23rd 1912.

W. L. Darling

St. Paul Minn.

Ohmschild who wired from Lester re. passes from Lester to Easton for six men and \$60.00 for board is in charge of oil tank construction F. J. Spriggs Contractors Work being handled by Perkins to whom I have referred your message.

A. R. Cook

1123PM

ENGINEER  
DEC  
24  
1912  
NOR. PAC. RY  
ST. PAUL, MINN.

Other 1240



3796.

St. Paul, Nov. 4th, 1912..

Mr. R. H. Relf,

Assistant Secretary.

Dear Sir:-

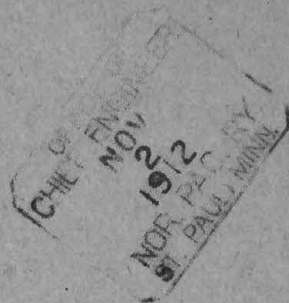
I hand you herewith certified copy of bond furnished by F. J. Spriggs in connection with contract dated August 31st, 1912, for fuel oil stations at Lester, Easton, and Auburn, Washington, which has been recorded in King and Kittitas Counties. Letter of October 30th, 1912 from the Treasurer approving the surety is also attached.

Yours truly,

Chief Engineer.

REG R

Encl.



Saint Paul, November 1, 1912.

Mr. W. L. Darling,  
Chief Engineer.

Dear Sir:-

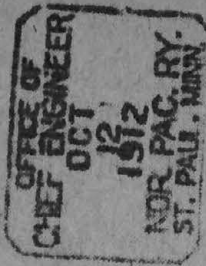
Herewith for filing with the Assistant Secretary, certified copy of bond given by F. J. Spriggs with the National Surety Company as surety in the sum of \$10,000.00 in connection with contract dated August 31, 1912, for installation of fuel oil stations at Lester, Easton and Auburn, Wash.

This bond has been approved as to form by the Legal Department and the Treasurer's letter of approval of surety the 30th ult., is attached.

You will note the bond has been filed in King County and also in Kittitas County, Auburn being located in King County and Lester and Easton in Kittitas County.

Yours truly,

Encl.



3796

Saint Paul, October 11, 1912.

Mr. W. L. Darling,  
Chief Engineer.

Dear Sir:-

Herewith copy of contract with F. J. Spriggs,  
dated August 31, 1912, for installation of fuel oil plants  
at Lester, Easton and Auburn, for your files.

Yours truly,

A handwritten signature in cursive script, appearing to read "W. L. Smith".

Encl.

C-H.



COPY

Date. **Agreement** made the Thirty first day of August A. D., 1912  
between the NORTHERN PACIFIC RAILWAY COMPANY hereinafter called the "Company" and  
Parties. F. J. Spriggs, of St. Paul, Minnesota,

hereinafter called the "Contractor."

The Contractor agrees to furnish all labor, services and material for, and construct, complete and finish in the most thorough workmanlike and substantial manner in every respect to the satisfaction of the Chief Engineer of the Company, within the time hereinafter specified, and according to the specifications hereto annexed and made part of this contract

One fuel oil plant complete, including boiler, boiler house and fittings, foundation and steel stack; to be located at Lester, Wash.

One fuel oil plant complete, including boiler, boiler house and fittings, foundation and steel stack; to be located at Easton, Wash.

Work One fuel oil plant complete, to be located at Auburn, Wash.

Definition of terms.

Where the word "Engineer" occurs in this contract or specifications attached hereto it refers to the Engineer of the Company in charge for the time being of the work of construction; and "Chief Engineer" means the Chief Engineer of the Company from time to time.

Date of completion.

The work is to be commenced immediately and completed on or before the thirtieth day of November, A. D., 1912.

Sub-contracts.

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

Complying with instructions

The Contractor will in all things conform to the instructions of the Engineer and his duly appointed assistants.

Remedy faulty work.

All imperfect or insufficient work or material shall be remedied immediately when pointed out, and shall be made good and sufficient to the satisfaction of the Engineer, and omission by the Engineer to disapprove of or reject insufficient or imperfect work or material at the time of any monthly or other estimate shall not be deemed an acceptance of such work or material; and the Engineer shall have the power at all times to have defective work or material taken out and rebuilt or replaced at the expense of the Contractor.



No liquors.

Disorderly  
workmen.

Extra work and  
bills therefor.

Work when  
and where  
directed.

Arbitration.

Prices for  
work.

The Contractor will not bring or permit to be brought anywhere on or near the work spirituous or other intoxicating liquors; and if any foreman, laborer or other employe of the contractor or of any sub-contractor, shall in the opinion of the Engineer be intemperate, disorderly, incompetent, wilfully negligent or dishonest in performance of his duties, he shall on request of the Engineer forthwith be discharged; the Contractor will not employ nor permit to remain about the work any person who from said work or from any other part of the Company's railroad may have been discharged for any of the causes mentioned in this paragraph.

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

The Contractor will carry on the work in such a manner and at such times and at such points as the Engineer from time to time shall direct, but the Contractor shall have full control of his employes engaged upon the work and be solely responsible for all personal injuries caused in any manner by carrying on any work under this contract.

To prevent disputes and misunderstandings between the parties and to provide for the speedy settlement of such as may occur in relation to the provisions of this agreement, or the true intent and meaning hereof, or the manner of performance by either party, the Chief Engineer of the Company is made the umpire to decide all such differences; he shall also decide the amount and quantity, character and kind of work done and materials furnished by the Contractor, including all extra work and material; and his decision shall be final and conclusive on the parties.

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

The Company will furnish free transportation over its own lines, subject to the review and instructions of its Chief Engineer as to the necessity for and proper use of same, for men, tools, outfit, equipment and material to the site of the work and for return to original point of shipment, or to any other point on the lines of the Railway Company, to which the tariff rate does not exceed that to point of origin, including excess material unused in the work. If such return shipments are made to point to which the tariff is higher than to point of origin, the contractor shall pay such excess of rate only. The company will charge full tariff rates for transportation of boarding and commissary supplies.

Nothing herein contained shall be construed to relieve the contractor from payment of demurrage charges under Car Service Association rules.

Prices  
for  
Work:

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

For three fuel oil plants complete except drain  
tile, boiler houses, boilers and fixtures, boiler  
foundations, settings, and steel stacks, Lump Sum  
for all labor and material complete in place.....\$16,600.00

For boiler house, boiler and fixtures, boiler  
foundation, setting and steel stack, at  
Easton, Washington . . . . . \$1,900.00

For boiler house, boiler and fixtures, boiler  
foundation, setting and steel stack, at  
Lester, Washington . . . . . \$1,900.00

Price per lineal foot including excavation, laying  
and backfilling complete for 4" vitrified  
drain tile . . . . . \$0.50

Price per lineal foot to be added to or deducted  
from contract price account of any increase or  
decrease in lengths of main pipe runs as now indicated  
on general layout sketches. Price to include all  
excavation, conduits, waterproof coverings, fittings  
and laying.

Price per lineal foot of main run, consisting of  
a 12" oil pipe and a 1" steam pipe laid together  
in one wooden conduit . . . . . \$2.25

Price per lineal foot of main run consisting of  
an 8" oil pipe and a 1" steam pipe laid together  
in one wooden conduit . . . . . \$1.50

Price per lineal foot of main run consisting of  
one 12" oil pipe (no conduit) . . . . . \$1.50

Price per lineal foot of waterproof covered  
1½" steam pipe run (no conduit) . . . . . \$0.50

Price per lineal foot of waterproof covered  
1" steam pipe run (no conduit) . . . . . \$0.50

Prices for foundation piling if required:

Price per lineal foot of foundation piling,  
below cut-off . . . . . \$0.22

Price per lineal foot of foundation  
piling, above cut-off . . . . . \$0.08

Prices for steam traps if required:

No. 1 Crane Steam Trap, each . . . . . \$20.00  
No. 2 Crane Steam Trap, each . . . . . \$25.00  
No. 3 Crane Steam Trap, each . . . . . \$30.00  
Plank pit for steam traps, each. . . . . \$20.00



Price for extra work.	FOR EXTRA WORK, or work done under written orders of the Engineer for which prices are not named herein, the Contractor shall be paid his actual outlay in such work and ten per cent additional.
Estimates.	Approximate estimates of the work done are to be made by the Engineer or his assistants at or about the end of each calendar month; and payment of the amount of each monthly estimate will be made by the Company on or about the twentieth day of the following month, less however all previous payments and less ten per cent of such estimate. Ten per cent upon all monthly estimates shall be retained until and as security for complete performance of this contract.
Payments.	
Retained percentage.	
Stopping work	The Company at any time before completion may stop the work or any part thereof, or may reduce the force employed or retard the work or any part thereof. On receiving such direction the contractor shall stop work or diminish the force as directed, and shall have no claim whatsoever for damages by reason thereof, but shall receive payment for the work done in full discharge and satisfaction of all demands against the Company. Any notice given by the Company under this paragraph shall be in writing signed by the Chief Engineer, and shall be delivered to the contractor or some person on the work representing him at least <u>Ten (10)</u> days prior to the required stoppage or reduction.
Accelerating work.	If at any time the Contractor shall not in the opinion of the Chief Engineer be progressing with the work as fast as necessary, or with sufficient force to insure its completion within the contract time, the Chief Engineer may direct the Contractor to put on such additional force and means as in his judgment are necessary, and on the failure of the Contractor to comply with such directions, the said Chief Engineer may declare this contract terminated; and in such case the amount of moneys then remaining unpaid including the percentage retained on all monthly estimates, shall be kept by the Company until the work is completed, and the Company may employ such force and means as in its judgment shall be necessary to complete the work and the cost thereof shall be paid by the Contractor.
Retained percentage forfeited.	
Power to cancel contract.	If the Contractor shall at any time fail to perform any agreement herein contained the Company may cancel this contract; in which event the Contractor shall have no claim for damages, or for compensation for work done or material furnished, or for any portion of the percentage retained on monthly estimates; and the Company shall have the right to take possession of and hold the work done and material furnished and to retain all moneys which may then be unpaid.
Contractor to pay all laborers	The Contractor will promptly pay all laborers and others in his employ as their pay falls due, and promptly pay as they fall due all bills for material and supplies going into the work, and in the event of his failure at any time to do so the Company may retain from subsequent estimates such amounts of money as the Chief Engineer may deem requisite to pay the laborers and all others employed on the work and the said supply and material bills. Before final settlement is made the Contractor shall furnish to the Company satisfactory evidence that the work is free and clear from all liens for labor or materials and that no claim exists out of which a lien may grow.
Contractor to pay damages to crops, etc.	The Contractor assumes and agrees to pay for all injury or damage to crops, fences, farm improvements, or any other property caused by the prosecution of the work, and all damages by fire started from the right of way, except damage to real estate made necessary by the work. When the final estimate is made, if there shall be any unsatisfied claim for such damage, the Company may deduct from the moneys owing the Contractor a sum equal to the amount so claimed together with the estimated cost of adjusting the claim. Such moneys shall be retained until all damages are satisfied when the remainder shall be paid over to the Contractor.
Retention of claims from final estimate.	
Temporary suspension.	If the work be delayed materially from any act or neglect of any agent or employe of the Company the time for completion shall be extended for a period equal to such delay and the Contractor shall have no further or other claim upon account of such delay. He must make claim to the Chief Engineer in writing for extension at the time of the delay, stating the occasion and nature thereof, and failing to do so his right to extension shall be waived.
Extension of time.	
Total suspension.	In case of a total suspension of all work for over ninety days without any fault or procurement of the Contractor, unless such suspension shall have been caused by the winter season or protracted rigor of weather, the Chief Engineer shall make a final estimate and the amount so estimated shall be paid to



the Contractor; he shall be entitled to receive only that proportion of the contract price which the amount or work done and material furnished bears to the total amount covered by the contract.

Insurance.

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

Final estimate.

Time of payment of final estimate and retained percentage.

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

Release.

Execution.

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

Witness as to the Company

R. E. Gemmell  
J. H. Pochan

NORTHERN PACIFIC RAILWAY COMPANY.

By M. L. Darling

Witness as to the Contractor

Joseph Thompson  
Dan L. York

H. J. Spriggs (SEAL)

\_\_\_\_ (SEAL)

NORTHERN PACIFIC RAILWAY COMPANY  
ENGINEERING DEPARTMENT.

SPECIFICATIONS FOR FUEL OIL PLANT.

-----oOo-----

PLANS:

General plans showing the character and dimensions of the work, and a special plan showing the approximate layout proposed for each plant, will be furnished by the Railway Company.

The Contractor shall carefully check the plans of the Railway Company and in case there are any errors or omissions in same he shall call the attention of the Engineer to them, and obtain corrected plans before proceeding with the work.

WORK INCLUDED:

The Contractor shall furnish all labor, material and equipment for the construction of the fuel oil plant complete and ready for operation in accordance with the general plans and special layouts furnished him. The principal items included being a steel tank on a hollow reinforced concrete support, a reinforced concrete sump, oil unloaders, an eight inch (8") oil column, an oil pump, together with all necessary excavation, piping and fittings for steam, oil and drainage as indicated on the general plans. Also when indicated on special layout plans the contract shall include a brick boiler house, boiler and stack of the sizes specified.

EXCAVATION:

All the excavation for the above structures, including excavation of all pipe trenches required in connection with the work both inside and outside of buildings, shall be done by the Contractor.

The depth and width of foundations, as shown on plans,



may be varied according to the judgment of the Engineer in charge. If the ground at the proposed depth as shown does not appear to be suitable to support the structure, the foundation shall be carried down until suitable foundation is obtained.

The Contractor shall at his own expense provide the necessary timbering and planking for the excavation of trenches, and shall keep the pits dry, without extra charge to the Railway Company.

Surplus excavated material, if suitable will be used for filling under floors and surfacing between tracks, and any surplus over and above the amounts thus required together with all unsuitable material must be disposed of by the Contractor as directed by the Engineer.

All trenches shall be properly backfilled by the Contractor.

### M A T E R I A L S

#### IRON AND STEEL:

Iron and steel work except reinforcing bars shall conform to the Railway Company's Specification for material and workmanship for Water Tanks dated August 31, 1908.

#### REINFORCING BARS:

Reinforcing bars shall conform to the Railway Company's Specification for reinforcing steel dated February 12, 1912.

#### PORTLAND CEMENT:

Portland Cement shall conform to the Railway Company's Specification for Portland Cement dated March 18, 1909.

#### PIPE AND FITTINGS:

All pipe and fittings shall be clean new stock of full card weight for the dimensions specified on the drawings.

All valves shall be standard and of ample capacity for the service required.

All threads shall be cleanly cut and tight fitting. Crane

Pipe Cement shall be used on all screwed joints. Flanges on pipes 5" or larger shall be screwed on pipes with power driven pipe machines. Flanges on pipes 8" or larger shall be screwed on until the end of pipe projects beyond face of flange, the pipe then being faced off flush with face of flange. On flanged pipe less than 8" in diameter flanges shall be screwed on until end of pipe is within  $\frac{1}{4}$ " of face of flange.  $\frac{1}{16}$ " Rainbow Packing shall be used on all flanged joints. All pipe shall be properly reamed after cutting.

Changes of direction shall be accomplished by suitable long sweep fittings.

Ample provision shall be made for expansion and drainage in all pipe runs.

Waterproof steam pipe covering as manufactured by Wycoff & Sons, Elmira, N. Y., or a covering equally good, shall be used on all steam pipe runs where drawings specify a covering.

Wooden conduits for pipe runs shall be furnished in accordance with the detailed plans.

Before acceptance by the Railway Company all pipe and fittings must prove absolutely tight under an hydraulic test of 125# per square inch.

#### TIMBER:

All timber must be sound, free from waness, shakes, large or unsound knots or knots in clusters, suitable for the purpose for which it is to be used and subject to the inspection and acceptance of the Engineer.

All dimension lumber not otherwise specified shall be No. 1 common white pine or red fir.

#### MILL WORK:

All material for doors, sash, frames, casing, etc., must be of good quality clear white pine thoroughly seasoned and



hardened.

All sash to be glazed with second quality single thickness American glass well sprigged, puttied and back puttied.

#### HARDWARE:

All hardware fittings shall be of good quality and of suitable size and design for the service required.

#### BRICK:

All brick must be hard burnt of good quality and shape, even and uniform in color, and shall be subject to the approval of the Engineer.

#### ROOFING:

The boiler house shall be roofed with three ply P. & B. Rubberoid Roofing, weighing 54 lbs. per square, as manufactured by the Standard Paint Co., New York, laid according to the Manufacturers specifications. Roofing may be an equally good brand guaranteed by the manufacturer, subject to the approval of the Railway Co.

The sump pit shall have a pitch and gravel roof, five ply, and of the quality specified in Northern Pacific specifications for Roundhouse Roofing dated Sept. 12th, 1912.

#### CONCRETE:

Concrete shall be mixed in the proportions of one part Portland cement, two parts sand and four parts broken stone or gravel screened of all pieces smaller than  $3/8$  inch or larger than  $3/4$  inch. Concrete work shall conform to the Specifications of the Railway Company for Bridge Substructure as revised July 20, 1910.

#### PILING:

Piling shall be of cedar, cut from sound live timber free from shakes, rotten knots or other indications of decay and shall be cleared of bark their entire length before they are inspected.

They shall not be less than nine inches (9") nor more

than twelve inches (12") diameter at the small end, and not less than fourteen inches (14") nor more than twenty two inches (22") diameter at the large end.

**PUMP:**

Pump shall be an 8"x 6"x 12" outside center packed type duplex plunger pump, Fairbanks-Morse type or equally good, subject to the approval of the Engineer. It shall be tested to 250# pressure.

**BOILER:**

The Contractor shall furnish and install a 50 HP standard horizontal, return tubular boiler with steam dome, working pressure 100#, longitudinal seams butt rivetted, 1/4" shell 7/16" heads, shell extended to form smoke box, 34 seamless steel tubes 3 1/2" x 14'. Boiler complete with all fixtures and fittings including full flush front, grates and bearers, back arch bars, soot door and frame, combination water column with steam gage, glass water gage and gage cocks, 2" Consolidated pop safety valve, check and stop valve, loops and rods, cross beams and columns, buck stays and tie rods for supporting boiler independent of brick work. Make of boiler to be subject to the approval of the Engineer.

Boiler must conform in every respect to the federal boiler inspection law.

**BOILER SETTING:**

The Contractor shall furnish all labor and material for foundation and setting and set boiler with full flush front and covering, together with all fixtures and connections complete in accordance with the manufacturers' general and detail plans and specifications for same.

**BOILER HOUSE:**

The Contractor shall furnish all labor and material and construct complete a brick boiler house 18' - 2" x 36' - 2" outside dimensions, 15' high in the clear, 13" brick walls on concrete foundation, roofing as specified laid on two



inch boarding - 2"x 6" rafters, 4" concrete floor;  
windows and doors as indicated on sketch plan. House to be  
fitted up with coal bin, coal chutes, work bench, etc.,  
together with all fittings complete.

#### STEEL STACK:

The Contractor shall furnish all labor and material and  
construct complete the steel stack, breeching, stays, anchor-  
age, foundations, etc., and make all connections complete in  
accordance with the general and detail plans and specifica-  
tions.

#### STAND PIPE:

Stand pipe shall be the Rose type manufactured in  
accordance with the detail drawings of the Railway Company.  
The rights to use the patented features of this column will  
be secured by the Railway Company without expense to the Con-  
tractor.

#### PATTERNS:

All patterns used in the work shall be made of thorough-  
ly seasoned first class pattern lumber, well put together  
and finished to give a neat appearance to the castings.

Special patterns shall be given a designating number  
or mark.

Patterns shall be painted black, except core parts  
which shall be varnished with clear shellac.

All special patterns shall become the property of the  
Railway Company and be turned over to the Railway Company  
F.O.B. at some point on the line of the Railway Company on  
the completion of the contract.

#### PAINTING:

All structural steel work shall be given a shop coat  
and two field coats of a first class structural steel paint,  
brand to be approved by the Engineer.

All reinforced concrete work shall be given three coats



of a heavy asphaltum paint for waterproofing purposes.

All exposed outside wood work shall receive three coats of paint including any priming coat.

All inside wood work of doors, windows, etc. shall be painted two coats.

#### WORKMANSHIP:

All workmanship shall be first class in every respect and shall conform to the standards of the Railway Company as set forth from time to time in detail specifications and instructions covering the various classes of work entering into or forming a part of this contract.

#### CHANGES:

The Railway Company reserves the right to make any alterations or changes in the work to be done under this contract, and should such changes result in an increase or decrease in labor or material, the amount to be added or deducted from the contract price shall be agreed upon before the work is started on said alterations.

Changes or alterations shall be made only upon written orders from the Chief Engineer of the Railway Company.

#### LAYOUT DIMENSIONS:

Approximate distances between the boiler house, unloader, sump, tank and stand pipes, are indicated on the plans and the contract will be based on these dimensions. The Railway Co. reserves the right to vary from these dimensions to suit conditions as they may be found on the ground, and the amount to be added to or deducted from the contract price will be based on the unit prices bid per foot for the various sizes of pipe laid complete in place.

#### TRACKWORK:

The Railway Company will furnish all material and labor and construct complete all necessary tracks, switches, etc.

OPTIONS:

The Railway Company reserves the right at its option to furnish all labor and material and construct complete the boiler house, boiler, setting, stack and anchorage, but the Contractor shall in any event make all piping connections to the boiler.

RISKS:

The Contractor shall assume all risks from fire, flood, or storm, damage to persons or property and casualties of every description until final acceptance of the completed work.

CLEANING PREMISES:

On the completion of the work the Contractor shall clean up the buildings and premises and remove all tools and equipment, temporary work, excess material, rubbish, etc., and deposit same outside the Railway Company's grounds or as directed by the Engineer.

GENERAL:

These general specifications shall be construed as covering a complete working plant for fuel oil along the lines indicated on the general plans of the Railway Company and as covering all parts, devices, and details reasonably necessary for the successful operation of same, without "extras" of any character, and the Contractor must furnish all material, labor, tools, temporary construction, equipment, etc., necessary to fully execute and complete the work in a thorough and workmanlike manner.

ACCEPTANCE:

When plant is ready for acceptance the Contractor will



notify the Engineer and the Engineer will conduct in the presence of the Contractor or his authorized representative a complete detailed test of the plant. Should any defects develop the Contractor shall remedy same before plant will be accepted.

---oOo---

Office of Bridge Engineer,  
St. Paul, Minn.  
July 23rd, 1912.

Revised Sept. 12, 1912.

St. Paul, Sept. 24th, 1912..

*new*  
*3796*

Mr. W. C. Smith,

Chief Engineer.

Dear Sir:-

Herewith for delivery to the contractor executed contract dated August 31st, 1912 with F. J. Spriggs for erection of oil plants at Lester, Easton and Auburn.

Will you please furnish copy for my files.

Yours truly,

Chief Engineer.

REG R

Encl.



St. Paul, Sept. 24th, 1912..

Mr. R. H. Relf,

Assistant Secretary.

Dear Sir:-

I hand you herewith executed contract dated August 31st, 1912, with F. J. Spriggs, covering the erection of fuel oil plants at Lester, Easton and Auburn, together with letter of Mr. Elliott dated September 21st, authorizing me to execute.

Bond in the sum of \$10,000 has been furnished with the National Surety Company as surety, a certified copy of which will be forwarded to you when it has been recorded by the County Auditor.

The amount involved is approximately \$20,400.

Yours truly,

Chief Engineer.

REG R

Encl.

St. Paul, Sept. 21st, 1912..

COPY.

Mr. W. L. Darling,  
Chief Engineer.

I have your letter of September 19th enclosing proposed contract with F. J. Spriggs, covering the erection of fuel oil plants at Lester, Easton and Auburn.

This letter, when filed with the Assistant Secretary, will authorize you to execute the contract for the Northern Pacific.

Howard Elliott,

President.

Saint Paul, Sept. 19, 1912.

Mr. Howard Elliott,

President.

Dear Sir:

Beg to hand you herewith for execution or authority for me to execute, contract with F. J. Spriggs, of Saint Paul, for erection of fuel oil plants at Lester, Easton and Auburn, authorized by your letter of the 23rd ultimo.

Bond with the National Surety Company in the sum of \$10,000 is made a part of the contract, but is not attached.

Yours truly,

WLD-D

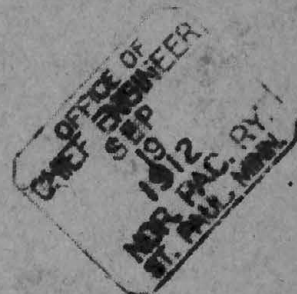
Chief Engineer

Enc



FROM  
CHIEF ENGINEER OF  
NORTHERN PACIFIC RAILROAD COMPANY,  
ST. PAUL, MINN.

Saint Paul, Sept. 19, 1912.



Mr. W. L. Darling,  
Chief Engineer.

Dear Sir:

Herewith for execution by the Railway Company,  
Agreement dated August 31, 1912, with F. J. Spriggs, Saint  
Paul, Minnesota, for erection of fuel oil plants at Lester,  
Easton and Auburn.

Mr. Spriggs has furnished bond with the National  
Surety Company as surety, in the sum of \$10,000, in connection  
with this contract. The bond will be forwarded to Mr.  
Perkins for filing with the County Auditor, and certified  
copy will be obtained for filing with our Assistant Secretary.

Yours truly,

HAC-n  
Encl.

*authorized by message Aug 23 1912*

On Line in Washington, August 23, 1912.

Mr. W. L. Darling,

Chief Engineer.

I have your letter of August tenth about fuel oil plants at Easton, Lester and Auburn.

I have just wired you to award the contract to Mr. F. J. Spriggs, he being the lowest bidder. Work should be expedited all possible.

*Samuel Elliott*

President.

*McSmith*

*Please vote and return*

*Noted  
WCS  
8/28*

*W. L. Darling  
8/27*

OFFICE OF  
CHIEF ENGR. of M. of W.

AUG  
27  
1912

NOR. PAC. RY.  
ST. PAUL. MINN.

3  
St. paul, August 23rd, 1912..

Mr. W. C. Smith,

Chief Engineer Maintenance of Way.

Dear Sir:-

Referring to your letter of the 9th instant with schedule of bids for the construction of fuel oil plant to be located at Easton, Lester and Auburn. The President has authorized award of contract to the lowest bidder Mr. F. J. Spriggs. Will you please arrange for contract accordingly.

Yours truly,

✓  
Chief Engineer.

REG R

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 on this blank.

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.

142 by e f

Bellingham Aug. 23-12 W.L. Darling,

St Paul.

Letter August tenth about Fuel Oil Plants award contract to Spriggs

Howard Elliott. 1233 pm

7  
Saint Paul, August 10, 1912.

Mr. Howard Elliott,  
President.

Dear Sir:

Beg to hand you herewith schedule of bids and copy of Mr. Smith's letter of 9th instant, regarding fuel oil plants to be located at Easton, Lester and Auburn, for which it is stated informal authority has been received to go ahead.

The plan and general layout is similar to that used by the Milwaukee Company, and which Mr. Wilson states should be followed in a general way, the installation to include a steam pump for handling oil from tank cars to the tanks at each place; steam supply to be taken from locomotives at Easton and Lester, and from the boiler plant at Auburn.

Would recommend award of contract to F. J. Spriggs, of St. Paul, on the basis of his bids, which in every case are lower than the estimate.


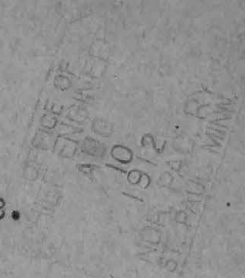
Yours truly,

WLD-D

Chief Engineer

Enc



Saint Paul, August 9, 1912.  
  


Mr. W. L. Darling,  
Chief Engineer.

Dear Sir:-

I hand you herewith copy of Mr. Stevens' letter of the 9th, also tabulated statement of bids which he has solicited and secured covering the construction of fuel oil plants to be located at Easton, Lester and Auburn.

We have had informal authority to go ahead with this work for some time, and AFE's have been prepared and are now being passed around for the various signatures covering each proposition.

On account of this kind of construction being new with us, it has taken some time to thoroughly investigate the matter. These kind of stations are in use on the Puget Sound, Southern Pacific and other Harriman Lines. Investigation has been made of plans of these roads, and some of the plants have been inspected on the ground, with the object of taking advantage of any features which the operators in charge might suggest of their experience with the existing plant.

Mr. Stevens has prepared plans covering the general layout, and I have instructions from Mr. Slade's office to proceed with the work, which was undoubtedly delayed somewhat pending my illness. Also on account of this being a new device with us it has taken a longer time than otherwise would

Mr..W..L..D..#2.

have been the case.

The schedule attached shows the estimate in each case, also the bids received. I endorse Mr. Stevens recommendation that the contract be awarded to the lowest bidder, F. J. Spriggs, for the construction of the work complete, including the boiler houses and installation of boilers, the latter being required at Easton and Lester only, (the Auburn plant takes care of the function at that point) or in other words, his bid of \$16,600 for the three fuel oil plants complete, except boiler houses, boilers and fittings, as well as his bid of \$3,800 for the two boiler houses, boilers and fittings at Easton and Lester.

Yours truly,

*W. E. Smith*

220400

COPY

St. Paul, Minn., August 9, 1912.

Mr. W. C. Smith,

Chief Engineer Maintenance of Way.

Dear Sir:-

I am handing you herewith tabulated statement of bids received covering the construction of fuel oil plants to be located at Easton, Lester and Auburn.

The bid of F. J. Spriggs, of St. Paul, is in my opinion a very favorable one and I should recommend its acceptance complete, including the construction of the boiler houses and installation of boilers, etc. He is over a thousand dollars lower than our estimate for the boiler plants to be located at Easton and Lester, and as our figures were made up very carefully I am of the opinion that his figure is extremely low and it would not pay us to delay matters pending decision as to use of second-hand boilers or oil burning boilers. I understand the plants are needed badly, and if Mr. Spriggs is given the entire contract promptly he may possibly be able to complete the whole layout within the time specified, i.e. November 1st: I spoke to him about this and asked him if he could construct three plants as quickly as one and he assured me he could but thought it would be a little doubtful getting them done Nov. 1st.

The bid of the Gale Installation Company of Chicago is also a very good one, and they state in their letter that



Mr.W..C..S..#2.

they can complete the three plants by November first, provided the contract is awarded promptly.

Mr. Perkins expects one or two more bids to come in next week, but account of the rush we are in to get the work completed I should advise going ahead on the basis of the bids we now have. Bidders have already had an extension in time of over one week.

Yours truly,

(Sgd) H. E. STEVENS,

Bridge Engineer.

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3796