



Northern Pacific Railway Company.
Engineering Department Records.

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N. P. 1757
6-24

OFFICE OF Chief Engineer

FILE NO. 6713

SUBJECT:

Auburn Wash
Traeger Viaduct

also Algona Viaduct

6713

67 13

6713

Doc. No. 17389

Saint Paul, Minnesota, March 7, 1940

Mr. H. E. Stevens, Vice President
Mr. W. C. Sloan, Asst. Vice President & G.M., Seattle
Mr. L. A. Behler, General Auditor (3)
Mr. H. G. Hanson, District Accountant, Tacoma
Mr. J. E. Thames, Eastern Right of Way Agent
Mr. V. E. Williams, Western R/W Agent, Seattle
Mr. J. F. Alsip, Division Superintendent, Tacoma
~~Mr. Bernard Blum, Chief Engineer (2)~~
Mr. A. F. Stotler, Asst. Chief Engineer, Seattle
Mr. G. I. Hayward, District Engineer, Seattle

Attached hereto is copy of agreement dated January 2, 1940, between L. C. Wiseman and Northern Pacific Railway Company covering removal of Traeger Viaduct at Auburn, Washington.

Distribution of this agreement is limited to the list shown above. It must not be copied and distributed to other departments or subordinate officers without approval of the Assistant Secretary.

Kindly acknowledge receipt on the enclosed form.

A. M. Gottschald

Assistant Secretary

[Handwritten signature]
Active PM
3/13

CHIEF OF
ENGINEER
MAR 1 1940
NDR. PAC. RY.
ST. PAUL, MINN.

AGREEMENT made this 2nd day of January, 1940, by and between the Northern Pacific Railway Company, a Wisconsin corporation, hereinafter called "Railway Company," and L. C. WISEMAN, hereinafter called the "Contractor."

FJG
EFR
AFS
WOS
BB

The Contractor agrees to furnish all labor, services, appliances, machinery and material for, and to remove completely in a workmanlike and substantial manner, to the satisfaction of the Assistant Chief Engineer of the Railway Company, the east and west approaches to County Bridge No. 76-H (Traeger Overcrossing), which bridge spans the Auburn railway yards of the Railway Company in King County, Washington.

The Railway Company agrees to dismantle and remove those portions of the above described bridge which span the tracks of the Railway Company. The Railway Company further agrees to place the dismantled spans on either side of the Railway Company's right of way and clear of the tracks so that said material will be accessible to the Contractor for removal from the right of way.

Upon completion of the dismantling, the Contractor agrees, within a reasonable time, to remove from the right of way of the Railway Company all of the material of the dismantled structure, and to leave the premises of the Railway Company free and clear of such material, both timber and iron.

The Contractor, at his own expense, shall obtain all necessary permits and shall comply in all respects with any ordinances, laws or regulations of the general or local government, properly applicable to the work which he is to perform.

The Contractor shall pay all insurance and taxes required by law in connection with the work covered by this contract and which he is to perform, including Workmen's Compensation premiums, if any.

The Contractor hereby agrees to assume liability for all injuries to persons or damage to property, arising or growing out of the work carried on under this contract and which he is bound to perform.

In consideration and in full payment for the work which the Contractor is to perform under the terms of this contract, the Railway Company agrees to deliver and give to the Contractor all of the timber and iron salvage in the above described structure, and the Contractor agrees to accept said salvage material in full payment of his work.

It is further understood and agreed that the Contractor has performed valuable services for the Railway Company in procuring the formal vacation of the above described overcrossing by the County Commissioners of King County, and the Contractor agrees to accept the salvage material from the above described bridge in full payment for such services.

IN WITNESS WHEREOF, the Railway Company has caused this agreement to be signed by its duly authorized officers, and the Contractor has hereunto set his hand and seal, as of the date above written.

WITNESSES:

E. L. Ledding

NORTHERN PACIFIC RAILWAY COMPANY

D. K. Crouch

By: H. E. Stevens

R.3 Box 275 Auburn, Wash.

Its Vice President

G. E. Portlowe

L. C. WISEMAN

R.2 Box 214 Kirkland

CHIEF OF ENGINEER
MAR 1 1920
NOR. PAC. RY.
ST. PAUL, MINN.

Saint Paul, February 29, 1940

MR. A. F. STOTLER:

Your letter of February 6th, with form of agreement with L. C. Wiseman covering removal of Traeger Viaduct, at AUBURN:

The agreement has been executed for the Northern Pacific Railway, and a copy is transmitted to you herewith for delivery to Mr. Wiseman.

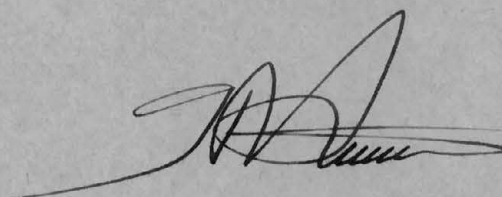
trg/s

St. Paul, Minn., February 26, 1940.

Mr. Bernard Blum:

Your letter of February 13th with which you enclosed proposed contract with L. C. Wiseman covering the removal of the Traeger Viaduct at Auburn.

I have executed both copies of the agreement and return herewith one copy of contract for transmittal to Mr. Wiseman.

A handwritten signature in dark ink, appearing to be "B. Blum", with a long horizontal flourish extending to the left.

cc Mr. A. M. Gottschald

OFFICE OF
CHIEF ENGINEER
FEB
28 20 3
1940
NOR. PAC. RY
ST. PAUL, MINN.

6713

Saint Paul, February 13, 1940

MR. H. E. STEVENS:

Herewith for execution is form of agreement with
L. C. WISEMAN covering removal of TRAEGER VIADUCT, at
Auburn.

Mr. Wiseman helped politically in getting the County
to order the removal and as compensation therefor it was
agreed that he could remove the structure for its salvage
value. However, our people did not desire that he take down
the trusses over the tracks and this work was done by
company force, and the material turned over to him.

Considering the advantages to the Railway I think
this was an excellent deal for us.

bb/s

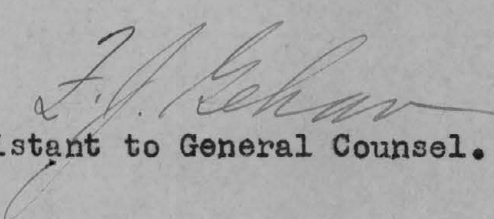
St. Paul, Minn., February 13, 1940.

Subject:
Removal of Traeger Overcrossing.
(2561-27)

Mr. Bernard Blum:

Referring to your letter of February 9:

I have initialed and return agreement with
Mr. Wiseman covering removal of the above viaduct
and permitting him to salvage material in the structure.


Assistant to General Counsel.

G:a

encl.



6713

Saint Paul, February 9, 1940

MR. L. B. daPONTE:

We have obtained the vacation of Traeger overcrossing, at AUBURN, Washington.

Mr. Wiseman was instrumental in obtaining this vacation, and Mr. Requa has prepared an agreement with Mr. Wiseman covering the removal of the viaduct, permitting Mr. Wiseman to salvage material in the structure.

The agreement is submitted for your approval.

trg/s

Seattle, Washington,
February 6, 1940.

1003-37-1

Mr. Bernard Blum:

Auburn, Wn: Removal of
Traeger Viaduct.

Attached is copy of my letter of January 26 to Mr. Sloan, regarding form of agreement to be prepared by the Law Department covering removal of the Traeger Viaduct at Auburn by Mr. L. C. Wiseman.

Mr. Sloan approved agreement and returned same to Mr. Requa for execution by Mr. Wiseman, which was done and I am attaching it herewith for execution on the part of the Northern Pacific, after which please return one completed copy to me for delivery to Mr. Wiseman.


AFS:L
Encl.

Copy to

Mr. F.R.Bartles

Mr. G.I.Hayward

Mr. J.F.Alsip

A large, stylized handwritten signature, likely of the sender, is written in dark ink. It features a prominent, sweeping initial 'G' followed by several loops and a long, trailing flourish that extends downwards and to the right.

MR. T. E. WATKINS

MR. G. I. H. WATKINS

MR. E. H. WATKINS

COB2 20

WATKINS

WATKINS

to be for delivery to Mr. WATKINS.

WATKINS' letter of 1/15/40 regarding the delivery of the
I am enclosing for delivery to Mr. WATKINS, the letter of 1/15/40
to Mr. WATKINS regarding the delivery of the letter of 1/15/40
Mr. WATKINS' letter of 1/15/40 regarding the delivery of the letter of 1/15/40

WATKINS' letter of 1/15/40 regarding the delivery of the letter of 1/15/40

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WATKINS' letter of 1/15/40 regarding the delivery of the letter of 1/15/40

MR. WATKINS' letter of 1/15/40 regarding the delivery of the letter of 1/15/40

1003-33-1

WATKINS' letter of 1/15/40 regarding the delivery of the letter of 1/15/40



Seattle, Washington,
January 26, 1940.

1003-37-1

Mr. W. C. Sloan:

Auburn, Wn: Removal of
Traeger Viaduct.

You received copy of my letter to Judge Macfarlane, regarding removal of the Traeger Viaduct, at Auburn, in which I suggested that we should have an agreement with Mr. Wiseman covering removal of the Viaduct and should hold out sufficient salvage iron until Mr. Wiseman has carried out the major portion of the work of taking down approaches and removal of the material from the premises.

Mr. Requa wrote me under date of January 21, copy to you, with attachment of form of agreement. He states that the agreement as written is about all that can be expected under the circumstances, which is apparently the case. Of course in the way this matter was handled, that is, considering that thru Mr. Wiseman's influence with the County Commissioners, the Viaduct was vacated, I assume this form of agreement is all we can expect.

You will note on second page of form of agreement it is provided that Contractor is taking over the material in full payment for the services referred to in connection with vacation of the Viaduct. I am therefore initialing the agreement and forwarding same to you for handling.

If you agree, you should ^{please} advise Mr. Requa to have Mr. Wiseman sign the agreement.

AFS:L
Encl.

Copy to

Mr. Alsip

Mr. Hayward



Train 4, Rky Mtn Division

January 29, 1940

MR. W. C. SLOAN:

I have had AFE prepared to cover abandonment of
Traeger viaduct at Auburn, Tacoma AFE ED-21, amount \$1365.

Will you please put in ltr for authorization?

cc-Mr. H. E. Stevens

Mr. A. F. Stotler

bb/s





N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

COPY

51 OWRZ

Tacoma Jan 15/40 S W Law

St Paul

L-6 Superintendent Alsip approves H 7

T C H

11 P

COPY

B



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

COPY

St. Paul, Minn., Jan. 15, 1940 T C Hansen
Tacoma, Wash.

COPY

Your letter Jan. 11 work order 3455 removal of overhead bridge Auburn. When bridge is removed signal 223 should be relocated 1000 feet and signal 224 should be relocated 2200 feet towards Tacoma to provide improved stopping distances and uniform lengths of block. Discuss with Supt. Alsip and advise if his approval to move signals can be obtained. L-6.

S. W. Law

Cy BB

Tacoma, Wash., January 11, 1940

Work Order 3455

COPY

Mr. S. W. Law:

The overhead bridge in Auburn Yard located between MP 22 and 23 on which our signals 22.3 and 22.4 are located is being torn down and these two signals will be placed on the ground Monday morning, January 15th.

This for your information.

T. C. Hansen

Supervisor of Signals

H/c



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

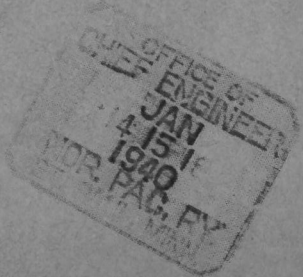
St. Paul, Minn., Jan. 15, 1940.

T. C. Hansen
Tacoma, Wash.

Your letter Jan. 11 work order 3455 removal of overhead bridge Auburn. When bridge is removed signal 223 should be relocated 1000 feet and signal 224 should be relocated 2200 feet towards Tacoma to provide improved stopping distances and uniform lengths of block. Discuss with Supt. Alsip and advise if his approval to move signals can be obtained. L-6.

S. W. Law

Cy BB ✓



6713

Seattle, Washington,
January 11, 1940.

1003-37-1

Mr. R. S. Macfarlane:

Auburn, Wn: Removal of
Traeger Viaduct.

On December 29, 1939, I wrote Mr. Sloan, copy to you, with regard to the vacation of the Traeger Viaduct, Auburn, and removal of same. There was a question whether the salvage iron was to be turned over to Mr. Wiseman, as I recommended, and Mr. Sloan's letter of December 30 apparently agreed with me.

Supervisor Meacham commenced removal of that portion of the structure spanning Northern Pacific tracks on January 2 and on January 3 he met Mr. Wiseman, who was working on the approaches and who stated that if it was not for receiving the salvage iron in the spans, he could not afford to remove the approaches to the spans.

I was on the ground with Superintendent Alsip on January 8, looking over one of the spans which had been taken down, and it was noted that there was no salvage value in the timber as it was very badly decayed. I later met Mr. Wiseman, who was working on the approaches and in looking over the material which he was salvaging, found that there was little of any value. I then called attention of Mr. Wiseman to the statement he had made to Supervisor Meacham, about taking over the salvage iron in the spans being taken down by Division forces, and Mr. Wiseman said this was his understanding with you and Mr. Requa. He stated that while the iron was not specifically mentioned he understood that it was included in the material in the spans which he was to receive for his activity in accomplishing the vacation of the viaduct and removal of the approaches.

After going over the matter, Mr. Alsip and I decided that there would be nothing in it for Mr. Wiseman unless he secured the salvage iron, as he stated, and in view of the statement made in my letter of December 29, referred to above, I recommend that the salvage iron be turned over to Mr. Wiseman. I also have copy of letter from Mr. Lowry to Supt. Alsip, dated January 9, advising that inasmuch as Mr. Wiseman has laid claim to the metal we should let him have it.

I discussed this matter with Mr. Requa and 'phoned you this afternoon that we should have an agreement with Mr. Wiseman covering removal of the Viaduct, what I have in mind being that we should not turn over all the salvage iron in the spans to him until such time as he has made sufficient progress in the removal of the approaches. Of course,

Mr. Macfarlane

-2-

Jan. 11/40

under the circumstances, I do not believe we can get any liability insurance but it may be a good idea for the Railway Company to take out same for its protection, that is, for the work being performed by Mr. Wiseman, although the chance of anything occurring is remote. However, I think we would be taking a chance if we do not do so..

All the material in the spans, being taken down, is to be piled in the East side of the Yard, at a point where it can be conveniently loaded out by Mr. Wiseman.

AFS:L

Copy to

Mr. Sloan

Mr. Blum ✓

Mr. Hayward

Mr. Alsip

A large, stylized handwritten signature, possibly reading "G. R. Smith", is written in dark ink over the right side of the document.

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

4. *STANDARD*

1998-1999

12. 1704

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THE UNIVERSITY OF CHICAGO

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
DATE 08-19-2010 BY 60322 UCBAW/SJS

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 08-01-2001 BY 60322 UCBAW

RECEIVED
JAN 10 1964
U.S. DEPARTMENT OF AGRICULTURE
WASHINGTON, D.C. 20250

1992-1993

100-17498-1940
PAC. DIV.

Seattle, January 10, 1940.

1003-37-1

Mr. G. I. Hayward:

Auburn - Removal of Traeger Viaduct

Please see your copy of my letter to Mr. Sloan of January 2, 1940 relative to above mentioned subject and particularly the last paragraph about disposition of the salvage iron.

Mr. Wiseman has made claim for the salvage iron which will be turned over to him, therefore I wish you would please arrange to furnish Mr. Blum the necessary information in order that he may prepare an AFE to cover retirement of this viaduct on basis of Mr. Wiseman taking all salvage.

ANB/w

cc Mr. Blum

(Signed) A. F. STOTLER 18

RAH

Hold for AFE data

RAH

1/13

100-10000

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6713

Saint Paul, January 4, 1940

MR. LOWRY SMITH:

The attached about vacation of Traeger overcrossing at
Auburn:

It appears that Mr. Williams issued copy of the Order of
Vacation to all interested officers; and the attached will
serve as a memorandum for correction of our records.

I am arranging for AFE to cover the abandonment.

bb/s

Seattle, Washington,
January 2, 1940.

1003-37-1

Mr. W. C. Sloan:

Auburn, Wn: Removal of Traeger Viaduct.

Your letter of December 30, in reply to mine of December 29, regarding removal of the Traeger Viaduct at Auburn, and approving with the understanding with Mr. Wiseman, who was instrumental in having the County Commissioners vacate this structure.

Mr. Wiseman was in the office on December 29, after I wrote you, and inquired if it was O.K. to commence immediately the removal of that portion of the viaduct which was not over the Northern Pacific tracks. I advised that it was O.K. to do so on January 2 and that the railway forces would also commence on the same date and would pile such timber as they removed on the east side of the viaduct where it could be conveniently handled by him and he was agreeable to this method of handling.

In the conversation Mr. Wiseman did not bring up the question of his taking over the wrought and cast iron, so I inferred that he did not have this in mind. However, this may come up later.

Regarding your request that Superintendent be furnished with data for RFA, in view of disposition of the salvage iron being in doubt, I suggest that we hold up submittal of RFA data until this is settled, which should be within the next two weeks, as if Mr. Wiseman is going to make claim for the salvage iron he would do so within that time. I stated to Mr. Alsip that if his forces take down the structure they should remove the iron and pile it separately so it will not be mixed up with the timber.

✓ AFS:L

Copy to

Mr. Blum ✓
Mr. Hayward
Mr. Alsip

(Signed) A. F. STOTLER

8



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

98 CF G

SEATTLE JAN 4 40

B BLUM

STPAUL

T 1 SEE YOUR COPY MY LETTER TO SLOAN JANY 2ND B-10

STOTLER 3PM

OFFICE OF
CHIEF ENGINEER
JAN
3 4
1940
NOR. PAC. RY.
SAN FRANCISCO, CALIF.



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

ST PAUL JAN 4 1940

A F STOTLER
SEATTLE

PLEASE FURNISH AFE DATA REMOVAL OF TRAEGER VIADUCT AUBURN T-1

BERNARD BLUM

Saint Paul, January 4, 1940

MR. LOWRY SMITH:

The attached about vacation of Traeger overcrossing at
Auburn:

It appears that Mr. Williams issued copy of the Order of
Vacation to all interested officers; and the attached will
serve as a memorandum for correction of our records.

I am arranging for AFE to cover the abandonment.

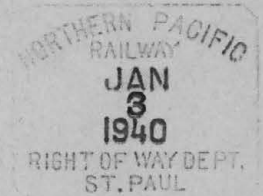
Bernad Blum

bb/s

~~PAH~~
1/4

L.S. -
Noted on station plan
and took profile.
PAH -
115

Saint Paul, January 2, 1940



MR. J. E. THAMES:

Herewith copy of order of vacation by Board of County Commissioners of King County, Washington, covering bridge over Auburn yard known as Traeger overcrossing.

I suggest that this be filed as a right of way instrument and that you issue right of way memorandum to the interested officers.

Noted by Date	
J. E. T.	1/3
H. E. H.	
F. C. S.	1/3
A. L. A.	
F. W. J.	

cc-Mr. Lowry Smith
Mr. M. W. Beach

Bernard Blum

bb/s

A. J.

Saint Paul, January 2, 1940

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cc-Mr. Lowry Smith
Mr. M. W. Beach

bb/s

~~PAH~~
1/3
Bernard Blum

Anten
PAH
1/5



King County

STATE OF WASHINGTON

SEATTLE

BOARD OF COUNTY COMMISSIONERS

JACK TAYLOR, Chairman TOM SMITH RUSSELL H. FLUENT
Second District Third District First District
EARL MILLIKIN, County Auditor and Ex-Officio Clerk of the Board
MARION KELEZ, Deputy Clerk of the Board

December 20, 1939

1003-37-1

Mr. A. F. Stotler,
Assistant Chief Engineer
Northern Pacific Railway Co.
181 King St. Station
Seattle, Wash.



Dear Sir:

Re: Application of L. C. Wiseman for
Traeger Overcrossing, Bridge No. 76-H

In accordance with the request of the County Road Engineer, we are enclosing herewith copy of the Order of Vacation executed by the Board of County Commissioners, in regular session December 18, 1939, covering the vacation of all right-of-way of Bridge No. 76-H, Traeger Overcrossing.

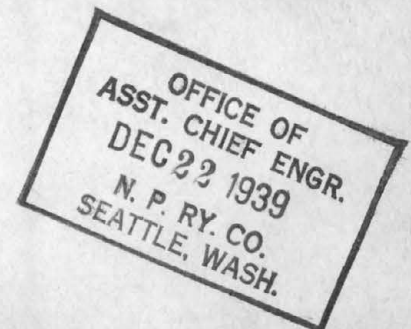
Very truly yours,

BOARD OF COUNTY COMMISSIONERS
EARL MILLIKIN, Clerk of Board

By
Deputy

Marion Kelez

MK:NC
encl



L.C. Freeman
Bellevue, Wn

IN THE MATTER OF THE VACATION
OF BRIDGE No. 76-H, (TRAERGER
OVERCROSSING)

1003-37-1

ORDER OF VACATION

5

OFFICE OF
ASST. CHIEF ENGR.
DEC 22 1939
N. P. RY. CO.
SEATTLE, WASH.

IN THE MATTER OF THE VACATION of a county bridge, the Board finds
as follows:

FIRST: That the Board of County Commissioners, on the 20th day of November, 1939, passed Resolution No. 7539 declaring its intention to vacate and abandon Bridge No. 76-H, (Traeger Overcrossing), hereinafter more particularly described, and directed the County Road Engineer to make an examination and report in writing thereon.

SECOND: That the Board of County Commissioners fixed the 18th day of December, 1939, at 10 o'clock, A. M., as the time for hearing on the report of the County Road Engineer, and caused due notice of hearing to be given, as provided by law.

THIRD: That on the 13th day of December, 1939, the County Road Engineer filed his report in writing on said vacation, as follows:

"This overhead crossing was inspected by this office in April, 1935, and found to be in very poor condition, unsafe for any kind of vehicular traffic. It was closed to traffic by Resolution No. 5602 dated May 13, 1935. This territory is served by good roads on each side of the railroad tracks, and the replacing of this structure is not necessary for public travel. The vacation and abandonment of said bridge and all right-of-way pertaining thereto, is recommended."

FOURTH: That upon such hearing, proof of publication and of posting notice of such hearing having been made by affidavits filed with the Clerk of said Board of County Commissioners, the hearing having been concluded and the Board of County Commissioners having considered the same, finds:

1. That the bridge sought to be vacated will not be useful as a part of the general road system.
2. That the public will be benefited by the vacation of said bridge hereinafter mentioned, now, therefore, it is hereby

ORDERED that the following described bridge be and the same is hereby vacated in accordance with the recommendation of the County Road Engineer:

"Beginning at the intersection of the Westerly right-of-way line of Road No. 76 and the East and West centerline of Section 24, Twp. 21 N., R. 4 E.W.M. and running thence West to the Westerly right-of-way line of the Northern Pacific Railroad, a distance of 700 feet more or less being known as Traeger Overcrossing No. 76-H."

DONE this 18th day of December, 1939.

ATTEST:
EARL MILLIKIN
Clerk of Board

By

Marion Heller
Deputy

Jack Taylor
JACK TAYLOR
Russell H. Alden
RUSSELL H. ALDEN
Tom Smith
TOM SMITH
BOARD OF COUNTY COMMISSIONERS
KING COUNTY, WASHINGTON

St. Paul, Minnesota,
January 3rd, 1940

Mr. Bernard Blum;

You have copy of Mr. Sloan's letter to
me of December 30th about removal of Traeger viaduct at
Auburn.

Have you any comments or suggestions?

A handwritten signature in dark ink, appearing to be "H. A. ...", with a long horizontal line extending to the left.

SECTION AND SUBSECTION OF SHEET

NO. OF SHEET IN SET OF SHEETS

NAME OF PROJECT

DATE



RECEIVED
PAC. RY.

Saint Paul, January 2, 1940

MR. J. E. THAMES:

Herewith copy of order of vacation by Board of County commissioners of King County, Washington, covering bridge over Auburn yard known as Traeger overcrossing.

I suggest that this be filed as a right of way instrument and that you issue right of way memorandum to the interested officers.

cc-Mr. Lowry Smith
Mr. M. W. Beach

bb/s

Saint Paul, January 2, 1940

MR. H. E. STEVENS:

You will be interested to learn that King County has ordered vacation of the Traeger viaduct at Auburn which crosses our yard.

It appears that a Mr. L. C. Wiseman was very helpful in securing the vacation, and he did it with the understanding that he would be permitted to remove the salvage the timber in the structure.

It is not considered desirable for Mr. Wiseman to taken down the truss spans over our tracks and Mr. Stotler is arranging with Mr. Sloan to have the Supervisor do this removal work.

This disposes very satisfactorily of a structure that has been in disuse for several years and rapidly approaching the time when the wooden spans would have to be taken down, or replaced.

bb/s

x

Seattle, Wash.,
December 30, 1939g

Mr. A. F. Stotler:

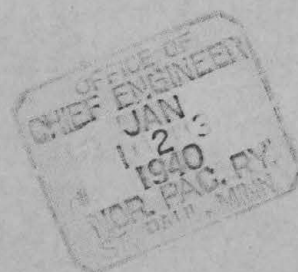
Your letter of December 29th about vacation of the
Traeger Viaduct, at Auburn.

Your understanding of the agreement as to permitting Mr.
Wiseman to salvage the material in the structure is correct, and I
am arranging for a bridge crew to start the work of removing and
setting aside the portion over our tracks as quickly as possible
after the first of the year.

I know of no cheaper way of handling the removal of this
structure. Please arrange to furnish the necessary AFE.

cc - Mr. R. S. Macfarlane
Mr. Bernard Blum

J.T.D.
RAH
Pls arrange for
abandonment A.F.E. - See file
attached
B.B. 1/2/40




Seattle, Wash.,
December 30, 1939g

Mr. H. E. Stevens:

Mr. Stotler has sent to Mr. Blum copy of the Order of the Commissioners of King County for the vacation of Traeger Viaduct, at Auburn.

I agreed to the removal and salvaging of the material by Mr. L. C. Wiseman, excepting that portion of the structure over the tracks, which we will set to one side and permit him to salvage. I know of no cheaper and satisfactory way of handling the removal of this structure, and a bridge crew will start to do our portion of the work the second or third of January, with the understanding that an AFE will follow.

cc - Mr. Bernard Blum 



OFFICE OF
CHIEF ENGINEER
JAN
11 2 13
1940
MOR. PAC. FY
ST. BATH, MAINE

Seattle, Washington,
December 29, 1939.

1003-37-1

Mr. Bernard Blum:

Auburn, Wn: Vacation of
Traeger Viaduct.

Attached is copy of my letter of even date, to Mr. Sloan, also original and one blueprint copy of the County's Order for vacation of the Traeger Viaduct, at Auburn, as referred to in above subject.

L
Encl.

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

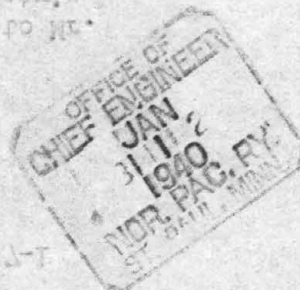
[Handwritten signature]

APPROX. 1945-1946
APPROX. 1945-1946

REF ID: A61010

1003-34-1

Населеност: 58' 1230'
 Регион: 16' 14441' 1000'



Seattle, Washington,
December 29, 1939.

1003-37-1

Mr. W. C. Sloan:

Auburn, Wn: Vacation of
Traeger Viaduct.

I am attaching copy of the County's resolution covering order for vacation of the Traeger Viaduct, at Auburn, dated December 18, 1939. At the time the matter was up with the County for vacation of the Viaduct, Mr. L. C. Wiseman was instrumental in securing this vacation, with the understanding that, due to his cooperation, he would be permitted to remove and salvage the timber in the structure.

Mr. Wiseman discussed with me the matter of removing and salvaging the timber and I advised that the Railway Company wished to remove that part of the structure over its tracks but that the timber could be placed at a location where he could secure it conveniently and that he could then remove the balance of the structure and I understood this was entirely agreeable to him.

In my discussion with Mr. Wiseman, no mention was made of his including in the salvage the cast iron or the wrought iron in the three Howe trusses, the value of which is as follows:

Wrought Iron - 38 tons at \$13.	=	\$494.
Cast " - 35 " " \$10.	=	350.
Total,		\$844.

Mr. Wiseman is to call at the office today to discuss the matter further and I will endeavor to eliminate any reference to his taking over the salvage cast or wrought iron but if he insists that he is to get this salvage as part of his compensation for having the Viaduct removed (which is a fact that it was due to his efforts) I see no objection to his being permitted to take this material.

This structure should be removed at once and I assume you will instruct the Superintendent to arrange for its removal, as far as the portion over Northern Pacific tracks is concerned, and that the material will be conveniently placed for Mr. Wiseman to load it out.

With regard to salvage of the iron referred to, will advise you result of my discussion with Mr. Wiseman.

AFS:L

Encl. CC Messrs. Blum, Macfarlane, Williams, Hayward, Alsip



King County

STATE OF WASHINGTON

SEATTLE

BOARD OF COUNTY COMMISSIONERS

JACK TAYLOR, Chairman TOM SMITH RUSSELL H. FLUENT
Second District Third District First District
EARL MILLIKIN, County Auditor and Ex-Officio Clerk of the Board
MARION KELEZ, Deputy Clerk of the Board

December 20, 1939

1003-37-1

Mr. A. F. Stotler,
Assistant Chief Engineer
Northern Pacific Railway Co.
181 King St. Station
Seattle, Wash.

OFFICE OF
ASST. CHIEF ENGR.
DEC 22 1939
N. P. RY. CO.
SEATTLE, WASH.

Dear Sir:

Re: Application of L. C. Wiseman for
Traeger Overcrossing, Bridge No. 76-H

In accordance with the request of the County Road Engineer,
we are enclosing herewith copy of the Order of Vacation
executed by the Board of County Commissioners, in regular
session December 18, 1939, covering the vacation of all
right-of-way of Bridge No. 76-H, Traeger Overcrossing.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS
EARL MILLIKIN, Clerk of Board

By *Marion Kelez*
Deputy

MR:NC
encl

OFFICE OF
ASST. CHIEF ENGR.
DEC 22 1939
N. P. RY. CO.
SEATTLE, WASH.

IN THE MATTER OF THE VACATION
OF BRIDGE No. 76-R, (TRAEGER
OVERCROSSING)

1003-37-1
ORDER OF VACATION

5
OFFICE OF
ASST. CHIEF ENGR.
DEC 22 1939
N. P. RY. CO.
SEATTLE, WASH.

IN THE MATTER OF THE VACATION of a county bridge, the Board finds
as follows:

FIRST: That the Board of County Commissioners, on the 20th day of November, 1939, passed Resolution No. 7539 declaring its intention to vacate and abandon Bridge No. 76-R, (Traeger Overcrossing), hereinafter more particularly described, and directed the County Road Engineer to make an examination and report in writing thereon.

SECOND: That the Board of County Commissioners fixed the 18th day of December, 1939, at 10 o'clock, A. M., as the time for hearing on the report of the County Road Engineer, and caused due notice of hearing to be given, as provided by law.

THIRD: That on the 13th day of December, 1939, the County Road Engineer filed his report in writing on said vacation, as follows:

"This overhead crossing was inspected by this office in April, 1935, and found to be in very poor condition, unsafe for any kind of vehicular traffic. It was closed to traffic by Resolution No. 5602 dated May 13, 1935. This territory is served by good roads on each side of the railroad tracks, and the replacing of this structure is not necessary for public travel. The vacation and abandonment of said bridge and all right-of-way pertaining thereto, is recommended."

FOURTH: That upon such hearing, proof of publication and of posting notice of such hearing having been made by affidavits filed with the Clerk of said Board of County Commissioners, the hearing having been concluded and the Board of County Commissioners having considered the same, finds:

1. That the bridge sought to be vacated will not be useful as a part of the general road system.
2. That the public will be benefited by the vacation of said bridge hereinafter mentioned, now, therefore, it is hereby

ORDERED that the following described bridge be and the same is hereby vacated in accordance with the recommendation of the County Road Engineer:

"Beginning at the intersection of the westerly right-of-way line of Road No. 76 and the East and West centerline of Section 24, Twp. 31 N., R. 4 E.W.M. and running thence West to the westerly right-of-way line of the Northern Pacific Railroad, a distance of 700 feet more or less, being known as Traeger Overcrossing No. 76-R."

DONE this 18th day of December, 1939.

ATTEST:
EARL MILLIKIN
Clerk of Board

By *Marion Keller*
Deputy

Jack Taylor
JACK TAYLOR
Russell H. Eldert
RUSSELL H. ELDELT
Doc Smith
DOC SMITH
BOARD OF COUNTY COMMISSIONERS
KING COUNTY, WASHINGTON

Seattle, Washington,
December 28, 1939

Mr. A. P. Stotler,
Assistant Chief Engineer,
Seattle, Washington.

Dear Sir:

RE: Vacation of Traeger Overcrossing, Auburn.

This is to formally report that on December 18, 1939, the County Commissioners vacated the above viaduct. As you know, this vacation was procured through the active cooperation of Mr. L. C. Wiseman upon the promise that he would be given the timber salvage in the structure when it is dismantled. Mr. Wiseman is ready and willing to perform any part of the dismantling which you may care to assign to him, but I presume that you will not desire that he take down any of the structure over the tracks. It may be that you can arrange for Mr. Wiseman to dismantle the approaches, which do not extend over the tracks.

Mr. Wiseman is anxious to start any portion of the work you may assign to him at an early date and we have asked him to confer with you concerning all details of dismantling.

I understand that you have caused blueprints to be made of the order of vacation and that you will distribute copies of this order to the departments interested.

Yours very truly,

~~EARL F. REQUA~~ EARL F. REQUA

EARL F. REQUA
Assistant Western Counsel

efr/cm

cc: Mr. W. C. Sloan ✓
Mr. Bernard Blum
Mr. V. E. Williams
Mr. G. Hayward

6713

Saint Paul, January 8, 1938

MR. H. E. STEVENS:

For your information a Special Committee of the Auburn Chamber of Commerce made a report to the Chamber at its December 14 meeting, covering the TRAEGER VIADUCT over our Auburn yards.

The Committee recommended necessary repairs or reconstruction of the viaduct and approaches so that it could be restored to use. They also recommended that the approaches at the west end be changed so as not to encroach on the north and south highway paralleling the west side of our right of way.

The report was sent to Judge MacFarlane who reported it to Mr. Coman. Judge MacFarlane stated that there is a group who are continually agitating the opening of the viaduct; and he is of the opinion that these people would be willing to urge formal vacation of the crossing for a cash consideration. It is his opinion that it would cost us somewhere between \$3000 and \$5000 to accomplish this outcome. He suggests that someone be authorized to see if the matter cannot be worked out by the payment of cash, contingent upon actual formal vacation of the crossing.

As you know, some time ago the suggestion was made that if we contributed to the paving on the north and south highway on the west side of our track the local interests would be satisfied; but it appears that an alternate suggestion could not be worked out.

Mr. Stotler advises me that Mr. Coman had a meeting in his office on December 27th with Judge MacFarlane, Mr. Williams, and himself.

The structure has been closed to traffic since May 13, 1935. A few complaints have been registered, mainly I understand from one of the Traegers who own considerable property on both sides of our right of way. The only crossings of our yard are at Third St. and at the south end of the Auburn yards, the distance between the crossings being 2.5 miles. There should not be a great deal of traffic east and west within those limits, and such as there is cannot be seriously inconvenienced.

At the meeting in Mr. Coman's office it was agreed that Judge MacFarlane should sound out the county as to its willingness to go along with the expense of repairs or reconstruction of the approaches which is their obligation. If they are not enthusiastic about spending the money and are willing to have the structure abandoned, it is

necessary to have a petition for abandonment signed by ten freeholders. Mr. Traeger and one or two others who are the main objectors would have to be satisfied in order to sign such a petition when it comes back to the question of payment.

If it is possible to work out such a deal, and if the cash consideration is reasonable, I think it would be to our interests to go along with it. Otherwise we are faced with very heavy expense for rebuilding the trusses.

We have repeatedly endeavored to get this item included in the federal grade separation program, but have been unable to interest the State or the Bureau of Public Roads; and it would be difficult to maintain this particular crossing.

bb/s

x

Saint Paul, January 4th, 1936

MR. H. E. STEVENS:

Your inquiry of the 2nd and my reply of the 4th ult., about status of the TRAEGER VIADUCT at Auburn:

We had placed this item as No. 1 on the new list for WPA attention the coming year.

Judge Macfarlane has been handling the situation with the county officers and advises that there have been no new developments and that he has been marking time. While he has met with the commissioners and county prosecutor on several occasions they have not mentioned that subject.

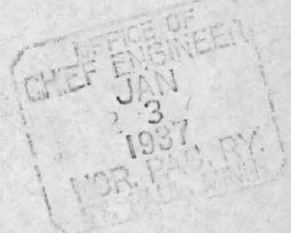
While the Highway Department and the Bureau of Public Roads may object to this item, as it has been closed for a long time, and they may not consider it as a necessity, their attention has been called to the fact that the opening up of the viaduct would work out with the cutoff between state roads 1 and 5, which would eliminate through traffic through the town of Auburn at grade. Mr. Crane of the Milwaukee recommended the proposition, which will involve a separation of grades on the Milwaukee line lying west of our tracks. Accordingly the project now has the backing of the two railroads, although such a new connecting state highway must be approved by the legislature.

BB:s

x

6713

just to H.E.S.



Seattle, Wash.,
December 31, 1936.

1003-37-1

Mr. Bernard Blum:

Auburn, Seattle Terminal Line:
Traeger Viaduct.

Referring to your letter to Mr. Stevens of December 4, copy to me, in regard to status of the Traeger Viaduct, at Auburn.

Judge Macfarlane has been handling this matter with County Commissioner Taylor and the Prosecuting Attorney and I inquired of him today if there were any new developments. He stated there were none and that he was just marking time but advised that he had met with the Commissioners and County Prosecutor on several occasions but that they did not mention the subject and of course he would not bring it up.

As you are aware, we have given this Viaduct Preferential No. 1 on our grade separation list for the fiscal years 1937-1938, but there is still a question if the State and the Bureau will go along with this as the Viaduct has been closed for a long period and they may consider that it is not a necessity. However, in listing this project I called attention to the County's insistence on opening up of the Viaduct, stating that it would work in with the cut-off from State Road #1 to State Road #5, so as to eliminate thru traffic from the West going thru the Town of Auburn at grade.

Mr. Crane of the Milwaukee also advised the State that it was his understanding the Northern Pacific was recommending the Traeger Viaduct and that the State should give consideration to the connection referred to above, in which case he recommended that separation of grades be made on the Milwaukee Line, also, which lies West of Northern Pacific tracks. Mr. Crane also called attention to the importance of this thru arterial cut-off, in relieving the grade crossing at the present connection. The State, however, cannot consider this connection until it has been approved by the Legislature.

Judge Macfarlane stated, casually, that if we cannot secure the project under the Grade Separation Program, with Federal funds, it may be possible to pay damages to those directly affected to secure abandonment of the Viaduct, but this would, of course, be the last resort.

Mr. Blum

-2-

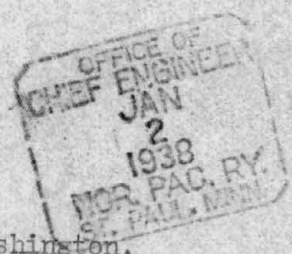
Dec. 31, 1936.

Of course, in any deal which we make we will still be confronted with the contribution for paying of the County Road on the West side of the right of way, which would have to be taken into consideration in our deal.

AFS:L

A handwritten signature, possibly "A. Blum", written in dark ink. The signature is stylized and appears to be written over a faint, circular stamp or watermark.

6713



Seattle, Washington,
December 30, 1937.

1003-37-1

Mr. Bernard Blum:

Auburn, Wn: Traeger Viaduct.

With regard to the activity of the Special Committee of the Auburn Chamber of Commerce, in connection with the repair or reconstruction of the Traeger Viaduct, at Auburn, I am attaching copy of Judge Macfarlane's letter to Mr. Coman of December 15, with attachment of copy of the Special Committee's report.

As a matter of information, in his dealing with the County Commissioners, Judge Macfarlane held that the maintenance of this structure would come within the Washington statutes, where the municipality maintains the approaches, wearing surface, guard railing, guard timber and sidewalk over the entire structure, the railroad maintaining the framework and supports over its tracks.

While the County Attorney and Commissioners have not fully agreed with Judge Macfarlane's opinion, they have, however, put on reflectors and painted the railing of the approaches and have done some maintenance work and, on account of its condition, have barricaded the structure about May 13, 1935, and it has since been closed to traffic.

Mr. Coman called a meeting in his office on December 27, with Judge Macfarlane, Mr. Williams and myself, to discuss the matter, with especial reference to the Judge's suggestion in his letter to Mr. Coman of December 15 about money consideration for those persons damaged by abandonment of the crossing.

When the matter of abandonment of the crossing was up with the County three years' ago, in consideration of abandonment the County wished the Railway Company to make a contribution towards paving the road on the West side and at that time there were two or three property owners blocking this arrangement, one of them being one of the Traegers, who owns considerable property on both the East and West sides, who complained that he would be seriously inconvenienced, and I understand he is one of the main objectors.

It was decided that in that the structure had been closed

since May 13, 1935, and that few, if any, complaints had been registered, it was apparent that it was not important to maintain this structure. However, the report of the Auburn Chamber of Commerce was directly opposed to this view, as they claim that what they refer to as the "thickly populated Algona District" is inconvenienced in getting from the West side to the East side of the Valley, as there are only two crossings, one being the grade crossing at Third St., Auburn, and the other an undercrossing at the South end of the Auburn Yards, the distance between crossings being 2.3 miles. Anyone coming from the Algona District is either going into Auburn or going South, having an outlet along the road on the West side of the right of way, and can go in either direction, and I cannot see that there is any loss of time in doing so. Of course if they wish to make an East and West direct movement, they are inconvenienced, but since this is the day of the automobile, this does not create much of an inconvenience.

Under these circumstances, it was agreed that Judge Macfarlane should endeavor to sound out the County, as on account of their being put to considerable expense for repair or reconstruction of the approaches, we thought they might be reluctant to go along with the Chamber of Commerce. If they do not go along with the Chamber of Commerce, in order to have the structure abandoned it would be necessary to have a petition signed by ten freeholders for the abandonment and of course Mr. Traeger, and possibly one or two others who are among the main objectors, would have to be satisfied in order to sign.

As a matter of information, Judge Macfarlane had a request in April 1936 from the County Attorney (thru the Commissioners) for the Railway Company to make the necessary repairs to the Viaduct and he inquired if they were ready to reconstruct or repair the approaches and they advised that they were. The Judge then advised that there was a possibility that the structure might be included in the grade separation program but the Bureau and the State would not agree on this project, as as you were advised in report on the Grade Separation Program, so the matter dragged along until the Auburn Chamber of Commerce took it up as referred to above.

While the deed referred to (in the Chamber's Special Committee's report) from Traeger to the Railway Company, dated May 28, 1910, agrees that the Railway Company construct an overhead crossing, there is no reference to maintenance and the Special Committee's report is in error in regard to the maintenance clause.

AFS:L

Copy to Messrs. Coman, Sloan, Macfarlane, Williams, Alsip.



Seattle, Washington,
December 15, 1937

Mr. W. E. Coman,
Vice President.

1003-37-1

Dear Sir:

IN RE: Traeger Viaduct - Auburn

I attach hereto copy of letter of the Auburn Chamber of Commerce and Committee Report with reference to the above matter.

Several of the recitals contained in the committee report are undoubtedly incorrect. For example, I do not recall that the deed from Traeger to the Railway Company required the maintenance of this viaduct. Nevertheless, it shows the current feeling in the Valley. I suspect that we will again receive from the Prosecuting Attorney, or the County Commissioners, a demand that we reconstruct the viaduct. On July 1, 1936, I received a letter from the Prosecuting Attorney requesting the immediate opening of the viaduct. We have simply been stalling the matter along. I informally advised the officials that there was a possibility of having this included in the federal program, and they have been considerate in not pressing us further.

There is a group continually agitating the reopening of this viaduct. I think that these people would be glad to urge the formal vacation of the crossing for a cash consideration. I suspect it would cost between three and five thousand dollars to accomplish this. On the other hand, we are faced with an immediate outlay of several times that amount. I think that if these agitators were satisfied, we would hear no more from the Auburn Chamber of Commerce.

It would be my idea to designate some one to see if the matter could be worked out along the lines suggested, all cash payments to be contingent upon the actual formal vacation of the crossing. To my way of thinking, this

Mr. W. E. Coman - 2

would be better than making a contribution to the paving of the highway along the west side of the yard. As a matter of fact, we were unable to put over this alternative. The agitators apparently prefer the viaduct to the paving.

Yours very truly,

rsm/em
encls.

Western Counsel

cc: A. F. Stotler
V. E. Williams

(COPY)

CHAMBER OF COMMERCE

Auburn, Washington

December 14, 1937

Judge Robert S. Macfarlane,
909 Smith Tower,
Seattle, Washington.

Dear Judge Macfarlane:

By direction of the Auburn Chamber of Commerce
I transmit to you the enclosed copy of Special Committee
report unanimously adopted by the Auburn Chamber at its
regular meeting this noon.

Yours very truly,

M. E. Brewer

Secretary

1003-37-1

COMMITTEE REPORT

TO the officers and Members of the Auburn Chamber of Commerce:

We, the undersigned special committee appointed at the last meeting of the Chamber to investigate and make a study of the now closed Traeger viaduct or overhead vehicular crossing over the yards and right of way of the N. P. railway situated one mile south of Main Street in the City of Auburn and to report our recommendations thereon to the Chamber, hereby submit the following report for consideration:

Although most of the members of your committee have been for some years familiar with the above mentioned viaduct, and with public highway-railway crossings for a distance of several miles south from Main Street in the City of Auburn, all of the members of your committee, accompanied by President Fallgreen and Secretary Brewer of this Chamber, visited this viaduct last Saturday and while there gave particular attention to the approaches at the west and thereof. From investigations and studies made, your committee makes the following recommendations:

Recommendation No. 1. That this Chamber now go on record as being strongly in favor of the repair (or reconstruction, if necessary) of the viaduct above referred to, together with approaches thereto, to the end that the same may be made safe as a public highway and that such viaduct and approaches be re-opened as a public highway, all without unnecessary delay.

Recommendation No. 2. That the location of the approaches at the west end of such viaduct be established, and changed if necessary, so that all parts of such approaches shall be several feet distant from the traveled portion of the north and south county road at those points.

The following are some of the reasons for recommendation No. 1:

(a) When the N. P. railway, in about the year 1910, about twenty-seven years ago, purchased additional lands for its yards in and

south of Auburn, provision was made for the construction and maintenance of two viaducts or overhead crossings as public highways over the yards and right of way of the railway company, one of which viaducts is the so-called Traeger Viaduct above referred to, situated on the east and west center line of Section 24, T. 21 N., R. 4 east, and the other of which viaducts was situated a little less than a mile south of the Traeger Viaduct. These two viaducts were constructed and afterwards maintained. Several years later the most southerly of these two viaducts was abandoned and removed, notwithstanding vociferous protests on the part of residents of residents of Algona and other residents in the vicinity of the abandoned viaduct.

(b) At the time when the N. P. railway was purchasing these additional lands for its Auburn yards, Gottlieb Traeger and wife were the owners of a farm consisting of the N $\frac{1}{2}$ of the SE $\frac{1}{4}$ of Section 24-21-4 (excepting a right of way of the N. P. railway 100 feet wide through the same), and were also the owners of the NW $\frac{1}{4}$ of the SW $\frac{1}{4}$ of Section 19-21-5. At that time Traeger and wife sold and conveyed to the N. P. railway for use as part of its yards all of that part of the N $\frac{1}{2}$ of the SE $\frac{1}{4}$ of Section 24 lying east of its prior owned 100 foot right of way, thus cutting the Traeger farm squarely in two. Your committee is credibly informed that the deed of conveyance from Gottlieb Traeger and wife to the railway company of lands for railway yards contains a provision whereby the railway company, by the acceptance of the deed, agreed to construct and thereafter maintain a bridge or viaduct over and across its yards and railway right of way, that such deed of conveyance is now of record in the County Auditor's Office of King County, and that Henry Traeger is now the owner of all of the farm above described, less the N. P. right of way and lands sold to it for yard purposes as above stated, and also less public highways.

(c) Two years ago, more or less, some parts of the Traeger Viaduct and or its approaches, having been found to be unsafe for vehicular

traffic, this viaduct was closed by order of the County Commissioners of King County and has remained closed ever since.

(d) With the Traeger Viaduct closed, there is no public or private crossing over the yards and right of way of the N. P. railway between a grade crossing at Third Street S. W. in the City of Auburn and an undercrossing on the south line of Section 25-21-4, a distance of approximately 2.35 miles, and this is in the heart of the old White River Valley and in an old and thickly settled community. On account of the long distance between these two now open crossings, many people suffer great inconvenience and loss of time and incur considerable expense which they would not suffer or incur if the Traeger Viaduct were open for traffic, and delivery wagons and trucks, delivering groceries, fuel and other commodities are daily required to travel many unnecessary miles.

(e) The closing of the Traeger Viaduct has resulted in the diversion of a large amount of traffic, which would otherwise go over this viaduct, to a railway grade crossing at Third Street S. W. in the City of Auburn. This is a hazardous crossing, is over the north-bound and south-bound lines of the N. P. railway, over a part of a railway spur, connecting with its north-bound line, and is also over two N.P. Y lines connecting its eastern or Palmer cut-off line with its north and south lines. No crossing watchman is stationed there, no special danger signals are maintained at that point, and railroad trains are frequently backed across this grade crossing. One person was killed there several years ago and there have been several near accidents at that point. The situation at this crossing is extra hazardous during hours of darkness and foggy weather.

(f) The west end of the Traeger Viaduct, which is along the center east and west line of Section 24, connects with an existing county road which continues westerly along the center lines of Sections 24

and 23 to the west north and south paved valley highway, thus affording a direct public highway connecting the two north and south paved valley highways.

Now, as to Recommendation No. 2: A personal inspection of the approaches at the west end of this viaduct and of the county road right of way in which these approaches are situated, is sufficient to satisfy anyone of the dangers of death or serious injury at those points. Several years ago a person driving a motor vehicle in a southerly direction on the north and south highway along the west side of the N. P. right of way, at night, collided with the northwesterly corner of the north branch of the approach to the viaduct and was killed. The situation at the south end of the south approach is much more dangerous. A person driving northerly, on his own or right hand side of the main traveled highway, approaching the south approach, unless changing his course by turning to the left, would cause his vehicle, at a point slightly to the right of its center, to strike the southwest corner of the viaduct, and on a dark and foggy night the obstruction can not be seen until too late. Red reflectors or red light buttons, at their best, do not sufficiently protect the traveling public, and past experience has shown that children or miscreants soon destroy such reflectors or reflector buttons.

Dated at Auburn, Washington, December 14, 1937.

COMMITTEE:

I. B. Knickerbocker

Arthur J. Kralowec

W. O. Smith

Way Scarff

6713

Saint Paul, December 4th, 1936

MR. H. E. STEVENS:

Your memo of the 2nd about TRAIGER VIADUCT situation:

I have heard nothing further on this subject since July. I think that we should not disturb the quiet.

cc-Mr. A. F. Stotler

x

bb/s Presume nothing further has developed on this situation.

St. Paul, Dec 2, 1936.

6713

Mr. Blum:

Your letter July 8 about Traeger viaduct situation. Is there anything further to report?

H. E. Stevens.

6713

B.

OFFICE OF
CHIEF ENGINEER
JUL
2131
1936
NOR. PAC. RY.
ST. PAUL, MINN.

Seattle, Wash.,
July 10, 1936.

1003-37-1

Mr. Bernard Blum:

Auburn, Wash: Traeger Viaduct.

I have your letter of July 8, acknowledging mine of July 6 to Mr. Macfarlane, copy to you, regarding King County's request that the Railway Company make immediate repairs on that portion of the viaduct which it maintains, in order to open the structure.

In your second paragraph you call to attention that the State refused to go along with the Holgate St. job, on account of the viaduct being closed for a year and that the Traeger Viaduct appears to be in the same category.

The State included the Holgate St. Viaduct in its original setup to the Bureau of Public Roads, but the Bureau objected to the project, not only for the reason that the viaduct had been closed for a year but on account of not being able to get a suitable grade and alignment - that is, the West approach was a right-angled turn - and I was at one time advised by the Bureau that if we could provide a straight-away alignment they would give the project consideration. What they were interested in was to have the project conform to the Bureau's standard and grade, as you know we had about a 9% grade on the East approach and a sharp turn on the West approach.

At Auburn, I think the situation is different in that we can secure alignment and grades but this would necessitate a change in the West side of the highway, as the approach would have to extend out at least 400 feet from the right of way.

As to the necessity, this will of course hinge on the County's making a sufficient showing in that respect.

There is a possibility of the State being interested, in that this site would form a cutoff from State Road No. 1 to State Road No. 5, which now goes thru the Town of Auburn and using the Traeger Viaduct location would provide straight-away alignment for State Road No. 5 to Enumclaw and the Naches Pass.

I have discussed this matter with the State officials and they have gone over same and advise that they have de-

Mr. Blum

-2-

July 10, 1936.

cided the plan would be feasible but in order to make the change in the location, the re-routing would have to be approved by the legislature.

Of course this location would also involve overhead crossing on the Milwaukee, which is West of the Northern Pacific tracks.

I will endeavor to keep the matter before the State Highway officials, in any event.

AFS:L

Copy to

Mr. Coman

Mr. Sloan

Mr. Macfarlane

A handwritten signature in dark ink, appearing to be 'J. D. Smith', is written over the distribution list.

6713

At Seattle, Washington,
July 8, 1936

Mr. A. F. Stotler:

Your letter of the sixth to Mr. Macfarlane about recent developments concerning the Trusser Viaduct at Auburn.

Following our discussion I talked with Messrs. Deponte and Macfarlane. I told Mr. Deponte that it was my opinion we should not agree to make the repairs listed by Mr. Macfarlane, that is temporary repairs sufficient to reopen or permanent repairs, as it would be difficult to differentiate between the two on account of the condition of the bridge and anything we do to put the bridge back into service would cost us considerable money.

I also stated that it was questionable if the Highway Department would approve the expenditure of Federal funds under next years allotment for a permanent bridge at this place as long as it is a County bridge. The State refuses to go along with the Holgate Street job, and Trusser Viaduct appears to have about the same standing as the Holgate Street bridge. Mr. Deponte voiced the same opinion.

Apparently there is a strong political background to the entire situation and a well defined feeling on the part of many that it would be better to pave the highway on the westerly side of our right of way.

You stated that there was a possibility of the Highway Department opening up a new trunk highway to cross Auburn yard at about this location to connection with the Emmelan Road. If that is done, then the Highway Department would include the project as one to be carried out with Federal funds.

Messrs. Deponte and Macfarlane appeared to be of the opinion that we would be able to hold the matter off until after election when the present pressure to rebuild would more or less die away, although there might be some question of our being forced to do something through a mandamus order.

I believe we should give no expression that we will proceed with the repairs or rebuilding.

BB:h

cc Mr. H.H. Stevens
Mr. W.E. Conner
Mr. W.C. Sloan
Mr. R.S. Macfarlane

623

Mr. Gemmell

Have blueprint copies made of Mr. Magnuson's letter July 1st to Mr. Macfarlane, and Mr. Macfarlane's letter of July 2nd to Mr. Stotler - and send to Mr. Stevens with attached letter to him.

B.B. 7-8



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

	M.
--	----

At Seattle, Washington,
July 8, 1936

Mr. H. E. Stevens:

I am attaching copy of my letter of this date to Mr. Stotler about the Traeger viaduct situation, together with copies of letters from King County Attorney and Mr. Macfarlane's letter of July second to Mr. Stotler. Mr. Stotler has recommended to Mr. Macfarlane that we permit the County to take such legal steps as they may decide upon to force us to make repairs.

B h

B. B.

Seattle, Wash.,
July 6, 1936.

1003-37-1

Mr. Robt. B. Macfarlane:

Auburn, Wn: Traeger Viaduct.

I have your letter of July 2, with copy to Messrs. Coman and Sloan, and also attachment of copy of letter from the Prosecuting Attorney to you, dated July 1, all concerning King County's request that the Railway Company make immediate repairs to that portion of the Traeger Viaduct which is maintained by the railway.

You bring up the question of whether consideration has been given to making limited temporary repairs under a minimum expenditure, with the hope that Federal funds can be obtained in the 1937-1938 or 1938-1939 allotments? To answer this question would say that the Howe truss is 13 years old and the District Engineer and the Supervisor have made several inspections - one recently - and report that it is not possible to make any temporary repairs. The only thing that can be done is to place false work bents and it will be necessary to cut out four tracks in order to do so, which will seriously cripple the yards, so I think this is out.

You state we are faced with three alternatives at this time. (1) Temporary repairs; (2) Permanent repairs; (3) Advising the Prosecutor's office that we will not make repairs voluntarily and that they should therefore take such legal steps as they consider necessary. However, you state that the last alternative may cause ill-will but would serve to stall the matter beyond the election period.

It is apparent, of course, that politics is mixed up in the opening of the viaduct, as Commissioner Jack Taylor is up for re-election and, as I understand it, there is a division of opinion in the community served by this viaduct, as to its abandonment. The necessity for the viaduct cannot be very great, for the reason that it was closed on May 14, 1935 - more than a year ago - and apparently the public has not suffered to any extent so it is probable that if the County took legal steps there would be more or less opposition on the part of those who would prefer having the road paved on the West side of the right of way to having the viaduct restored.

You inquire if there is any likelihood of having

Mr. Macfarlane

-2-

July 6, 1936.

this project carried out with Federal funds within the next two years. This will depend entirely on the wording of the bill and the rules laid down by the Bureau of Public Roads, but, as heretofore stated, Director of Highways Murrow advised me that it was his understanding that the new bill was somewhat different to the present one and that, as he understood it, grade separations would be made at important locations, based on train movements, vehicle movements and accidents, etc., and from this list a priority list will be made up, and as there will be only about \$500,000. allotted each year for this work, you will realize that I am not in a position to make any definite statement. This office will, however, use all efforts possible to obtain funds for this project and will list it on the Railway Company's priority list as No. 1.

I am giving copy of this letter to Mr. Blum, who is on the Coast at present, and he may have more definite information as to the regulations of the new bill, and I assume Messrs. Coman and Sloan, who are also receiving copy of this letter, will also make recommendations.

I am in favor of your No. 3 alternative - to let the County take legal steps to force the Railway Company to make repairs, and we can then state that it will be more expensive and a waste of money to make repairs in view of the probability of securing Federal funds.

AFS:L

Copy to

Mr. Coman

Mr. Sloan

Mr. Blum

- I am attaching copy of Judge Macfarlane's letter to me of July 2 and also copy of the Prosecuting Attorney's letter to him of July 1.

AFS

Mr. Hayward

(COPY)

Seattle, Wash.,
July 2, 1936.

Mr. A. F. Stotler,
Asst. Chief Engineer,
Seattle, Washington.

Dear Sir:

Re: Traeger Viaduct - Auburn.

I attach herewith copy of letter received today re the above subject. You will note that they ask that we give this matter our "instant attention so that these repairs may be started immediately."

Following receipt of the letter, I talked to the Deputy Prosecutor to ascertain further details. He told me that the pressure being put upon the Commissioner of the district is terrific, and that the Commissioners have advised that this bridge must be opened immediately, and have asked the Prosecutor's office to take such legal steps as may be necessary if we do not do our part voluntarily. He says that they have the necessary lumber, etc. all ready to proceed so far as they are concerned, and would be in a position to proceed immediately. The Prosecutor advised me that he had suggested the advisability of seeing if a permanent project could not be worked out with Federal funds, but that the Commissioner was unwilling to delay the matter at all.

I wonder if you have given consideration to the possibility of making limited temporary repairs under a minimum expenditure to satisfy the demand made upon us, with the hope that Federal funds can be obtained from the 1937-1938 or the 1938-1939 allotments. I think we are faced with three alternatives at this time. (1) Temporary repairs sufficient to reopen; (2) Permanent repairs; (3) Advising the Prosecutor's office that we will not make these repairs voluntarily, and therefore they should take such legal steps as they wish. This last alternative may cause some ill-will, but it would probably serve to stall the matter beyond the election. This is not a permanent solution, however, because the Commissioner probably will take offense and object to any vacation proceedings in the event Federal allotments fail. I gather from your letter of June 17, 1936, that this particular project probably has not the same merit as many others available in this State.

Will you please advise definitely as to what I should say to the Commissioners.

Yours very truly,

ROBERT S. MACFARLANE
Assistant Western Counsel.

RSM:D
Copy to Mr. W. E. Coman
Mr. W. C. Sloan

(COPY)

(COPY)

WARREN G. MAGNUSON
Prosecuting Attorney
King Count, Washington
Seattle.

July 1, 1936.

Mr. Robert S. Macfarlane,
909 Smith Tower,
Seattle, Washington.

Dear Sir:

In re: Traeger Overhead.

The County Commissioners of King County have definitely decided to repair and improve the above mentioned overcrossing.

You will recall that mention was made of a vacation proceedings in regard to this bridge, but nothing has developed in this regard. The County Commissioners, therefore, are of the opinion that it is imperative that this said Traeger Overhead be opened to the traveling public as soon as it is possible so to do.

I have been instructed to request the Northern Pacific Railway Company to repair the abutments and framework of the said bridge and the County is now ready and able to proceed with the repair of the approaches and traveled portion of the said overcrossing.

Would you kindly give this your instant attention, so that these repairs may be started immediately.

Very truly yours,

WARREN G. MAGNUSON
Prosecuting Attorney

By Charles C. Ralls
Deputy

CCR:Mc

(COPY)

6713

On Yellowstone Division,
June 21, 1936

Mr. A. F. Stotler:

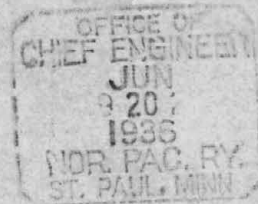
Your letter of the seventeenth with copy of Mr. Macfarlane's letter of the eleventh about the Traeger Viaduct at Auburn.

I am sending you today copy of my letter to Mr. Stevens about extension of the grade separation program until July 1, 1939 under an appropriation of \$50,000,000 for the fiscal year 1937-1938 and an additional \$50,000,000 appropriation for the year 1938-1939. These two appropriations are just one-half of the allotment to the Railroads under the 1935 Act so that we may expect, after the present program is completed, we will have a similar program half as large. It is my understanding from reading draft of the Bill that it has substantially the same provisions with respect to allotment and division as the 1935 Act.

This indicates the importance of holding over the Traeger Viaduct as long as possible as most likely we will be able to handle it next year.

BB:h

cc Mr. W. E. Conan
Mr. W. C. Sloan
Mr. R. S. Macfarlane



Seattle, Wash.,
June 17, 1936.

1003-37-1

Mr. Bernard Blum:

Auburn, Wash: Traeger Viaduct.

I am attaching copy of Judge Macfarlane's letter to me of June 11, in regard to the status of the Traeger Viaduct at Auburn. He is doing everything possible to keep the matter dragging along and if this can be done until after election there is a possibility that a new Commissioner will be elected, or that Commissioner Taylor (the present incumbent) may reconsider his objections, under pressure, to the vacation, at which time we will be in a position to determine if we can secure Federal funds for this project.

From what I can learn from the State, however, with regard to the new Federal Grade Separation Fund, to be available for 1937, there will be a priority list, based on traffic, both rail and vehicle, and from this list the most important items will be selected. It is my understanding, also, that this State will not secure more than \$500,000. under the Grade Separation Program and it is doubtful if the State will consider this project.


In the meantime I suppose we may as well hold ourselves in readiness to reconstruct the three spans heretofore reported on, in case we are forced to do so.

AFS:L

Encl.

Copy to

Mr. Coman
Mr. Sloan
Mr. Macfarlane
Mr. Taylor
Mr. Hayward

A large, stylized handwritten signature, possibly reading "B. Sloan", is written over the list of names.

(COPY)

Seattle, Washington,
June 11, 1936.

Mr. A. F. Stotler,
Assistant Chief Engineer,
Seattle, Washington.

Dear Sir:

Re: Traeger Viaduct, Auburn.

Mr. Edwards, of the Pacific Algonia Improvement Club called on me several days ago and said that he was doing all that he could to bring about a vacation of the viaduct so as to permit paving of the West side road in lieu thereof. He said that apparently the County Commissioners were not willing to take affirmative action in this direction. He told me, however, he was continuing to push the matter.

A day or two later, Deputy Prosecutor Ralls called me and said that he had again been requested by the County Commissioners to urge immediate action by the railroad in repairing the viaduct. He said that regardless of the activities of Mr. Edwards, the County Commissioners were committed to the reopening. I asked him if the County was prepared to pay or do their share of the work, and he advised me that it was. I told him that I had understood from Mr. Edwards that he had a vacation petition he could file. Ralls told me that he had informally discussed this with Commissioner Taylor, in whose district this bridge is located, and was advised that the Commissioners would doubtless turn down any petition to vacate.

I thereupon suggested that perhaps Federal funds would be available and that this might be included as a grade separation project if the County was willing. He said that the objection to this was that it would involve a delay until some time in 1937, and that Commissioner Taylor was anxious to have this work done shortly. As you are doubtless aware, Mr. Taylor is a candidate to succeed himself in the Fall elections.

I do not know what further to suggest. I might have a further discussion with Commissioner Taylor, but I assume the pressure is such that he could not agree to vacate at this time. Perhaps we can let the matter drag until I get a further call, but the time seems to be approaching when we will have to do something.

Yours very truly,

Robert S. Macfarlane,

RSM:D

ASSISTANT WESTERN COUNSEL.

cc Mr. W. E. Coman
Mr. W. C. Sloan

(COPY)

6713

Saint Paul, May 6, 1936

Mr. A. F. Stotler:

Your letter of the second furnishing latest advice on developments concerning the Traeger Viaduct at Auburn.

There is a Bill before Congress for WPA for use in 1936 which includes allotment of \$100,000,000 for additional grade separation items. It is my belief that after the present fiscal year we will receive further allotment for such projects and I think every effort should be made to hold up any work on our part towards rehabilitating the old bridge.

I suggest, if possible, you get the County Commission to get in touch with the Highway Department to make such commitment as it can in this case to confirm statement that I made.

It is my understanding from our recent talk that you are very likely to get approval of the Traeger Viaduct under a further allotment of Federal funds.

BB:h

cc Mr. H. E. Stevens

6713



Seattle, Wash.,
May 2, 1936.

1003-37-1

Mr. Bernard Blum:

Auburn, Wash: Traeger Viaduct.

Please be referred to my letter to Judge Macfarlane of April 2, copy to you, with copy of the Judge's letter to me of March 31, concerning the request of the Algona Improvement Club to the County Commissioners for abandonment of the Traeger Viaduct, substituting therefor a paved road from Auburn to Algona along the West side of Auburn Yards.

I am now attaching copy of Judge Macfarlane's letter to me of April 28 with attachment of copy of Prosecuting Attorney Magnuson's letter to the Judge of April 24, from which you will note that at a recent hearing in the Commissioner's office it was decided not to abandon the Viaduct, request being made that the Railway Company do its portion of the necessary repair work.

As the cost of repairs which the Railway Company is to make amounts to about \$20,000., which is a considerable item of expense, it is Judge Macfarlane's intention to carry on negotiations in order to defer the matter as long as possible, although it looks as if we would be forced to carry out the work.

AFS:L
Encl.

Copy to
Mr. Sloan

Mr. Hayward

Mr. Taylor

A handwritten signature in dark ink, appearing to be "A. F. Sloan".

advise A.F.S. to hold on -
new Fed. allot.
cy H & S.

(COPY)

Seattle, Wash.,
April 28, 1936.

Mr. A. F. Stotler,
Assistant Chief Engineer,
Seattle, Washington.

Dear Sir:

Re: Traeger Viaduct - Auburn.

I am in receipt of letter from the Prosecuting Attorney as per the enclosure.

I called the Prosecutor on the telephone and he advises me that at a recent meeting of the County Commissioners, after a bitterly fought hearing, the Commissioners concluded not to abandon the Traeger Viaduct. Contrary to my previous advice to you, it now looks as if it will be necessary to take steps to do our part of the work.

It is my present intention, however, to shortly advise the Prosecutor in line with the suggestion made by Mr. Stevens as shown in Mr. Stotler's letter to me dated March 12, 1936.

Yours very truly,

RSM:D
Encl.

ROBERT S. MACFARLANE.

Assistant Western Counsel.

cc Mr. W.E.Coman
Mr. W.C.Sloan

(COPY)

(COPY)

WARREN G. MAGNUSON
Prosecuting Attorney
King County, Wash.
Seattle.

April 24, 1936.

Mr. Robert S. Macfarlane,
Attorney at Law,
909 Smith Tower,
Seattle, Washington.

Dear Sir:

Re: Traeger Overhead.

On January 17, 1936, we wrote to you with reference to the repair of the above named structure. In your letter of the same date you advised us that you had forwarded our letter to the proper department and reply would be made after it had been given consideration.

The County Commissioners, under date of April 22, 1936, have advised us that they are desirous of opening this said Traeger Overhead and we would therefore appreciate an answer to our letter of January 17 in this regard.

Would you kindly contact the writer of this letter at your earliest convenience so that the matter might be definitely settled.

Very truly yours,

WARREN G. MAGNUSON
Prosecuting Attorney

By Charles C. Ralls,
Deputy

CGR:Mc

(COPY)

6713

Saint Paul, Minn.,

April 6, 1936.



MR. BERNARD BLUM:

Herewith copy of Mr. MacFarlane's letter
to Mr. Stotler of March 31st about Traeger Viaduct, Auburn.

If the matter can be kept quiet until after the
election, it may be possible to get approval of abandonment.

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

A large, stylized handwritten letter "B" or initials.

6713

Saint Paul, April 6, 1936

Mr. H. E. Stevens:

The last few days there have been some further developments with respect to the Traeger Viaduct at Auburn.

Mr. Macfarlane advises that Mr. A. E. Edwards, living at Algona, is Chairman of a Committee appointed by the Algona Improvement Club for the purpose of trying to bring about the removal of the Traeger Viaduct and substituting in lieu thereof a paved road from Auburn to Algona along the west side of our yard.

Mr. Edwards stated that the County Commissioner had said the pavement improvement would cost around \$20000 and had intimated that the Railroad Company would perhaps defray half. Mr. Edwards was told that we made no commitment to a contribution we might be willing to make but we would be willing to talk with the County officials if the overhead bridge is vacated. The Committee appears to be quite determined in its efforts and it is to their advantage to have a good road from the west into Auburn.

At any rate this activity will extend the time that immediate action may be demanded from the County and this will be to our advantage especially as there is now indication of another appropriation of Federal money for grade separation work.

BB:h
cc Mr. M. F. Clements

H.E.S.
on M.D.C.

OFFICE OF
ENGINEER
CHIEF
APR
5
1936
NOR. BLDG. BY
S. F. BROWN

Seattle, Wash.,
April 2, 1936.

1003-37-1

Mr. Robert S. Macfarlane:

Auburn: Traeger Viaduct.

I have your letter of March 31, stating that the Chairman of the Algona Improvement Club has advised you that they are trying to bring about the removal of the Traeger Viaduct, substituting in lieu thereof a paved road from Auburn to Algona along the West side of our right of way.

For your information, I was in County Engineer Dodd's office on April 1, discussing Black River grade separation and flood control at Stuck River, near Auburn, and he brought up the question of abandonment of the Traeger Viaduct, which I understood he was in favor of, on the basis of substituting therefor the road referred to along the West side of our right of way. He stated that funds would be available for a certain portion of this work and inquired what contribution the Railway Company would make, in view of being relieved of the maintenance of the viaduct.

I advised Mr. Dodd that as you were handling the matter with the Commissioners, it would be proper for him to get in touch with you.

In regard to the cost of the road in question, for that portion in the City of Auburn, it was the understanding that the County would submit an estimate so that we would have something to work on, in connection with recommendations for participation.

AFS:L

Copy to Mr. Coman)
Mr. Sloan)

Mr. Blum ✓)
Mr. Hayward)
Mr. Taylor)

I am attaching copy of Mr. Macfarlane's letter of March 31, referred to above, for each of you.

AFS

(COPY)

Seattle, Wash.,
March 31, 1936.

Mr. A. F. Stotler,
Asst. Chief Engineer,
Seattle, Washington.

Dear Sir:

Re: Traeger Viaduct - Auburn.

A. E. Edwards, Route 3, Box 495, Auburn, lives at Algona, and is Chairman of a committee appointed by the Algona Improvement Club for the purpose of trying to bring about the removal of the Traeger Viaduct and substituting in lieu thereof a paved road from Auburn to Algona along the West side of our yard.

He stated that he believed that the majority sentiment was in favor of the removal of the viaduct, and that they were bending every effort to bring this about. He said that Traeger was the principal objector. He said that he proposed starting a petition to file with the County Commissioners to obtain the vacation of the crossover, and stated that he believed the County Commissioners would grant such a petition.

He further stated that Commissioner Taylor had said that the improvement would cost around \$20,000., and had intimated that the Railroad Company would perhaps defray half. I told him that we had had no conversation as to what contribution we might be willing to make if the crossover was vacated, but that we were ready to talk with the County officials at any time.

This activity puts a new light on the matter. However, there is nothing for us to do as this committee appears to be quite militant in its efforts to bring about this abandonment.

This for your information.

Yours very truly,

ROBERT S. MACFARLANE

Assistant Western Counsel.

rsm-d

cc - Mr. W.E.Coman
Mr. W.C.Sloan

(COPY)

Seattle, March 31, 1936

Mr. A. F. Stotler,
Asst. Chief Engineer,
Seattle, Washington.

Re:- Traeger Viaduct - Auburn.

Dear Sir:

A. E. Edwards, Route 3, Box 495, Auburn, lives at Algona, and is chairman of a committee appointed by the Algona Improvement Club for the purpose of trying to bring about the removal of the Traeger Viaduct and substituting in lieu thereof a paved road from Auburn to Algona along the west side of our yard.

He stated that he believed that the majority sentiment was in favor of the removal of the viaduct, and that they were bending every effort to bring this about. He said that Traeger was the principal objector. He said that he proposed starting a petition to file with the County Commissioners to obtain the vacation of the crossover, and stated that he believe the County Commissioners would grant such a petition.

He further stated that Commissioner Taylor had said that the improvement would cost around \$20,000, and had intimated that the Railroad Company would perhaps defray half. I told him that we had had no conversation as to what contribution we might be willing to make if the crossover was vacated, but that we were ready to talk with the county officials at any time.

This activity puts a new light on the matter. However, there is nothing for us to do as this committee appears to be quite militant in its efforts to bring about this abandonment.

This for your information.

Yours very truly,

(S) Robert S. Macfarlane
Assistant Western Counsel

cc WEC WCS

6 6713
OFFICE OF
CHIEF ENGINEER
MAR 20
1936
SEATTLE, WASH.
Seattle, Washington,
March 17, 1936.

1003-37-1

Mr. A. F. Stotler,
Assistant Chief Engineer,
Seattle, Washington.

Dear Sir:-

Re:- Traeger Viaduct - Auburn.

Yesterday the Deputy Prosecuting Attorney of King County called me re the above subject. He said that delegations were constantly coming in to see the Commissioner and himself, and that the Commissioner had decided that he would have to bring about the re-opening of this viaduct. He further said that the community out there was pretty much exercised, and a law suit had been threatened if the County did not immediately take action.

I told him that his letter of January 17th, 1936, to us had been receiving the attention of the departments interested. I also told him that there was a hope that Federal funds might be made available for this project, which would be of as much interest to the County as it would be to us. I asked him, in view of this situation, whether or not he had any objection to letting the matter ride while the question of a Federal allotment was in the offing. He said he had no personal objection, but that there had been much pressure on the Commissioner and he hoped that there could be prompt action. He said of course a suit might be started at any time by some of the interested residents. He said that the passing of time did not seem to calm the matter, but that the demands were as vigorous now as before, aided and abetted by some local attorneys. He further said that both the

MB

Mr. A. E. Stotler,

- 2.

Commissioner and himself had favored the abandonment of this viaduct, but that the objections of the community had been too potent and that the Commissioner had had to change his views.

As the matter now stands we can still let this ride, but I presume before election time the Commissioner will be demanding action.

This for your information.

Very truly yours,

ROBERT S. MACFARLANE

Assistant Western Counsel

rsm-d

cc- Mr. W. E. Coman
Mr. W. C. Sloan
Mr. E. Blum

Since dictating the above, I am in receipt of the attached from Attorney Day, to which I have replied in accordance with the further enclosure. RSM.

March 17, 1936.

Mr. Jno. Mills Day,
Attorney at Law,
Auburn, Washington.

Dear Sir:-

Your letter of March 16, 1936, concerning the viaduct over the Northern Pacific Railway south of Auburn is received.

I want to assure you that this matter is receiving the attention of the County and of the Northern Pacific. It is hoped that a plan can be effected so that this project might come within the Federal program. This, of course, would be to the interest of the County as well as the Railway Company. As you know, these matters usually take time.

Yours very truly,

ROBERT S. MACFARLANE

Assistant Western Counsel

rsm-d

cc- Mr. W. E. Goman
Mr. W. C. Slean
Mr. B. Blum
Mr. A. F. Stotler

(C O P Y)

JNO. MILLS DAY
Attorney
205 Auburn Avenue
Auburn, Washington.

March 16, 1936.

Northern Pacific Railway Co.,
Law Department,
Smith Tower,
Seattle, Wash.

Dear Sirs:-

I wrote you sometime last August concerning the viaduct over the N.P. Railway immediately south of Auburn. At that time I was referred by Judge Macfarlane to talk to some of the officials of the County. I have done this but this seems to be getting us no where. As I understand the law, it is the duty of the Railway Company to keep the super structure and abutments in repair and condition and the County to maintain the roadway. I understand that the bridge has been shut down because it is unsafe and that its condition is due partially to the neglect of the County and partially to the neglect of the Railway Company.

The people living near this bridge who are dependent upon it as a roadway are very much concerned over the delay in placing the viaduct in condition and desire me to institute a suit to compel the repairing and opening up of the viaduct as a highway. I trust it will not be necessary to go to this length and that some speedy action will be taken in the matter. Are you able to advise of any progress?

Yours very truly,

Jno. Mills Day

JMD:a

Noted
mfc 3/23
6713

Mr. Clements ✓

Walt

B.B.

Seattle, Wash.,
March 12, 1936.

1003-37-1

3/14

Mr. Robt. S. Macfarlane:

Auburn: Traeger Viaduct.

Referring to your letter of January 17, with copy of letter from the Prosecuting Attorney for King County, advising that the County is unable to close the Traeger Viaduct at Auburn and asks if the Railway Company will make repairs which it is obligated to do, and you inquire if you should answer this letter with reference to the inquiry made.

On January 18 Mr. Coman wrote me with reference to your letter and asked for certain information which was furnished in my letter of February 21, copy to you.

I now have copy of letter written by Mr. Blum to Mr. Stevens, dated March 2, furnishing estimate of cost to the Railway Company, of its obligation. Mr. Blum suggests that we continue to defer the work if we can possibly do so, as he still has hopes that the Federal Administrator will allocate additional funds to the States for grade separation projects, in which case we would include this structure.

Mr. Stevens discussed this matter with me in Mr. Sloan's office on March 9, it being his impression that by making the contribution tentatively agreed to, the structure would be abandoned and he was unaware of the present status of the matter until his receipt of Mr. Blum's letter. After discussion he said that it might be possible for work to be deferred and that after being closed for a long period there was a chance of the County reconsidering and abandoning the structure but if not we should defer the work as long as possible, hoping to receive an additional Federal allotment.

As the matter now stands we can let it drag and if the County forces the matter we can then state that work should be deferred as there is a possibility of securing additional Federal allotment for grade separation work.

AFS:L

Copy to Messrs. Coman, Sloan, Blum

At Tacoma, Wash.,

March 12, 1936.

MR. BERNARD BLUM:

Your letter of March second about present status of proposed reconstruction Traeger Street Viaduct, Auburn.

I agree with you reconstruction should be deferred as long as it is practicable to do so. However, Mr. Stotler tells me we will probably be unable to arrange for permanent abandonment of the crossing.

Copy Mr. W. C. Sloan
Mr. A. F. Stotler

A handwritten signature in dark ink, appearing to be "A. F. Stotler", written over a horizontal line.

6713

Saint Paul, March 2, 1936

Mr. W. C. Sloan:

Your letter of February twenty-sixth about
the Traeger Viaduct:

I have been keeping Mr. Stevens advised as to the
negotiations with the County, and have discussed the matter
with him several times.

Apparently the County are again pressing the matter
but I still have hopes we can hold it off until funds are
available for our share of the expense. I have not given up
hopes that additional Federal funds will be made available for
grade separations.

BB h

6713

Saint Paul, March 2, 1936

Mr. H. E. Stevens:

With regard to the Traeger Viaduct at
Auburn.

Recent developments are that the County are unable to close this viaduct on account of pressure from the adjoining property owners. The County has asked if the Railway Company will repair the trusses, the County being willing to repair the planking.

The obligation of the Railway Company is the three truss spans with the four supporting piers, exclusive of the wearing surface, together with the approach bents at right angles to the tracks.

Recent inspection of the structure shows that the three trusses, built in 1923, are in bad shape and must be rebuilt if the bridge is to be reopened. The piers are also in such condition as to require renewal. The approaches, which are the obligation of the County, are not in bad shape. The work necessary to be done has been re-estimated and the following figures are submitted. These figures have been checked by the Bridge Department and are found to be approximately correct.

Renewal of trusses 1, 2 and 3, with supporting piers, exclusive of wearing surface	\$15,500
--	----------

Housing of trusses with corrugated galvanized iron	4,000
--	-------

Minor repairs to 18 bents on each side of tracks	200
	<u>\$19,700</u>

The obligation of the County would be as follows:

Renewal of fence and wearing surface on three Howe trusses	\$ 2,700
--	----------

Repairs to side approach bents	200
	<u>\$ 2,900</u>

In addition the County would have the expense of renewing the wearing surface, fence, guard timber and sidewalk on the approach spans in 1937, estimated to cost about \$5000.

Mr. Stevens #2

Mr. Stotler has been handling the matter with Mr. Coman.

I think that we should continue to defer the work if we can possibly do so, as I still have hopes that the Federal Administration will allocate additional funds to the States for grade separation projects. For your private information, at recent meeting I attended in Chicago, called by the A.A.R., it was rumored that such a possibility might come about.

BB:h

cc Mr. A. F. Stotler

Saint Paul, March 2, 1936

Mr. H. E. Stevens:

With regard to the Traeger Viaduct at
Auburn.

Recent developments are that the County are unable to close this viaduct on account of pressure from the adjoining property owners. The County has asked if the Railway Company will repair the trusses, the County being willing to repair the planking.

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Renewal of trusses 1, 2 and 3, with supporting piers, exclusive of wearing surface	\$15,500
Housing of trusses with corrugated galvanized iron	4,000
Minor repairs to 18 bents on each side of tracks	200
	<u>\$19,700</u>

The obligation of the County would be as follows:

Renewal of fence and wearing surface on three Howe trusses	\$ 2,700
Repairs to side approach bents	200
	<u>\$ 2,900</u>

In addition the County would have the expense of renewing the wearing surface, fence, guard timber and sidewalk on the approach spans in 1937, estimated to cost about \$5000.

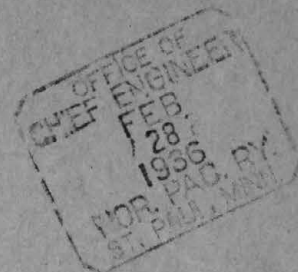
Mr. Stevens #2

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BB:h

cc Mr. A. F. Stotler



RRE

Saint Paul, February 28, 1936.

Mr. Bernard Blum:

Referring to your letter of February 27 in regard to the Traeger Viaduct at Auburn.

I have made a rough estimate of the cost of rebuilding the viaduct as outlined in Mr. Hayward's letter and find the prices quoted by him approximately correct.

File returned.

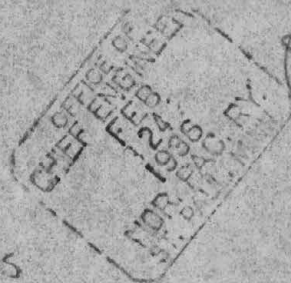
M.F. Clements
Bridge Engineer.

Encl.

6713

M.F.C.

To dep't
estimate
T advise HES



02.02

Seattle, Wash.,
February 21, 1936.

1003-37-1

Mr. W. E. Coman:

Auburn: Traeger Viaduct.

Your letters of January 18 and 28, calling attention to Mr. Macfarlane's letter to me of January 17, copy to you and Mr. Sloan, with attachment of letter from Prosecuting Attorney Magnuson, of same date, and Mr. Macfarlane's reply to him, also of January 17, all relating to King County's inability to close the Traeger Viaduct.

The County is desirous of having the crossing opened up (it is now barricaded) and is asking if the Railway Company will repair what is termed the "under-structure"; the County being willing to repair the planking on the bridge.

You make reference to my letter of July 24, 1935, to Mr. Blum, which states that that part of the viaduct which the Railway Company is obligated to reconstruct and maintain (under the State's statute) would cost \$24,000., and you wish to be advised if cost involved under the plan outlined by the Prosecuting Attorney in his letter referred to above, is the same as that on which our estimate was made.

Estimate of \$24,000., referred to, covers work the Railway Company is obligated to do, as referred to in the Prosecuting Attorney's letter but since that time we have made a further inspection and estimate has been revised to \$19,700., made up as follows:

Renewal of trusses 1, 2 and 3 and 4 supporting piers, exclusive of wearing surface,	\$15,500.
Housing in of trusses with corrugated galvanized iron,	4,000.
Minor repairs to the 18 bents on each side of spans,	200.
Total,	\$19,700.

Approximate expense the County would be put to

Mr. Coman

-2-

Feb. 21, 1936.

would be as follows:

Renewal of fence and wearing surface, including sidewalk, on the three Howe trusses,	\$2,700.
Repairs to bents,	<u>200.</u>
Total,	\$2,900.

I am attaching copy of Mr. Hayward's report of February 18, to me, in detail as to the condition of the bridge, estimate being same as quoted above.

The County will have additional expense in 1937 to renew the wearing surface, fence, guard timber and sidewalk, exclusive of the three Howe trusses, which is estimated to cost about \$5,000.

For convenience of reference, I am also attaching print, dated December 31, 1934, showing division of maintenance for the viaduct, in accordance with Mr. Macfarlane's instructions from understandings reached with the County. The portion shown in yellow is to be maintained by the County, who is also to maintain the entire surface, including sidewalk, fence and guard timber for the portion shown in red.

AFS:L
Encl.

Copy to

Mr. Blum ✓) Herewith copy of Mr. Hayward's report of
Mr. Macfarlane) February 18, for each one of you; also
Mr. Sloan) copy of print referred to above, defining
Mr. Taylor) limits of maintenance.

AFS

Auburn - Traeger viaduct

1003-37-1

Seattle, Wash.
Feb. 18, 1936

Mr. A. F. Stotler:

Replying to your memo on Mr. Macfarlane's letter of January 17, inquiring as to the work necessary by the Railway Co. and the County in making repairs to the Traeger Viaduct at Auburn.

The understanding now is from the interpretation made of the contract in the file, that the Railway Co. maintains that part of the structure between points B and C, as shown on the sketch of December 21, 1934, and that the County maintains the inclines constructed at right angles to the main structure. The County also is obligated to maintain the wearing surface over the entire structure. The portion to be maintained by the Railway Co. consists of three Howe Trusses, 125 ft., 104 ft. and 117 ft. respectively, and 323 ft. of trestle.

The three Howe Truss spans and their supporting piers were rebuilt in 1923. The approach trestle, which is constructed of three post timber bents on concrete footings, was built in 1926.

The recent inspection made of the structure indicates that as far as the County's proportion is concerned, namely, the timber trestle on the inclines at right angles to the main portion of the structure, there is very little work to be done at this particular time except the renewal of possibly eight or ten caps. The wearing surface on these inclines as well as the wearing surface on the trestle approaches to the spans is made of 5x5 timber and is in a condition that will permit, with minor patching, the carrying of such traffic as goes over this bridge for at least another year.

The timber bents in the portion maintained by the Railway Co. are in good condition. The joists supporting the roadway are also OK for the present. It will be necessary to renew six caps in the total of eighteen bents to be maintained by the Railway Co.

The three Howe Trusses which were built in 1923 were bored by the bridge crew in the lower chord and the end posts with the following results:

Span #1 (beginning from the east end) -

At least two leaves in the lower chord at the 10 panel points bored were found to be decayed, with black rot practically all the way thru the chord

Span #2 - While somewhat better had at three locations two leaves badly decayed, with black rot.

Span #3 - Was bored at nine panel points with black rot found in an average of two leaves at each point.

The floor timber was taken up and the floor beams bored and they were found to be decayed for practically half their depth.

All three of these Howe Trusses must be renewed if the bridge is to be reopened. All supporting bents and pier tops are also in a condition requiring renewal.

The deck on the Howe Trusses should be renewed out of face.

The expense to the Railway Co. would be -

Renewal of trusses 1, 2 and 3 and 4 supporting piers, exclusive, however, of the wearing surface	\$15,500.
Housing in of trusses with corrugated galvanized iron	4,000.
Minor repairs to the 18 approach bents	<u>200.</u>
Total	\$19,700.

The approximate expense to the County would be -

Renewal fence and wearing surface on the three Howe Trusses	\$2,700.
Repairs to the 50 bents	<u>200.</u>
Total	\$2,900

A.F.S.

-3-

2/18/36

It will be necessary, however, in 1937 to renew the wearing surface on practically all the trestle approach to the Howe Trusses as well as the incline, at an estimated expense of at least \$5,000.

GIH:B

District Engineer.

cc RTT

AH

111-52.07

Tacoma Div. Seattle to Tacoma
 Plat and Elevation of
 Traeger Overhead Viaduct
 AUBURN-WASH.
 Office of Dist Engr. Seattle Wash.
 Scale 1"=100' Dec. 21, 1934.

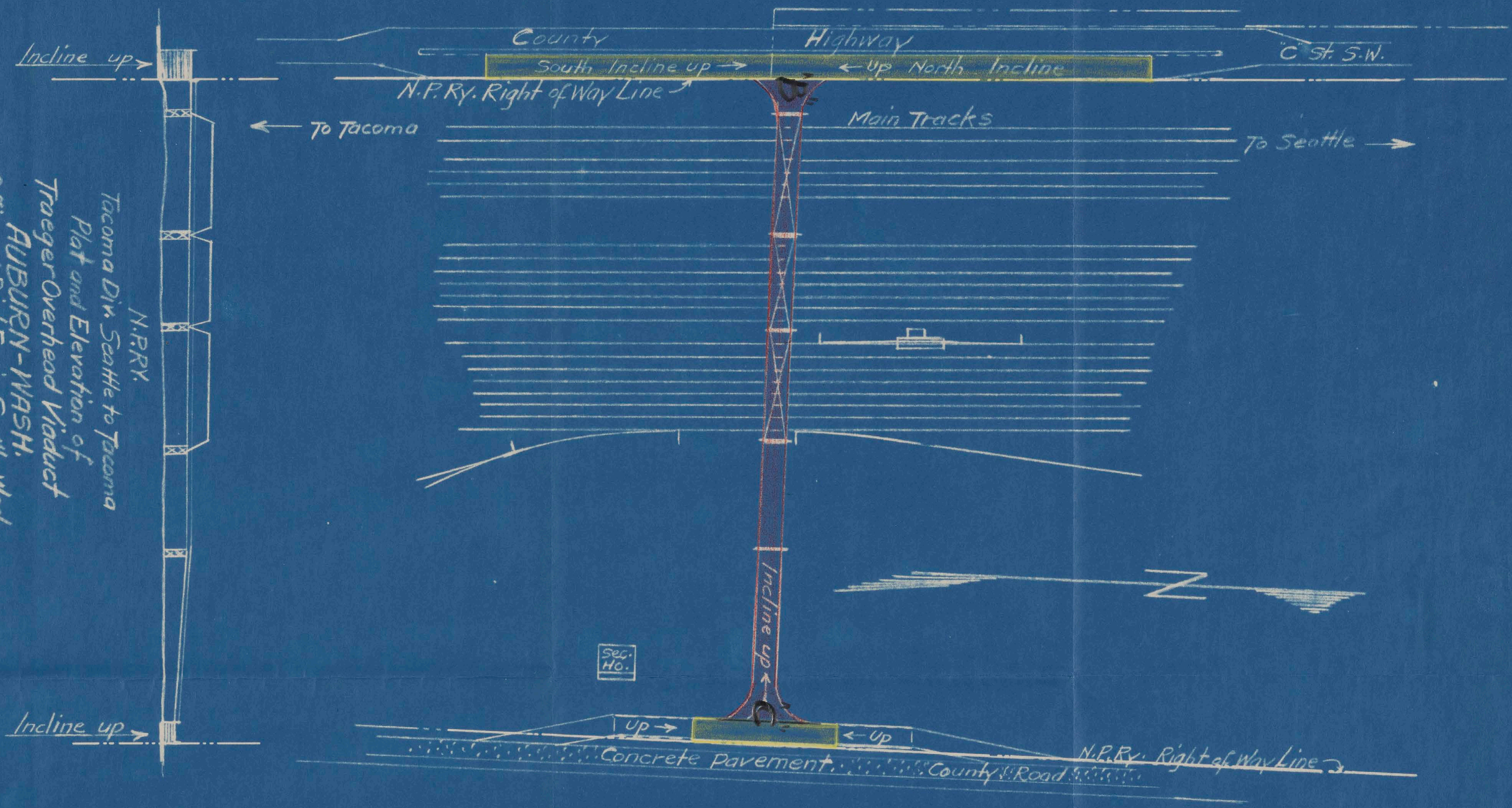


Fig 25-112

6713

Saint Paul, February 27, 1936

Mr. M. F. Clements:

Please note attached from Mr. Stotler
about the Traeger Viaduct situation at Auburn.

Do you agree that Mr. Hayward's figures are substan-
tially correct?

BB h

At Billings,

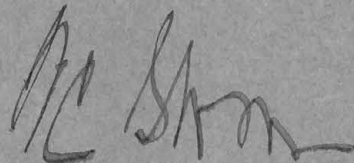
February 26, 1936g

Mr. Bernard Blum:

Referring to Mr. Stotler's letter of February 21 to Mr. Coman about the Traeger Viaduct at Auburn.

I presume you are keeping Mr. Stevens fully advised as to the status of the negotiations with the County, as I am not doing so.

It looks as though we will be up against a large expenditure on this bridge in the near future.

A handwritten signature in dark ink, appearing to read "R. C. Shon". The signature is written in a cursive, somewhat stylized manner with a long horizontal stroke at the end.

6713

Saint Paul, January 11, 1936

Mr. H. E. Stevens:

I have copy of letter from Mr. Macfarlane to Mr. Stotler regarding the Traeger Viaduct at Auburn, stating that one of the County Attornies indicated that there was little chance of getting abandonment of the viaduct. The nearby residents have put considerable pressure on the Commissioner and the Commissioner will not consent to the abandonment. He intimated that funds would be found by the County to defray their share of the expenses as provided by statute. There is to be an election of Commissioners this fall and they are not willing to make it a political issue.

There is nothing for us to do until we may be formally notified by the County.

The spans of the viaduct, which are our obligation, were rebuilt in 1923, and the last inspection indicated that three spans with supporting piers require rebuilding, the cost of which is estimated at \$19,500. It is possible that the County will be unable to find the funds to proceed with their share.

There is no opportunity of our securing Federal aid under the present allotment of funds, but if the second allotment is made, I think we will have a pretty good chance of getting this structure included.

BB h

cc Mr. M. F. Clements

6713



Seattle, Wash.
January 7, 1936.

1003-37-1

Mr. Bernard Blum:

Auburn: Traeger Viaduct.

Regarding status of abandonment of the Traeger Viaduct, at Auburn, I am attaching copy of Mr. Macfarlane's letter to me of January 3, which is self-explanatory.

You will note that the County will not abandon the viaduct but that if it is possible for them to obtain funds they will place the portion of the structure which they are to maintain (as provided for by State law) in good condition, which will result in opening up of the viaduct. Viaduct has been closed since May 1935.

There is no chance of securing Federal aid at this time for this project, as the first allotment has been allocated and approved but if a second allotment is made, we can have this structure included.

As a matter of information the spans of the viaduct were rebuilt in 1923 and our last inspection indicated that the three spans and supporting piers would have to be rebuilt, at an estimated cost of \$19,500.

I understand there is nothing further to be done until the County formally notifies the Railway Company of what action it will take. It may be, thru lack of funds, that they will not be able to go thru with their portion of the work.

✓ AFS:L

Encl.

Copy to

Mr. Sloan

Mr. Taylor

Mr. Hayward

(COPY)

Seattle, Wash.,
January 3, 1936.

Mr. A. F. Stotler,
Asst. Chief Engineer,
Seattle, Washington.

Dear Sir:

Re: Traeger Viaduct, Auburn.

On December 31, 1935, I chanced to meet Deputy
Prosecutor Ralls, and he brought up the question of the Traeger
Viaduct.

He told me that the residents near the viaduct
had put such pressure upon Commissioner Taylor that the Commissioner
would not consent to the abandonment of the viaduct. He further in-
timated that funds would be found by the County to defray their share
of the expenses as provided by statute, and that it was contemplated
that the viaduct would have to be reopened. He stated that the West
end approach of the viaduct might be moved so that it does not center
in the highway, creating the dangerous situation which has heretofore
resulted in litigation. He also intimated that the election in the
fall of 1936 was too close at hand for the Commissioner to get into a
quarrel with the residents in that vicinity.

There is nothing for us to presently do until we
are formally notified, but I pass this information along to you as
probably a reliable indication of what to expect.

Yours very truly,

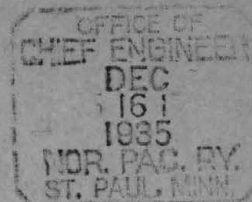
(Sgd.) ROBERT S. MACFARLANE

rsm-d

Assistant Western Counsel.

cc Mr. W. E. Coman
Mr. W. C. Sloan

(COPY)



Seattle, Washington,
December 13, 1935.

1003-37-1

Mr. Bernard Blum:

Auburn - Traeger Viaduct

I find I overlooked sending you copies of Judge Macfarlane's letters dated Sept. 25 and Oct. 2 regarding the above mentioned subject, therefore I am attaching hereto copies of those two letters to bring your file up to date.

ANB/w

[Signature]

cc GIH
RTT

Mr Clements

note
12/16 BB

noted
MFC

12/16

C O P Y

Seattle, Washington,
September 25, 1935.

1003-37-1

Mr. A. F. Stotler
Assistant Chief Engineer
Seattle, Washington.

Re: - Traeger Viaduct, Auburn

Dear Sir:

Just received your letter of September 24, 1935,
re the above subject.

You are correct in stating that so far as I am aware we are waiting on the county authorities. It was my understanding that the county authorities were to prepare and submit an estimate of costs as to the paving in question so that definite consideration could then be given as to the extent of the contribution, if any, we might be willing to make in exchange for the formal abandonment of the Traeger Viaduct. I had understood that the county engineer would furnish this information to you direct.

If the matter is to be hastened, I can call on the County Commissioner for the South District for a further discussion.

For your further information, I wish to say that a lawyer in Auburn has written requesting information as to why the bridge has not been repaired, on behalf of his clients. In reply I stated that the county is in charge of the matter. I have also had a call from some farmers residing close to the end of the viaduct protesting the closing of same. I referred them to the county.

Yours very truly,

Robert S. Macfarlane

rms-d

Assistant Western Counsel.

cc Mr. W. E. Coman
Mr. W. C. Sloan

C O P Y

Seattle, Washington,
October 2, 1935.

Mr. A. F. Stotler
Assistant Chief Engineer
Seattle, Washington.

Re: Traeger Viaduct, Auburn

I had occasion to talk briefly with Commissioner Taylor and Deputy Prosecutor Ralls concerning the Traeger Viaduct.

They were under the impression that they were waiting to hear from us. I told them we were prepared to talk with them at any time, but were awaiting the estimates that were to be furnished by the County Engineer's office or the Right of Way Agent of the South Commissioner's District, and that it was my understanding that this information had never yet been furnished.

They promised to give immediate attention to the matter.

This for your information.

Yours very truly

Robert S. Macfarlane

Assistant Western Counsel

rms-d

Mr. Coman
cc Mr. Sloan

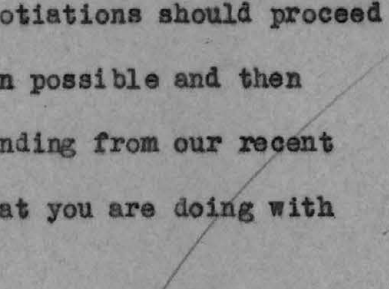
6713

Saint Paul, September 19, 1935

Mr. A. F. Stotler:

Referring to the possibility of eliminating
the Traeger viaduct across Auburn yard:

Mr. Stevens informs me that he discussed this with
you last week, from which he thinks negotiations should proceed
in an effort to get the best proposition possible and then
submit for approval. It is my understanding from our recent
correspondence and talk that that is what you are doing with
Mr. McFarlane.



EB h

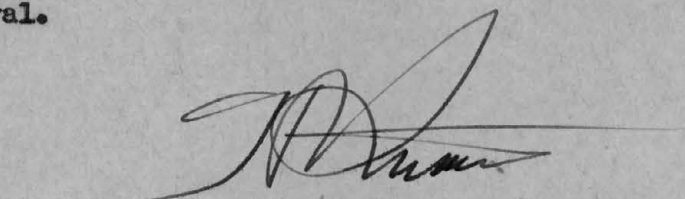
6713

On Tacoma Division,
September 14, 1935.

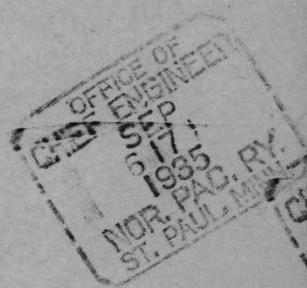
MR. BERNARD BLUM:

Your letter of August 14th about possibility
of eliminating the Traeger overhead viaduct across Auburn Yard.

I discussed this with Messrs. Sloan and Stotler last
night and while it is probable definite decision might be deferred
for some little time, Mr. Stotler is of the opinion that the
present political set up is particularly favorable and I am
inclined to think we should go ahead with our negotiations in
an effort to get the best proposition possible, and then put
the matter up for approval.



Copy Mr. W. C. Sloan



6713
Saint Paul, August 14, 1935

Mr. H. E. Stevens:

Your letter of July 31 and our discussion about the proposed abandonment of the Traeger overhead viaduct across Auburn yard south of the wye:

In my letter of July 26 I failed to bring out that the \$9000 contribution suggested from the Railway Company to cover surfacing of the highway on the westerly side of our right of way, lying within the limits of the City of Auburn, was to provide a multiple oil mix; not a concrete surface, which would cost about \$17,000. The estimate of cost for a mile of pavement in the County south of the City limits, if in concrete, would be \$28,000.

I have discussed with Mr. McGrary the possibility of assessment against the Railway Company if the City and County should decide to go ahead and pave under a LID. For that part of the road in the County it is probable that the County would assume the expense with County funds which are largely obtained from State tax money but there is a possibility that they might assess some portion to the adjoining property; how much would be difficult to say. For that portion in the City it is probable that 50% would be assessed against the Northern Pacific as we adjoin the road on one side and the City do not have funds of their own to use on such a project. On that basis our assessment would probably be \$4500 as a minimum, and up to \$8500 if the road should be paved with concrete.

Mr. Stotler informed that it was his opinion we could hardly hope for a better proposition from the City and County than the assumption of the City work based on an oil mix, provided we were assured of the continued closing of the viaduct.

With the possible future obligation of an assessment for hard surface on the west side road, together with the renewal of the trusses over our tracks in the next few years providing we do not obtain Federal money for a permanent crossing, the proposition of contributing \$9000 is worth considering. However, in view of present conditions, it is my thought that we should try to continue negotiations to postpone any expense as long as we can without jeopardizing our position.

BB:h

cc Mr. W. C. Sloan

At Billings, Montana,
August 9, 1935

Mr. H. E. Stevens:

Your letter of July 31 and our discussion about the proposed abandonment of the Traeger overhead viaduct across Auburn yard south of the wye:

In my letter of July 26 I failed to bring out that the \$9000 contribution suggested from the Railway Company to cover surfacing of the highway on the westerly side of our right of way, lying within the limits of the City of Auburn, was to provide a multiple oil mix; not a concrete surface which would cost about \$17,000. The estimate of cost for a mile of pavement in the County south of the City limits, if in concrete, would be \$28,000.

If the City and County decide to go ahead and pave under a LID our assessment would probably be %.

Mr. Stotler informed me that it was his opinion we could hardly hope for a better proposition from the City and County than the assumption of the City work based on an oil mix, provided we were assured of the continued closing of the viaduct.

With the possible future obligation of an assessment for hard surface on the west side road, together with the renewal of the trusses over our tracks in the next few years providing we do not obtain Federal money for a permanent crossing, the proposition of contributing \$9000 is worth considering. However, in view of present conditions, it is my thought that we should try to continue negotiations to postpone any expense as long as we can without jeopardizing our position.

cc Mr. W. C. Sloan

X 0 - county
50% - city

Bernard Blum

B
Seattle, Wash.,
August 7, 1935.

1003-37-1

Mr. Bernard Blum:

Auburn: Proposed abandonment of
Traeger Viaduct.

I have your letter of August 3, in regard to proposed abandonment of Traeger Viaduct at Auburn, Wash., and will reply to the points you bring up in order, as follows:

1. It was not the intention to recommend any contribution unless the viaduct was actually abandoned but the question of permanent abandonment is a matter which the Courts will have to decide, in case it is brought up as a matter of public necessity.

2. For that portion of the road in the County, considering past practice, I do not think the Railway Company would be assessed for the oil surfacing, as this has been done on practically all the roads leading to small towns, but for that portion inside the City Limits, there is no doubt that, if the City is insistent on improving the surface, the Railway Company would be assessed for one-half the cost, as we are abutting on this road for the entire distance. In this case, if we use the estimate for road oil mix, which is estimated to be \$9,000. for that portion in the City, our expense would be about \$4,500.

3. As Judge Macfarlane is handling this matter with the County, I will keep in touch with him and give him any assistance necessary, when requested.

✓ AFS:L

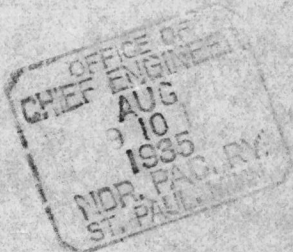
Copy to

Mr. Coman

Mr. Sloan

Mr. Macfarlane

[Handwritten signature]



Chief Engineer
NDR. PAC. RY.
ST. PAUL, MINN.

1-12-3001

Chief Engineer

Re: Transferred Passenger: NDR.

Transferred Passenger

Passenger of Project of 1st Class to travel through and I
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1-12-3001

Chief Engineer

Chief Engineer

Chief Engineer

Chief Engineer

6713

At Seattle, Wash.,
August 3, 1935

Mr. A. F. Stotler:

Your letter July 24 about meeting held with the County Commissioners and City officers of Auburn about the Traeger Viaduct situation, wherein the Railway Company was requested to contribute the cost of providing hard surface on the road parallel with and immediately westerly of our right of way that lies in the City of Auburn southerly from our eye track, a distance of approximately eight-tenths of a mile:

You advise that the estimated cost of that surfacing is approximately \$9000. As we discussed, a contribution of \$9000 is rather heavy considering that we have no definite assurance that the viaduct can be permanently abandoned.

Mr. Stevens asks what our assessment would be if the City and County should decide to go ahead with the paving independent of the elimination of the viaduct. Can you not obtain estimate of that from the Tax Department?

It is desired that negotiations be continued in an endeavor to work out better terms and Judge MacFarlane should consider whether it is reasonable to assume that we will not be required to rebuild the viaduct in the future.

BB:h

cc Mr. W. E. Conan
Mr. W. C. Sloan
Mr. R. S. MacFarlane



N. P. 1386
12-24

TELEGRAM—BE BRIEF

58 SF X

SPOKANE AUG 6 1935

R E GEMMELL

STPAUL

FILE ON TRAEGER VIADUCT INTO STPAUL FROM SEATTLE SUNDAY NIGHT TRAIN TWO

STOP SEND OUT AGAIN B-61

B BLUM

1216P

TIME FILED

6:30 P.M.
CHIEF ENGINEER

AUG

6

1935

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

Mr Blum Arcville

msg 8/6

At Seattle, Wash.,
July 31, 1935.

MR. BERNARD BLUM:

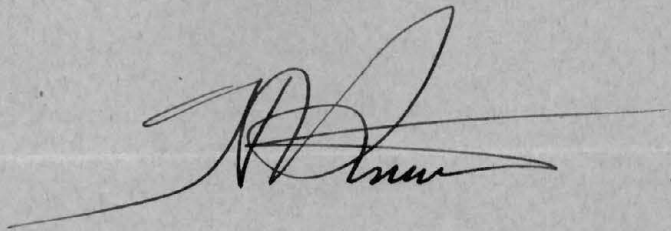
Your letter July twenty-sixth about possibility of working out some plan which will permit abandonment of the Traeger overhead viaduct across Auburn Yard south of the wye.

As discussed with you personally, it seems to me a contribution by the railway of \$9,000 towards the expense of pavement is out of line with the relative obligation of the railway and the county for maintaining this viaduct.

I have no objection to your continuing negotiations with a view of working out more equitable terms, provided, of course, Judge MacFarlane is satisfied that a plan can be worked out on a basis which will make it reasonably certain we will not later on be required to rebuild the viaduct.

Approximately what would be our assessment if the county should decide to go ahead with the proposed paving independently of negotiations for elimination of the viaduct?

Copy Mr. W. C. Sloan

A large, stylized handwritten signature, likely of W. C. Sloan, is written over a horizontal line. The signature is fluid and cursive, with a prominent initial 'W' and 'C'.

At Seattle, Washington,
July 26, 1935

Mr. H. E. Stevens:

One of the grade separation items that has been under consideration for some time is that of Traeger viaduct which crosses over Auburn yard south of the wye, compass direction.

The County have been maintaining the approaches, and the condition of the approaches is such that the viaduct is considered unsafe for traffic and the bridge has been closed for some months.

The estimated cost of reconstructing the spans which, under the Washington laws, is an obligation of the Railway Company, is about \$24,000. This is exclusive of any special wearing surface. The wearing surface and approaches, which are the County's obligation, are estimated to cost \$19,000 to renew. This is based on the use of untreated timber.

It has been suggested that in lieu of rebuilding the overhead bridge, the County highway parallel with and on the westerly side of our right of way be paved between the existing underpass at the south end of the yard, north to the grade crossing at Auburn wye, a distance of about 1.8 miles.

Recently meeting was held with the County authorities by Judge MacFarlane and Mr. Stotler. The County suggested that the westerly roadway be paved and that the Railway Company make a contribution for surfacing the road. The County was to present a more definite setup, and July 10 Judge MacFarlane was called by the County to attend a meeting at which representatives of the City of Auburn were present. Judge MacFarlane reported, that while there was some opposition from nearby residents to the closing of Traeger Viaduct, it was considered that if the Railway Company would contribute sufficient to the improvement of the north and south road to take care of the eight-tenths of a mile of road that lies within the City of Auburn, it would be possible to remove the viaduct. It was estimated that this would be in the neighborhood of \$9000 although a more definite figure is to be furnished. The County, under this arrangement, are to take care of the paving for the mile of road south of the City limits.

I have feared that it would not be possible to close this bridge on account of the distance between the crossings north and south thereof. Mr. Stotler admits that there is some

Mr. Stevens #2

question about that, but in view of the possibility of eliminating the bridge, which will soon be up for renewal, it would appear that we could afford to take a chance and contribute the \$9000 necessary for paving the north and south highway within the City limits.

We have had this bridge up for replacement under the Emergency Relief Act. The road over this bridge is not a trunk highway, and if it is one of the projects for Federal money, the cost would come under our allotment. On a 25% allotment for secondary roads, there would be about \$275,000 to spend on such structures crossing our tracks. It would take a large share of such allotment to replace it in permanent form so an expenditure of \$9000 to eliminate it would not be unreasonable.

If Judge MacFarlane, with our contribution of \$9000, is reasonably sure that we can eliminate the bridge entirely and there will not arise demand for replacement, I would recommend that we be authorized to negotiate further along these lines with the City and County. It is probable that the actual expenditure will not be required until next year. Matter will be taken up with you further before definite commitment is made.

BB:h

cc Mr. W. C. Sloan

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July 26, 1935

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Mr. Stevens #2

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BB:h

cc Mr. W. C. Sloan

Seattle, Wash.,
July 24, 1935.

1003-37-1

Mr. Bernard Blum:

Auburn: Proposed abandonment of
Traeger Viaduct.

Please be referred to correspondence we have had in regard to proposed abandonment of the Traeger Viaduct at Auburn. You call to attention that it seems advisable to have this overhead viaduct rebuilt in permanent form with Federal money, if it can be arranged, as there is a long distance where the Auburn Terminal Yards block crossings between the underpass at the South end and the next crossing to the North. Distance between these crossings would be about 1.8 miles.

I accompanied Judge Macfarlane to a meeting in the County Attorney's office on June 21, at which were present County Commissioner Taylor, Court Engineer Wilkins and County Claim Agent Ralls, and we discussed the proposed abandonment of the Traeger Viaduct at Auburn. At that time Commissioner Taylor advised that they had had conferences at Auburn and the Algona District and that there was a good chance of abandonment of the viaduct, providing there was a road oil mix surfacing placed on existing graveled highway on the West side of the Railway Company's right of way, extending from the underpass at the South end of yards, (existing undercrossing) and North to the grade crossing at Auburn wye, a distance of about 1.8 miles, and he stated that the Railway Company would be relieved from the expense of maintenance, except that portion the County was to maintain, under the Laws of 1913, and that the Railway Company should therefore make a contribution for surfacing existing road. We argued, however, that as the County and the City were securing Federal funds for similar work, they should attempt to secure money for this. Nevertheless, the County took the position that the Railway Company should make a contribution account of being relieved of considerable maintenance expense.

The County was to present a more definite setup as to the contribution expected from the Railway Company and on July 10 Judge Macfarlane was called to attend a meeting with Commissioner Taylor and representatives of the City of Auburn, which I was not able to attend account of being out of town. I am attaching copy of Judge Macfarlane's

Mr. Blum

-2-

July 24, 1935.

letter to me of July 10, from which you will note that the County is to bear the expense of surfacing within the County and that it is suggested that the Railway Company bear the expense of surfacing for .8 mile within the City limits, as the County would be without any authority to make a contribution inside of the City limits. Estimate of the Railway Company's contribution was approximately \$9,000., although a more definite figure is to be submitted.

If this procedure is not followed out, then it will be necessary to create an L.I.D. to bear the expense within the City limits and Judge Macfarlane advises that if some of the merchants near the viaduct opposed this plan, it might be sufficient to block the abandonment of the viaduct.

Replacement of the Traeger Viaduct is among the items on the list submitted to the State. Cost of same would come out of the Railway Company's allotment for secondary highways and of the projects in the State of Washington, the Northern Pacific's allotment would be about \$275,000., and we have a number of these which are more important to us than this one, and if confronted with an immediate expenditure the cost for this viaduct would practically use up our allotment, if replaced in permanent form. There is no chance at this time of the State including this project in its Federal aid system as it would be necessary to have the Legislature re-route connection between State Roads Nos. 1 and 5, which now crosses thru the Town of Auburn.

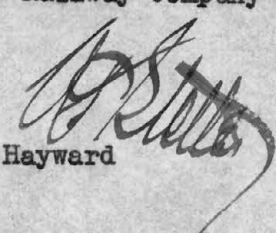
Taking all phases of the matter into consideration, that is, if the County will actually abandon this viaduct, then it would be my recommendation that the Northern Pacific should make a contribution as outlined in Judge Macfarlane's letter, as should we not do so, we will be confronted with rebuilding this structure at some future time as it is now barricaded account of condition of the approaches, which the County is to maintain, and it will be only a matter of a year or two before the spans and the intervening sections will have to be rebuilt. For that portion which the Railway Company is obligated to reconstruct under the Laws of Wash. of 1913, the cost would be \$24,000., which includes rebuilding of the spans and the intervening sections, exclusive of any wearing surface or guard rail or approaches, all of which is the County's obligation, costing about \$19,000. Figures are for rebuilding in kind.

The way the matter now stands, it will be necessary to advise Judge Macfarlane definitely whether or not the Railway Company will approve the contribution referred to.

AFS:L

Encl.

Copies to Messrs. Coman, Sloap, Macfarlane, Taylor, Hayward



Seattle, Washington,
July 10, 1935.

Mr. A. F. Stotler,
Asst. Chief Engineer,
Seattle, Washington.

Dear Sir:

Re: Traeger Viaduct, Auburn.

I was called on the telephone this afternoon by the County officials to meet with the County Commissioners from the South District and a committee from the City of Auburn, with reference to the viaduct. I endeavored to reach you in order to ask you to attend with me but you were out. I had no prior notice of this meeting.

Present representing Auburn were Mr. Dave Griffiths, Mr. Way Scarff, Mayor F. H. McClaskey and City Engineer J.A. Fallgren. Also present were Mr. Clark, Right of Way man for the County and Mr. Wilkins from the County Engineer's office.

We first discussed the present status of the matter. The viaduct has been closed because of its unsafe condition. We advised the Auburn committee of our previous meeting with Commissioner Taylor and others, at which time it was agreed that Mr. Wilkins was to furnish you with an estimate of the cost of black topping the highway from the Algona Road to the City paving. We were then to advise the County officials what, if anything, we might be willing to do as a contribution toward this cost in the event authority be granted for the removal of the viaduct. This estimate has not yet been furnished, I am informed. I was told today, however, that the estimate would be forthcoming shortly, and I stated that I thought that our executives would be in a position to advise as to what if anything they would be willing to do without any unusual delay.

During the course of the discussion the following occurred:

Two petitions have been started especially by the merchants at the East end of the viaduct, protesting the closing of the same. The Auburn committee felt that the only way that the closing could be accomplished would be by a promise that the Westerly road would be improved from the Algona paving to the City paving. It was stated that on one of these petitions there were about 175 protestants. The Auburn committee felt that if a proper arrangement could be made, they would endeavor to iron out the opposition and assist in bringing about the removal of the viaduct. They insisted that some means would have to be found to take care of the cost of the black top within the City limits - a distance of about .8 of a mile. The County would be without authority to contribute to this

Mr. A. F. Stotler

-2-

July 10, 1935.

part of the improvement. It was assumed that the County would bear the full cost of the improvement from the Algona Road to the City Limits.

The question, therefore, comes down to whether or not we would be willing to contribute sufficient to this improvement to black top this .8 of a mile. The estimated cost would be around \$9,000., although a more definite figure is to be furnished. If we do not make a contribution to this extent, then it would be necessary for an L.I.D. District to be formed to carry a part of the burden within the City limits. The Auburn committee stated that the prospect of a L.I.D. District in addition to the opposition by some of the residents and the merchants near the viaduct might be sufficient to block its removal. It was understood, of course, that if the railroad made a contribution it would only be because the viaduct would be entirely eliminated.

Mr. Fallgren stated that he thought the railroad would probably not hesitate to make the necessary contribution because "some high officer" about two years ago advised him that the railroad would cheerfully make such a contribution in lieu of the maintenance of the viaduct. I told Mr. Fallgren that I did not have any idea as to what the attitude of our executives would be, but that they would give it their earnest attention and would arrive at a decision which they felt to be just and proper.

The question therefore comes down to whether or not, in exchange for the support of the Auburn Chamber of Commerce and City Council, etc. to the vacation of the viaduct, we would be willing to make a contribution substantially sufficient to take care of the black top within the City Limits in lieu of our part of the repairs and replacements necessary to the continuance of the viaduct. It was definitely understood that if the viaduct was not eliminated that neither the County nor the railroad would be interested in making any contribution to the proposed highway improvement. Mr. Clark, Right of Way man for the County, stated that if the viaduct were continued the County money that would otherwise go to the highway would be used for their share of the viaduct repairs.

This for your information.

Yours very truly,

(Signed) ROBERT S. MACFARLANE.

rsm:d

cc Mr. W. E. Coman
Mr. W. C. Sloan
Mr. R. T. Taylor

6713

Saint Paul, May 20, 1935

Mr. A. F. Stotler:

Your letter of the fifteenth about the
Traeger Viaduct at Auburn:

It is my understanding from your letter that it
is not necessary or advisable for us to do anything further
in the matter at this time. It does seem to me advisable to
have this bridge rebuilt in permanent form with Federal money
if it can be arranged as there is a long distance that our
yard blocks crossings between the underpass at the south end
and the next crossing north.

BB:h

cc Mr. W. C. Sloan

Seattle, Wash.,
May 15, 1935.

1003-37-1

Mr. Bernard Blum:

Auburn, Wash: Traeger Viaduct.

The Seattle Times of May 13 and the Seattle Post-Intelligencer of May 14, carried news items to the effect that King County Commissioners had, by resolution, ordered the barricading of the Traeger Viaduct, crossing Northern Pacific yards, at Auburn, on account of its alleged unsafe condition, and in view of this action Judge Macfarlane is of the opinion, in which I concur, that since King County has no funds for the work of repairs and rebuilding approaches, there is no real necessity for maintaining this structure, as the people on the West side can secure an outlet either by going North to Auburn on the existing gravelled road, paralleling the West side of the right of way, or they can go South on the same road, crossing under the existing undercrossing at the South end of the Auburn Terminals. Accordingly, there should be a good chance for abandonment of this structure.

Judge Macfarlane states, in letter to me of May 14, that he presumes, in connection with the suggestion of abandonment, that some effort will be made by the County to obtain a contribution from the Railway Company for paving from the Algona Road (which is about a mile South of the Viaduct) North to the City limits, a distance of 1-3/4 miles. Total cost for paving this section with concrete would be about \$45,000., as shown by my setup of cost in letter of July 19, 1934 to Mr. Williams, copy to you, which is predicated on the Railway Company bearing one-half the cost of paving. However, since Federal funds are now being expended on these improvements, I do not see why the Railway Company should bear any of this expense.

This Viaduct is listed in our recommendations to the State on the grade separation program and was submitted by the State to the Bureau of Public Roads. My recommendations were on the basis that a viaduct could be constructed at this location to make a cut-off to the Enumclaw highway from State Road #1, but while the State has considered this scheme there is a question whether they will adopt it.

AFS:L

Copy to Messrs. Sloan, Williams, Taylor, Hayward.



6713
1002-37-1

December 15, 1934.

Mr. Thomas D. Hunt,
County Engineer, King County,
Seattle, Washington.

Dear Sir:

Auburn: Traeger Viaduct.

Our Law Department has ruled that the Northern Pacific is responsible only for the maintenance of this structure, as covered by Sec. 2, Chapter 30, Laws of Washington 1913, especially in the absence of any reference to maintenance in the resolution of the Board of County Commissioners of King County, dated December 13, 1910, Page 340, Vol. 16 of the Commissioners' records.

There is no obligation on the Railway Company's part for maintaining the approaches to the viaduct, nor the roadway, nor railings thereof, but the Railway Company's obligation under this statute is limited to the maintenance of the frame work and the abutments of the viaduct proper, as distinguished from the approaches. Accordingly, the County would be obligated to maintain the roadway across the frame work of the viaduct proper, and its supports, also approaches.

You will recall that accidents have occurred on the approaches of this structure and as the Railway Company will assume no responsibility for the maintenance of approaches or railings over the viaduct, the County should arrange to place the necessary warning signals and paint the railings, or use other suitable warning means, for the protection of the public.

Yours truly,

AFB:L

ASSISTANT CHIEF ENGINEER.

Copy to

Mr. Coman
Judge Macfarlane
Mr. Blum ✓
Mr. Sloan
Mr. Williams
Mr. Bayward
Mr. Taylor

M.F.C. ✓

Note
12/20 B.B.

12/20

Mr. Tolson
Mr. Clegg
Mr. Glavin
Mr. Ladd
Mr. Nichols
Mr. Rosen
Mr. Tracy
Mr. Carson
Mr. Egan
Mr. Gurnea
Mr. Hendon
Mr. Jones
Mr. Mumford
Mr. Quinn
Mr. Nease
Miss Gandy

May 23

[Handwritten signature]

Enclosed for the Bureau are two copies of a letterhead memorandum dated May 22, 1936, from the New York Office to the Bureau, and one copy of a letterhead memorandum dated May 22, 1936, from the New York Office to the New York Office. The letterhead memoranda are being forwarded to the Bureau for its information and for its use in the Bureau's investigation of the activities of the American People's Party.

Very truly yours,
J. Edgar Hoover

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J. Edgar Hoover

RECEIVED
MAY 23 1936
U. S. DEPT. OF JUSTICE

6713

DEC 24 1934
1003-37-1

Seattle, Wash.,
December 20, 1934.

1003-37-1

Mr. W. E. Cohan:

Auburn: Traeger Viaduct.

Please be referred to my letter of December 15 to County Engineer Thomas D. Hunt, copy to all concerned, in regard to the County's obligation in regard to maintenance of approaches of the Traeger Viaduct at Auburn.

I have a letter from Mr. Hunt, in reply, dated December 17, advising that he has referred my letter to the Board of County Commissioners, who have jurisdiction over maintenance problems.

I assume we will hear from them in due course of time.

AFS:L

Copy to

Mr. Blum ✓
Mr. Sloan
Judge Macfarlane
Mr. Williams
Mr. Hayward
Mr. Taylor



Mr Clements

msc
12/24

To note
12/24 BB

18
6713
MFC

Saint Paul, September 21, 1934.

Mr. Bernard Blum:

Referring to your notation on copy of Mr. Stotler's letter of July 19 to Mr. Williams in regard to the abandonment of Traeger Viaduct at Auburn.

Mr. Stotler's set-up of total and annual cost appears to be O. K. and if the viaduct is in such condition that it must be replaced or removed, I think we should go along with the proposition of abandoning the viaduct and pay one half of the cost of pavement.

Letter returned.

JMS Clements

Bridge Engineer.

B

MFC

Saint Paul, September 21, 1934.

Mr. Bernard Blum:

Referring to your notation on copy of Mr. Stotler's letter of July 19 to Mr. Williams in regard to the abandonment of Traeger Viaduct at Auburn.

Mr. Stotler's set-up of total and annual cost appears to be O. K. and if the viaduct is in such condition that it must be replaced or removed, I think we should go along with the proposition of abandoning the viaduct and pay one half of the cost of pavement.

Letter returned.

Bridge Engineer.

6713

Saint Paul, September 5, 1934

Mr. E. A. McCrary:

For your information I am attaching copy of Mr. Williams' letter of August 31st to Mr. Stotler about working out a deal with the City of Auburn and King County for abandonment of the Trager Street Viaduct which goes over the Auburn yards. It has been considered that by improving the highway on the west side of our right of way the necessity of the viaduct would be so lessened that it could be abandoned.

You will be interested in the question of paving assessment.

BB h

6001
Traeger Viaduct.

Seattle, August 31, 1934.

Mr. A. F. Stotler,
Asst. Chief Engineer,
Seattle, Washington.

Referring to your letter of August 30th about
the Traeger Street Viaduct:

As you will remember, what we were trying to
accomplish was to first get the support of the Chamber
of Commerce at Auburn, the City Council of Auburn and
finally the Board of County Commissioners of King County.

The plan we first proposed, of paying for one-half
the pavement from the Algonia crossing to the city limits,
met with opposition because no provision was made for about
a mile of pavement within the city limits to connect up with
present pavement and the people who are using the Traeger
Street Viaduct naturally are not much interested unless the
pavement is completed within and without the city limits.

I have been talking with Mr. J. A. Fallgren, City
Engineer of Auburn, to whom I have been referred, and he
thinks now that he can work the matter out by arranging for
the County to pay for the entire pavement outside the city
limits and co-operate with the Railway Company on the pave-
ment within the city limits. He thinks the property owners
on the west side of the pavement should pay for one-half the
pavement within the city limits, but some of the property is
acreage and it probably would be difficult to arrange so that
the Company would perhaps pay for more than one-half, pro-
bably not to exceed three-fourths. There may be some other
complications but the City Engineer is willing to co-operate
with us and try to work the matter out.

I suggested to Mr. Fallgren that when he had com-
pleted his estimates on paving work and formed his ideas as
closely as possible about what should and can be accomplished,
we would like to talk with him again before he asks the

Mr. A. F. Stotler - 2.

property owners to sign any petitions in order that we may be able to arrange a plan for method of procedure that will stop the opposition.

Mr. Pallgren stated that he would be very glad to work it out with us in that way and perhaps some time next week or the following week he would arrange for a meeting with you and me to go over there. In the meantime I do not think we should talk to the county commissioners or take any further action.

VEW-L

cc Mr. V. F. Conan,
Mr. W. C. Sloan,
Mr. L. B. daPonte,
Mr. B. Blum. ✓

Western Right of Way Agent.

6713

M. F. E.

Notes

B. B.

Noted
Suffe
9/4

9/2

Seattle, Wash.,
August 30, 1934.

1003-37-1

Mr. V. E. Williams:

Auburn, Tacoma Divn: Proposed abandon-
ment of Traeger Viaduct crossing Northern
Pacific terminals.

Please be referred to my letter to you of July 19, in reply to yours of July 2, requesting information in regard to the abandonment of the Traeger Viaduct, for the purpose of discussing with the County Commissioners and the Auburn Chamber of Commerce.

I have also copy of your letter of August 5 to Mr. Conan, advising that some opposition has developed to the proposed abandonment and you suggest that I join with you in talking the matter over with County Commissioner Brinton, with the hope that after a full explanation we may secure the County's support.

The importance of this Viaduct, from a traffic standpoint, was brought up by Supt. Newton, who has had a check of same made, crossing the bridge on Friday, August 10, and Saturday, August 11. I am attaching copies of this check, from which you will note that the total vehicular traffic and pedestrian traffic passing over the Viaduct for one day would indicate that we will have some trouble in convincing the County Officers that the Viaduct should be abandoned.

I am surprised at the amount of traffic going over this bridge as previous check showed very little, which prompted the request for abandonment. However, outside of the pedestrians, the traffic could go North or South on the West side and cross to the highway on the East side at the existing crossings. The increase in traffic across this bridge is probably due to the handling of vegetable products from the West side to the East side.

✓ AFS:L

Encl.

Copy to Mr. Conan
Mr. Sloan
Mr. Blum ✓

[Signature]

100-3-37-1

CHECK OF TRAFFIC OVER VIADUCT OVER AUBURN YARD - AUGUST 10, 1934.

	A.M.						P.M.						-	TOTAL
	6-7	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6		
TRUCKS	2	1	3	8	14	3	3	5	5	5	5	6	-	65
AUTOS	6	27	15	17	12	11	21	15	17	26	33	17	-	217
HORSE-DRAWN	0	0	0	0	0	0	0	0	0	1	0	0	-	1
PEDESTRIANS	2	3	3	5	1	2	2	0	4	3	2	3	-	30
BICYCLES	0	1	0	0	0	0	2	3	1	4	2	0	-	13
MOTORCYCLES	0	0	0	0	0	0	0	0	0	0	0	0	-	0
TOTAL	10	32	21	30	27	16	33	23	27	39	42	26	-	326

FRIDAY, AUGUST 10

1003-37-1

CHECK OF TRAFFIC OVER VIADUCT OVER AUBURN YARD - AUGUST 11, 1923.

	A.M.						P.M.						-	TOTAL
	6-7	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	5-6		
TRUCKS	4	7	3	9	10	12	8	11	10	2	6	3	-	85
AUTOS	5	11	12	27	38	27	35	22	29	26	18	32	-	282
HORSE-DRAWN	0	0	0	0	0	0	0	0	0	0	0	0	-	0
PEDESTRIANS	2	1	3	13	10	9	5	6	2	4	1	8	-	64
BICYCLES	0	0	1	0	0	2	1	2	0	1	2	1	-	10
MOTORCYCLES	0	0	0	0	1	0	0	0	0	0	0	2	-	3
TOTAL	11	19	19	49	59	50	49	41	41	33	27	46	-	444

SATURDAY - AUGUST 11

6713

92, 93

Mr. Clements

Have you any
comments?

Seattle, Wash.,
July 19, 1934.

BB

9/18

Mr. V. E. Williams:

Auburn, Tacoma Divn: Proposed abandon-
ment of Traeger Viaduct crossing
the Northern Pacific terminals.

I have your letter of July 2, in regard to abandon-
ment of the Traeger Viaduct at Auburn, and advising that representatives
of the Auburn and Algona districts called on Mr. dePonte and yourself
with a proposition for abandonment of the Viaduct, so the matter could
be placed before the Auburn Chamber of Commerce and the Algona District,
to pass resolutions recommending the abandonment account of condition
of the road paralleling Northern Pacific track on the West side, compass
bearing, which is to be paved from the Algona road North to the South
City limits of Auburn, at about 14th Street Southeast.

You state that under this plan the Railway Company
will be expected to bear 50% of the expense of the paving, the County
to bear the other 50%, which you advise would be for a distance of about
one mile and would cost approximately \$30,000., and you call to attention
that my letter to you of October 15, 1931, stated that this plan would
be an economical adjustment, from the Railway Company's standpoint.

The matter of additional expense, which would be the
paving from the South City limits North to Third Street Southwest, was
not discussed with the committee but it was assured that it would be
taken care of by the City, and you stated this would be an additional
mile of paving. Actually it is .7 miles and there would probably be
a local improvement assessment against the Railway Company for this con-
struction.

You state in your letter that before you can handle
the matter further, you would like to have us check our original esti-
mate and also show the saving to be made by the abandonment, which would
be of assistance in your negotiations with the City and the County.
In our original setup, however, the estimates only extended North to
the Traeger Viaduct and under your plan we should extend the paving
South to the Algona road, which is about one mile. Accordingly, the
following estimate is not comparable to the original estimate but is
a setup of estimated cost and annual cost which has been prepared

Mr. Williams

-2-

July 19, 1934.

without field work but which I think will answer your purposes:

	<u>Estimated Cost</u>	<u>Annual Cost</u>
1. Estimated cost of paving County road West side of N. P. railway tracks from Algona Road North to South City Limits of Auburn, 1.1 miles, (You state County will bear one-half cost)	\$28,000.	\$2,800.
2. Estimated cost of paving road on West side of N.P. tracks from South City Limits of Auburn North to 3rd St. SW, 0.7 miles (It is not clear if N.P. would pay all or part of this expense.)	17,500.	1,750.
3. It will be necessary to remove Viaduct which carries expense of removal, with interest charge,	6,000.	360.
4. Costs for maintaining Viaduct, estimated at	45,000.	7,200.

On assumption that the Railway Company will bear only one-half the paving costs the setup to the Northern Pacific would be as follows:

	<u>Estimated Cost</u>	<u>Annual Cost</u>
Paving Algona Road to City Limits - one-half	\$14,000.	\$1,400.
Paving City Limits to 3rd St. S.W. - one-half	8,750.	875.
Total cost of paving to Northern Pacific	\$22,750.	\$2,275.
Cost of removing Viaduct	6,000.	360.
Total cost to Northern Pacific Ry.	\$ 28,750.	\$2,635.
Cost to replace Viaduct	\$ 45,000.	\$7,200.

Following Item 2 there is a notation that it is not clear whether the Railway Company would pay all or part of the expense but in the recap. we have shown that one-half of this expense would be borne by the Railway Company, which is in accordance with your letter, for the reason that it would be done under an L.I.D.

Mr. Williams

-3-

July 19, 1934.

The recap shows that for the abandonment of the Viaduct, if the Railway Company is to pay only the amount shown, this would be very favorable, as the annual cost would be \$2,635., as against the cost of \$7,200. to maintain same.

As a matter of information, our record of the Viaduct follows:

Constructed in 1912 and has 3 Howe truss spans, total length 347 feet.

Intervening sections between spans and approaches 1,222 feet, total length 1,569 feet.

Piers Nos. 1, 2, 3 and 4 and Spans 1, 2 and 3 were renewed in 1923.

Pile bents were renewed, with frame bents on concrete pedestals, in 1926.

Approach fence placed in 1926.

Deck on approaches renewed in 1927.

At present time wearing surface is in poor condition and will be necessary to place 2-inch wearing surface throughout, over existing planking.

Age of spans is 11 years and probabilities are that entire structure will have to be renewed within the next two or three years.

AFS:L

Copy to

Mr. Corman
Mr. Blum ✓
Mr. Sloan
Mr. dePonte
Mr. Newton



Saint Paul, April 26, 1934

6713

Mr. A. F. Stetler:

Your letter fifth to Mr. DePonte about proposed abandonment of the Traeger viaduct at Auburn:

You asked me to look up our records in regard to the Railway Company's obligation. Search of our files and those of Mr. Watson discloses resolution of the Board of County Commissioners of King County of December 13, 1910. Abstract of same is as follows:

"Portion of County Road #668 to be vacated from NE corner of Sec. 25 T 21 N R 4 E W M to the west boundary of HP right of way, a distance of 570', located along Section Line between Sections 24 and 25.

To take effect at such time as the HP shall complete the construction of an overhead crossing extending along the quarter section line in said section 24 from the east quarter corner of Sec 24 westwardly to the west line of its right of way to connect at that point with a strip of land lying 50' west and parallel to the center line of said right of way; said strip extending southerly from the north line of 4th Street in town of Auburn produced westerly across said right of way and for a distance of 50' beyond the west line thereof to the east and west center line of said section 25, which strip is 50' wide from its northerly boundary to the north line of section 24 and 60' in width from said north line of said section 24 to the east and west center line of said section 25, which strip the HP shall grade and dedicate to the public for highway purposes."

Nothing is said in the resolution about maintenance but I assume, in accordance with usual practice, responsibility for installation involves responsibility of maintenance. It has been necessary for the Railway Company to take care of the bridge.

In 1926 AFE ED-6, Compt. 419, amount \$6590 was passed for renewing the pile bents with frame bents on concrete pedestals. That work covered the approaches and was outside the limit of the three Howe truss spans over the tracks. Accordingly we assumed the maintenance of the approaches.

There is nothing further in our files with respect to obligations.

cc BE:hsloan
Mr. Williams
Mr. Macfarlane

Saint Paul, April 28, 1934

Mr. A. F. Stetler:

Your letter fifth to Mr. DePonte about proposed abandonment of the Traeger viaduct at Auburn:

You asked me to look up our records in regard to the Railway Company's obligation. Search of our files and those of Mr. Watson disclose resolution of the Board of County Commissioners of King County of December 13, 1910. Abstract of same is as follows:

"Portion of County Road #668 to be vacated from NE corner of Sec. 25 T 21 N R 4 E W 1/4 to the west boundary of NP right of way, a distance of 570', located along Section line between Sections 24 and 25.

To take effect at such time as the NP shall complete the construction of an overhead crossing extending along the quarter section line in said section 24 from the east quarter corner of Sec 24 westerly to the west line of its right of way to connect at that point with a strip of land lying 50' west and parallel to the center line of said right of way; said strip extending southerly from the north line of 4th Street in town of Auburn produced westerly across said right of way and for a distance of 50' beyond the west line thereof to the east and west center line of said section 25, which strip is 50' wide from its northerly boundary to the north line of section 24 and 60' in width from said north line of said section 24 to the east and west center line of said section 25, which strip the NP shall grade and dedicate to the public for highway purposes."

Nothing is said in the resolution about maintenance but I assume, in accordance with usual practice, responsibility for installation involves responsibility of maintenance. It has been necessary for the Railway Company to take care of the bridge.

In 1926 ABE BD-6, Compt. 419, amount \$6590 was passed for removing the pile bents with frame bents on concrete pedestals. That work covered the approaches and was outside the limit of the three Howe truss spans over the tracks. Accordingly we assumed the maintenance of the approaches.

There is nothing further in our files with respect to obligations.

BB:h

cc Mr. Sloan

Mr. Williams

Mr. MacFarlane

Auburn-

Stotler asking on record

Traeger Viaduct.

Where did you get this?
Resolution of Board of County Commissioners King County Wash.
December 13, 1910.

Portion of County Road #668 to be vacated from NE Corner of Sec. 25 T 21 N R 4 E W M-to the west boundary of NP right of way, a distance of 570 feet, located along Section Line between Sections 24 and 25.

get map to county
To take effect at such time as the NP shall complete the construction of an overhead crossing extending along the quarter section line in said section 24 from the east quarter corner of Section 24 westwardly to the west line of its right of way to connect at that point with a strip of land lying 50 feet west and parallel to the centre line of said right of way; said strip extending southerly from the north line of 4th Street in town of Auburn produced westerly across said right of way and for a distance of 50 feet beyond the west line thereof to the east and west centre line of said Section 25, which strip is 50 feet wide from its northerly boundary to the north line of section 24 and 60 feet in width from said north line of said Section 24 to the east and west centre line of said Section 25, which strip the NP shall grade and dedicate to the public for highway purposes.

There is nothing said about maintenance.

In 1926 AFE ED 6 Compt 419 \$6590 was passed for renewing the pile bents with frame bents on concrete pedestals etc. In submitting this AFE to Mr. Williamson Feby 2 1926 Mr Stevens wrote-

"There are two viaducts over the Auburn Yard, Traeger Street and Algona. The Algona viaduct is in bad condition but negotiations are under way for abandoning this structure making a new connection with the County Road-we to assume an expense of about \$10,000. The repairs covered by the attached AFE to the Traeger viaduct will therefore take care of the Auburn yard crossing situation for some years to come".

The Algona viaduct was abandoned. And the question of the abandonment of the Traeger viaduct is now being considered.

In letter of April 10 1934 from Assistant General Counsel Robert S. MacFarlane to Mr Stotler it is stated-

"With reference to the duty of maintenance of the Traeger viaduct, I am inclined to think that it is governed by Section 5 Chapter 50 Laws of Washington 1913, especially in the absence of any reference to maintenance in the resolution of the Board of County Commissioners of King County in 1910. We are of the opinion, however, that the same considerations which render advisable delaying the placement of lights or

reflectors, control the question of taking up with the county this question of maintenance.

The suit brought by the estate of Charles E Smartt killed on July 15 1933 when he drove his automobile truck into the railing on the approach has been noted for trial and may be reached this summer. The County and the railway Company are jointly sued and if the law of 1913 controls it may be that we will be dismissed from the case etc.

Commenting on this MR letter Mr Stotler in copy of letter to V.E. Williams of April 16 says-

"My interpretation of Judge MacFarlane's letter is that we should refrain from taking the matter up with the County for the abandonment until the Smart suit has been disposed of.

April 19 1934

REG

Seattle, Wash.,
April 16, 1934.

1003-37-1

Mr. V. E. Williams:

Auburn, Tacoma Divn: Proposed abandonment
of Traeger Viaduct, crossing terminals.

I have your letter of April 13, commenting on my letter of April 5 to Mr. deRonde, which Judge Macfarlane replied to on April 10, with copy to you, in regard to proposed abandonment of the Traeger Viaduct at Auburn, Wash.

My interpretation of Judge Macfarlane's letter is that we should refrain from taking the matter up with the County for the abandonment until the Smart suit has been disposed of.

However, I will be pleased to go over the matter with you so we can plan ahead and I think we should also have Judge Macfarlane with us but I do not think it advisable to have Mr. Brinton with us at the time.

AFS:L

Copy to

Mr. Blum ✓
Mr. Sloan
Judge Macfarlane
Mr. Newton



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NOV 19 1934
U.S. DEPT. OF COMMERCE
BUREAU OF STANDARDS

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Seattle, Washington,
April 10, 1934.

File 1003-37-1

Mr. A. F. Stotler,
Assistant Chief Engineer,
Seattle, Washington.

Dear Sir:-

Re:- Auburn Wash: Proposed Abandonment
of Traeger Viaduct, crossings ter-
minals.

Replying to your letter of April 5th.

With reference to the duty of maintenance of the Traeger Viaduct, I am inclined to think that it is governed by Section 5, Chapter 30, Laws of Washington 1913, especially in the absence of any reference to maintenance in the resolution of the Board of County Commissioners of King County in 1910.

We are of the opinion, however, that the same considerations which render advisable delaying the placement of lights or reflectors, control the question of taking up with the county this question of maintenance.

The suit brought by the estate of Charles E. Smart, killed on July 15, 1933 when he drove his automobile truck into the railing on the approach, has been noted for trial and may be reached during the summer. The County and the Railway Company are jointly sued, and if the law of 1913 controls, it may be that we will be dismissed from the case.

If we should press the matter at this time with the county for the abandonment of the viaduct, using this act as a weapon, it may be (1) that the county will be forewarned and therefore forearmed in making special effort to saddle the burden of the Smart case on us; or, (2) that they will immediately agree to the abandonment, with the result that Smart's attorney will attempt to get before the court or jury this abandonment as a confession of a dangerous condition, just in the like manner that the same attempt would no doubt be made if lights or reflectors were now placed upon the approaches. This kind of evidence is not admissible, but if it is deliberately injected into a case, the damage is done in spite of all the rulings and instructions of the court.

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Mr. A. F. Stotler,

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We are inclined to believe that the present activity of the local clubs at Auburn and Algona with reference to lights and reflectors, is probably traceable to plaintiff's attorney, who resides in that community.

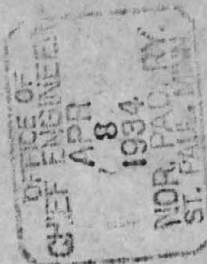
Very truly yours,

ROBERT S. MACFARLANE

Assistant Western Counsel

ram-d

cc- B. Blum
W. C. Sloan
V. E. Williams
L. F. Newton



92.52

6713

Seattle, Wash.,
April 6, 1934.

File 1003-37-1

Mr. L. B. DeWente:

Auburn, Wash: Proposed abandonment
of Traeger Viaduct, crossing terminals.

In 1931 the Operating and Engineering Depts. had some correspondence, with regard to the abandonment of the Traeger Viaduct, at Auburn, and it was agreed to furnish Mr. Williams with full information so that, with the assistance of the Engineering Dept. he could take up with the County and the community for abandonment.

Accordingly I wrote Mr. Williams on October 15, 1931, giving him the information desired. I note that you did not receive a copy of my letter so I am attaching copy herewith. It also shows check of the traffic crossing the viaduct.

On account of the political situation, in connection with the County Commissioners, Mr. Williams and I agreed that it was not advisable to take the matter up at this time but that we would wait for a change in the administration, which might be more favorable to us in matters of this kind.

On January 5, District Claims Agent Lee advised that suit had been brought against the Northern Pacific account of estate of Chas. E. Smart, a civilian, who was accidentally killed on July 15, 1933, when he drove his automobile truck into the end of the railing on the North side of the West approach to the viaduct, and Mr. Lee inquired if, in connection with his investigation to defend the suit, we had any record of any documents executed in connection with construction of this viaduct, with the County, as now located. We gave him such information as we had but referred him to Mr. Williams, who has all the right of way records.

Supt. Newton wrote me on January 15, 1934, with reference to my letter to Mr. Williams of October 15, 1931, in regard to proposed abandonment. He commented that we had not made any progress in the matter and that he had received copies of a resolution from the

Mr. da Ponte

-2-

April 5, 1934.

Algona Improvement Club, dated at Auburn, Wash., December 8, 1933, and also resolution of the Auburn Chamber of Commerce, dated December 12, requesting that warning lights be installed at the four approaches and reflectors placed at the East and West ends of the bridge. He further inquired if the maintenance of the viaduct, including approaches, is an obligation of the Railway Company, and presumes that it automatically carries with it the obligation of maintaining proper warning lights and reflectors, as referred to above. He states there is a bad situation there and no lights of any kind, or reflectors, are now maintained and he recommends that lights and reflectors be installed and asks if I agree.

We then searched our records again to establish the fact of whether the Railway Company is maintaining the structure and found a memorandum, our W-4961, R/W Dept. No. 236, a Deed, Seattle correspondence File #1791, which I believe is Mr. Watson's record. The memo. states that the Railway Company shall complete the construction of an overhead crossing extending along one-quarter section line in said Sec. 24 from the East quarter of the said Sec. 24, westerly to the West line of its right of way, to connect at that point with a strip of land 50 ft. West of and parallel to the center line of said right of way. The Railway Company to grade and improve new road to the satisfaction of the County Engineer.

This was all we had in our records, so we asked Mr. Jennings what your records indicated and he furnished us with copy of record of the proceedings of the Board of County Commissioners of King County, at the regular session held on December 15, 1910, which please refer to in your file. This resolution vacated the existing road to the Railway Company to complete construction of an overhead crossing, no mention being made of maintenance of same. Plans for the project were to be approved by the Board of County Commissioners and the County Engineer and I understand that Right of Way Agent Woodling secured approval of same.

The matter of the Railway Company's application to maintain should be ruled on by you and if we are not obligated, then I assume the maintenance would be in accordance with the Washington law, Sec. 5, Chap. 130, Laws of Washington, 1913, where the County is to maintain the approaches and the wearing surface, the Railway Company to maintain spans crossing the tracks and their supports. If it is

Mr. da Ponte

-3-

April 5, 1934.

found that the County is obligated to maintain under the above laws, then the Commissioners may be in a receptive mood and will consider this abandonment. While the vehicle traffic is not heavy, the matter of foot traffic is of importance.

We have not called upon the County to bear any maintenance expense of this structure, as our understanding heretofore has been, from such records as we had, that the Railway Company was obligated to maintain, and, further, as we were endeavoring to secure abandonment of the Algona overhead crossing, immediately south of the Traeger Viaduct, which obligated the Railway Company not only to construct but to maintain, it was thought ^{not} advisable to take the matter of the Traeger Viaduct up with the County.

In my reply to Mr. Newton, I will advise him that in view of the accident and the suit pending, referred to above, he should not have the lights or the reflectors placed until the suit is settled, after which he should take the matter up again for proper authority for the installation.

I am giving Mr. Blum copy of this letter, asking him to advise what his records show.

AFS:L

Encl.

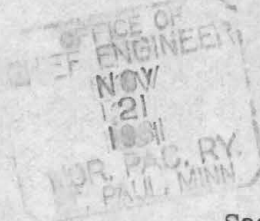
Copy to

Mr. Blum ✓ - Our records are incomplete as to the Railway Company's obligation in regard to this viaduct and I suggest that you search your records to ascertain if your records are more complete.

Mr. Sloan
Mr. Williams
Mr. Newton

AFS

6713



B

Seattle, Wash.,
November 18, 1931.

1003-37-1

Mr. Bernard Blum:

Auburn, Wash: Abandonment of Traeger
Viaduct.

Referring to your letter of November 5, advising that you have received traffic check for the Traeger Viaduct at Auburn, Wash., which we are proposing to abandon, and that after going over the tally sheets, you have worked up a summary determining the various movements of the traffic, and you inquire why setup did not show clearly the direction which vehicle came from and where it went to, and from your check stated that eastbound there was only one automobile which came from the west and went straight east over the viaduct, continuing east.

I have made a recheck of the summary and am attaching copy of same, which shows that instead of one there were two automobiles as referred to above.

While this check was made in one day, if a second check was made the answer would be entirely different as the traffic is seasonal.

I discussed the feature of traffic check with Mr. Williams and we are of opinion that the abandonment is a case of bargaining with the County and not so much a traffic matter, as it is well known that there is very little thru east and west traffic.

There is a question about bringing the matter of abandonment up at this time, on account of the Commissioners being up for re-election next year, in which case they do not wish to create any opposition but this feature will be gone into before the matter is presented by Mr. Williams. From what I can understand there will be very little objection but those who do offer objection may insist on a foot-walk.

When Mr. Williams completes his jury duty we will then take this matter up again but as the bridge does not require any immediate heavy repairs I think we should take our time in handling.

AFS:L
Encl.

As Stoll
9

Recapitulation

E+A-S-T-B-O-U-N-D

		TRUCKS				AUTOMOBILES				PEDESTRIANS			
		TOTAL	To No.	To So.	To EA.	TOTAL	To No.	To So.	To EA.	TOTAL	To No.	To So.	To EA.
From:	North	0	29			2	78			6	37		
	South	23		1		64		8		25		1	
	West	7			-	22			2	7			-
	Total	30	29	1	-	88	78	8	2	38	37	1	-

W-E-S-T-B-O-U-N-D

		TRUCKS				AUTOMOBILES				PEDESTRIANS			
		TOTAL	To No.	To So.	To WE.	TOTAL	To No.	To So.	To WE.	TOTAL	To No.	To So.	To WE.
From:	NORTH	35	1			66	2			16	3		
	SOUTH	2		30		13		56		-		9	
	EAST	2			8	-			21	-			4
	Total	39	1	30	8	79	2	56	21	16	3	9	4

Seattle, Washington,
November 10th, 1931

Send to Mr. Olsen

✓ 10

St Paul, November 5, 1931.

6713

Mr. A. F. Stotler:

I was interested in your traffic check over the Traeger Viaduct at Auburn. None of us were able to interpret your recapitulation sheet. I do not understand the two sets of figures in each column.

We have gone through your tally sheets and worked up the attached form which indicates as near as we can tell the direction from which trucks, automobiles and pedestrians came, and the road they took after crossing the viaduct. This is probably not strictly correct for the reason that your tally sheet would not give us the exact information where you show several automobiles coming from three directions and then splitting to several directions after crossing the viaduct. The tally sheet does not show where each individual vehicle went to.

Why does not the attached setup show clearly the direction each figure came from and where it went to? If this setup tells the story correctly, it indicates that eastbound there was only one automobile that came from the west and went straight east over the viaduct continuing due east. Likewise westbound there were neither truck, automobile or pedestrian that came from the east road, went over the viaduct and continued on the west road. Such conclusion would indicate that there is little or no through east and westbound traffic, and present considerable argument that the crossings to the north and south would meet most of the requirements.

BB h

Chief Engineer.

Traeger Viaduct

	Trucks				Automobiles				Pedestrians			
	Total	To North	To South	To East	Total	To North	To South	To East	Total	To No.	To So.	To E.
EASTBOUND												
From North	0	0	0	0	2	2	0	0	6	5	1	0
From South	23	23	0	0	64	60	3	1	25	25	0	0
From West	<u>7</u>	<u>6</u>	<u>1</u>	<u>0</u>	<u>22</u>	<u>16</u>	<u>5</u>	<u>1</u>	<u>7</u>	<u>7</u>	<u>0</u>	<u>0</u>
Totals	30	29	1	0	88	78	8	2	38	37	1	0
	Total	To North	To South	To West	Total	To North	To South	To West	Total	To No.	To So.	To W.
	Total	To North	To South	To West	Total	To North	To South	To West	Total	To No.	To So.	To W.
WESTBOUND												
From North	35	1	26	8	66	2	49	15	16	3	9	4
From South	2	0	2	0	13	0	7	6	0	0	0	0
From East	<u>2</u>	<u>0</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
Totals	39	1	30	8	79	2	56	21	16	3	9	4
Grand Total	69	30	31	8	167	80	64	23	54	40	10	4

N. P. 1349
6-24

Trucks

Eastbound

	Total	To No	To So.	To East	Total	To No	To So	To East	Total	To No	To So	To E
From North	0	0	0	0	2	2	0	0	6	5	1	0
From South	23	23	0	0	64	60	3	1	25	25	0	0
From West	7	6	1	0	22	16	5	1	7	7	0	0
	30	29	1	0	88	78	8	2	38	37	1	0

Westbound

	Total	To No	To So	To West	Total	To No	To So	To West	Total	To No	To So	To West
From North	35	1	26	8	66	2	49	15	16	3	9	4
From South	2	0	2	0	13	0	7	6	0	0	0	0
From East	2	0	2	0	0	0	0	0	0	0	0	0
	39	1	30	8	79	2	56	21	16	3	9	4
Grand Total	69	30	31	8	167	80	64	23	54	40	10	4

Seattle, Wash.,
October 30, 1931

1003-37-1

Mr. V. E. Williams:

Auburn - Traeger Viaduct

Referring to my letter of October 15, in regard to proposed abandonment of Traeger Viaduct at Auburn:

For your further information, I am attaching hereto a statement of the traffic over this viaduct August 14, 1931, mentioned in my letter of October 15.

(Signed) A. F. STOTLER

AHB-K

cc RB
cc WGSloan

Mr. Blum: Print of statement attached hereto for your information, which will also serve as a reply to your letter of October 21.

A.F.S.

RECAPITULATION

EASTBOUND

		TRUCKS			AUTOMOBILES			PEDESTRIANS		
		TO NO.	TO SO.	TO EA.	TO NO.	TO SO.	TO EA.	TO NO.	TO SO.	TO EA.
FROM	NORTH	0 - 29	0 - 1	0 - 0	2 - 78	2 - 8	2 - 2	6 - 37	6 - 1	6 - 0
	SOUTH	23 - 29	23 - 1	23 - 0	64 - 78	64 - 8	64 - 2	25 - 37	25 - 1	25 - 0
	WEST	7 - 29	7 - 1	7 - 0	22 - 78	22 - 8	22 - 2	7 - 37	7 - 1	7 - 0

30

88

38

WESTBOUND

		TRUCKS			AUTOMOBILES			PEDESTRIANS		
		TO NO.	TO SO.	TO W.	TO NO.	TO SO.	TO W.	TO NO.	TO SO.	TO W.
FROM	NORTH	35 - 1	35 - 30	35 - 8	66 - 1	66 - 30	66 - 8	16 - 3	16 - 9	16 - 4
	SOUTH	2 - 1	2 - 30	2 - 8	13 - 1	13 - 30	13 - 8	0 - 3	0 - 9	0 - 4
	EAST	2 - 1	2 - 30	2 - 8	0 - 1	0 - 30	0 - 8	0 - 3	0 - 9	0 - 4

39

79

16

69

167

34

B.B.: -

MY letter Oct 30th to Mr. Williams, Copy to you, with statement showing check of traffic over Traeger Viaduct at Auburn. In sending out this statement, I failed to attached one copy of the statement, and as I dont remember whether I attached the East or West bound to your copy of the letter, I am attaching herewith another set to be attached to the recap. Pls discard the extra print.

AFS-b
10-31-31

TRAFFIC OVER TRAEGER VIADUCT

WEATHER: CLEAR-WARM

ORIGIN OF WESTBOUND TRAFFIC

DATE: 8-14-31

9:30 A.M. TO 7:30 P.M.

KIND OF TRAFFIC	FROM	9:30-10:30	10:30-11:30	11:30-12:30	12:30-1:30	1:30-2:30	2:30-3:30	3:30-4:30	4:30-5:30	5:30-6:30	6:30-7:30	TOTAL
TRUCKS	NORTH											35
	SOUTH											2
	EAST											2
AUTOMOBILES	NORTH											66
	SOUTH											13
	EAST											
PEDESTRIANS	NORTH											16
	SOUTH											
	EAST											

WESTBOUND

TOTAL 134

KIND OF TRAFFIC	TO	9:30-10:30	10:30-11:30	11:30-12:30	12:30-1:30	1:30-2:30	2:30-3:30	3:30-4:30	4:30-5:30	5:30-6:30	6:30-7:30	TOTAL
TRUCKS	NORTH											1
	SOUTH											30
	WEST											8
AUTOMOBILES	NORTH											2
	SOUTH											56
	WEST											21
PEDESTRIAN	NORTH											3
	SOUTH											9
	WEST											4

TOTAL 134

WEATHER: CLEAR - WARM

TRAFFIC OVER TRAEGER VIADUCT
ORIGIN OF EASTBOUND TRAFFIC

DATE: 8-14-31 9:30 A.M. TO 7:30 P.M.

KIND OF TRAFFIC	FROM	9:30-10:30	10:30-11:30	11:30-12:30	12:30-1:30	1:30-2:30	2:30-3:30	3:30-4:30	4:30-5:30	5:30-6:30	6:30-7:30	TOTAL
TRUCKS	NORTH											
	SOUTH											23
	WEST											7
AUTOMOBILES	NORTH											2
	SOUTH											64
	WEST											22
PEDESTRIAN	NORTH											6
	SOUTH											25
	WEST											7

EASTBOUND

TOTAL 156

KIND OF TRAFFIC	TO	9:30-10:30	10:30-11:30	11:30-12:30	12:30-1:30	1:30-2:30	2:30-3:30	3:30-4:30	4:30-5:30	5:30-6:30	6:30-7:30	TOTAL
TRUCKS	NORTH											29
	SOUTH											1
	EAST											
AUTOMOBILES	NORTH											78
	SOUTH											8
	EAST											2
PEDESTRIAN	NORTH											37
	SOUTH											1
	EAST											

TOTAL 156

St Paul, October 21, 1931.

Mr. A. F. Stotler:

6713

Your letter to Mr. Williams of the 15th
about condition of the Traeger Viaduct, Auburn:

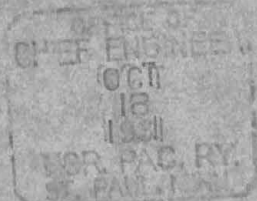
In your report as to traffic it is not clear where
the traffic over the bridge as checked on August 15th came from
and where it was bound. For example, if the viaduct were
removed, would the vehicles and pedestrians necessarily be in-
convenienced. If the traffic measured was east and west on
the center line of section 24 on both sides of our right of
way, then undoubtedly additional mileage would have been necessary
by going to the Third Street crossing. If on the other hand,
traffic came from the south on the westerly side of our right
of way, crossed over the viaduct, and then continued north on
the paved highway along the easterly side of our track, it is
entirely possible that such traffic would not have been in-
convenienced as they could have gone to Third Street on the west
side and then crossed over to the east side.

I realize it would be impossible to determine just
where each vehicle came from but your observer might have noted
if the bulk of the traffic came from due east or west and continued
in the same direction after leaving the viaduct.

BB:h

Chief Engineer.

cc Mr. Sloan
Mr. Williams



Seattle, Wash.,
October 15, 1931.

Mr. V. E. Williams:

Auburn, Wash: Proposed abandonment of
Traeger Viaduct.

Mr. Craver wrote me on March 23 advising that the Traeger Viaduct at Auburn, Wash., which crosses Auburn Terminal Yards, would be up for heavy repairs in the next two or three years, and the opinion has been expressed by the railway employees at Auburn that it may be possible to have the crossing abandoned by the County, providing the Railway Company would participate in improvements on the west side of the road adjacent to the right of way and improve the undercrossing at the south end of the Yard.

I replied to Mr. Craver on April 18, copy to you, suggesting that we secure the data and refer the matter to your Dept. for handling, as it would be necessary to ascertain the attitude of the property owners and get their consent before handling with the County Commissioners.

Mr. Craver replied on April 25, quoting your letter to him of April (the date not mentioned) in which you request that the Engineering Dept. prepare map and also make a traffic count and supply any other information which would have any bearing on the matter, before taking up with the County officials.

The history of the Viaduct is as follows: At the time Auburn Terminals were constructed, there were two undercrossings under the main line at approximately the same locations as the overhead structures which were constructed at that time. The Algona Viaduct, on account of infrequent use, was abandoned about 1925 and in consideration of abandonment by the County Commissioners, the Railway Company contributed \$6500. for extending the road on the west side leading to the Viaduct, south to undercrossing, and also the Railway Company widened out the undercrossing at the south end of the Yards, as an outlet for the traffic coming from the Algona District, south to the main highway. The widening out of the undercrossing at the south end of the Yards cost about \$3300.

The present situation is that the Auburn Terminals

Oct. 15, 1931.

extend to Third Street, south to Stuck River, and we have one grade crossing at Third Street, an overhead crossing, known as the Traeger Viaduct, being about the center of the Auburn Terminals, and an undercrossing at the south end of the Yards immediately north of the Stuck River. There is a paved highway adjacent and paralleling the east right of way line of the Auburn Terminals, and there is a gravel road adjacent and paralleling the west side of the right of way and extending south from Auburn to the Stuck River and there were four east and west roads connecting with same.

I am attaching print showing the general road situation, in relation to the Auburn Terminal Yards, and the roads shown in yellow are paved roads and those shown in red are gravel roads. You will note that one of the main east and west roads from the extreme west side highway is known as the Algona Road, which is now being paved.

The Traeger Viaduct has a total length of 1566 ft. and of same 1222 ft. is pile and timber approaches and three spans of timber Howe trusses, a total length of 344 ft. The age of the structure is as follows:

Spans and Piers supporting spans,	1923
Pile and timber approaches - bents replaced with frame bents on concrete pedestals	1926
Decking of approaches replaced	1927

Estimated cost for replacement in kind is about \$45,000., exclusive of iron in the trusses. Estimated annual cost is approximately \$7,200.

A check was made of the traffic over the Viaduct for a 10-hour period on August 14, 1931, and there were 54 pedestrians, 167 automobiles and 69 trucks. This represents more traffic than I thought was going over the bridge, as I presume for the remainder of the day there would probably be an additional 25%.

The above traffic could go to the west side from the east side highway at Auburn, or over the undercrossing at the south end of the Yards as the additional distance would be negligible for automobiles, although I presume it would be inconvenient for pedestrian traffic, as the distance between crossings would be about $2\frac{1}{4}$ miles,

V.E.W.

-3-

Oct. 15, 1931.

that is, from the grade crossing at Third Street on the north to the undercrossing at the south end of the Terminals. The traffic east and west over the Viaduct is about evenly divided.

The County Engineer has no definite program for paving the gravel road adjacent and paralleling the west side of the right of way and I assume that in making Petition for the abandonment of the Viaduct, the County Commissioners and community of Algona District, (if they were favorable to the abandonment) would in all probability recall the Railway Company's contribution in connection with the abandonment of the Algona overhead Viaduct, which would bring up the question of paving the gravel road adjacent to and paralleling the west side of the right of way, from Auburn south to the undercrossing. The cost for paving about 2.25 miles would be for a 20-ft. strip about \$45,000. and the annual cost would be \$4,500. per year if the Railway Company continued to maintain, and about \$2,700., if the paving was taken over and maintained by the County. It is my opinion that we would not be requested to pay the entire cost but we would probably be asked to contribute a certain amount.

Providing the County brought up the question of paving only from Auburn to the Viaduct, a distance of .3 miles, cost would be about \$15,000. and annual cost would be \$1,575. if the Railway Company maintained and \$900. if the paving was maintained by the County. It appears to me that if we make any contribution it should be on the latter basis.

The annual cost for maintenance of the overhead Viaduct is \$7,200. per year and the cost to replace same is \$45,000.

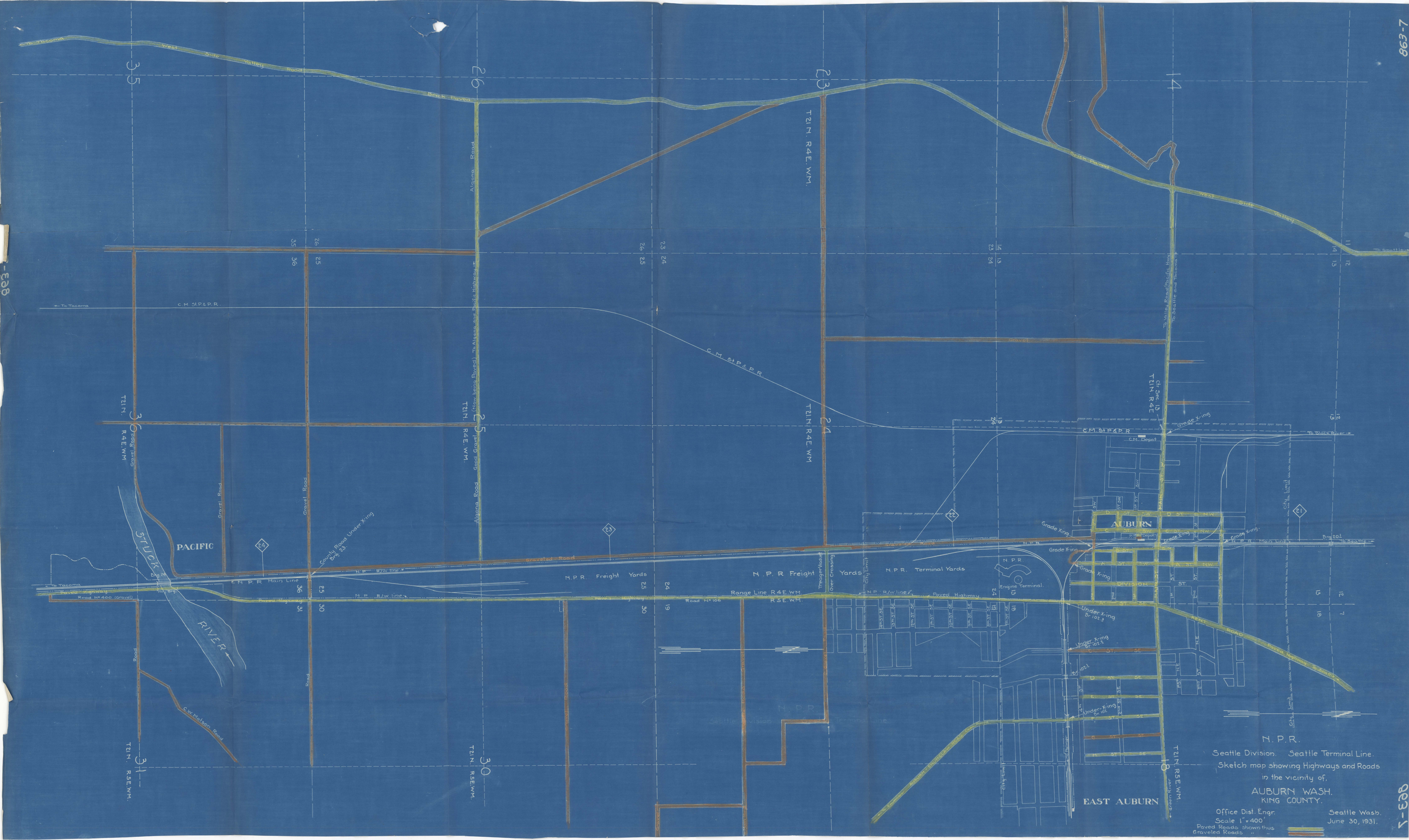
I suggest that we have a conference with the Superintendent and District Engineer and go over this matter and then we should endeavor to ascertain the sentiments of the property owners in the districts on each side of the Terminals, and if there is no real objection we would then be in position to take up with the County Commissioners.

AFS:L
Encl.

Copy to Mr. Blum
Mr. Sloan
Mr. Hayward
Mr. Bartles

AFS.
When did traffic come from T go to
both E & West - Viaduct
Fact is if no Viaduct
would this be income
for thru E & W traffic on E of Seat 24
6713





N. P. R.
Seattle Division. Seattle Terminal Line.
Sketch map showing Highways and Roads
in the vicinity of,
AUBURN WASH.
KING COUNTY.

Office Dist. Engr.
Scale 1" = 400'
Paved Roads shown thus
Graveled Roads " "

Seattle Wash.
June 30, 1931.



6713
At Seattle, Wash.,
May 2nd, 1931.

Mr. A. F. Stotler:

Your letter 18th to Mr. Graver about
proposed abandonment of the Traeger Viaduct crossing
Auburn yards:

My file indicates repairs were made in 1926 and
approaches reinforced but you state that it will require heavy
repairs within the next two or three years.

It would seem desirable to attempt to work out some-
thing that would do away with the structure and I understand you
will do this with the Right of Way Dept.

Chief Engineer.

BB:h

cc Mr. Graver

Mr. Clements

11 6713
Seattle, Wash.,
April 13, 1931.

Mr. J. E. Craver,
General Manager,
Seattle, Washington.

Re: Proposed abandonment of Traeger Viaduct crossing Auburn Yards, Seattle Terminal Line.

Referring to your letter of March 23, in which you advise that the Traeger Viaduct crossing over the Auburn Yards will require heavy repairs within the next two or three years and that renewals from 1922 to 1927, inclusive, cost \$42,333. You also state that Supt. Bartles, in discussion with the employees at Auburn, Wash., state that there is a possibility that this overhead viaduct can be abandoned, providing improvements are made to the highway on the west side of the undercrossing at the south end of the Yard, and you wish to have recommendations.

The amount of money expended from 1922 to 1927 has been checked and found to be correct and removal of structure would cost \$3400., less salvage of \$700., being a net estimate cost of \$2700. for removal.

When the Auburn Yards were built there were two overhead viaducts constructed in 1911, the north one being the Traeger Viaduct and the south viaduct the Algona Viaduct. In 1925 it was found that the Algona Viaduct was not used much and as it required replacement the matter was taken up with Judge Roid, who worked with the County for the abandonment of same, substituting therefor the use of the undercrossing at the south end of the yards and constructing a new highway at the west side of the right of way leading from the Algona Viaduct south to the undercrossing. This deal was consummated and the Algona Viaduct removed but at the time the County was holding its hearing for the abandonment, some of the individuals in the vicinity of the Algona Viaduct were under the impression that the Railway Company would reconstruct the present undercrossing in permanent form. However, there was nothing stipulated and it was then agreed only to widen out to 22 ft. and this was the width agreed on but after the widening out there was a complaint against the County that we did not fulfill our obligation as to permanent work, but I do not see that they are interested inasmuch as the Railway Company has furnished the

J.E.C.

-2-

Apr. 13, 1931.

the necessary width.

The reason for bringing out the above facts is that in dealings for the abandonment of the Traeger Viaduct the question may come up of permanent work at the undercrossing and I feel that as long as we have provided a satisfactory undercrossing, the type of structure will not affect the public, as it is maintained by the Railway Company.

I wish to add, also, that the people in the vicinity of the Algona district at the west side of the right of way, were afraid that we would also ask for the abandonment of the Traeger Viaduct and I recall that Judge Reid stated that the Railway Company had no intention of doing so unless there was no necessity for maintaining same account of not being used, to any extent, and that this question would be handled on its merits at the time.

It would be my suggestion that the matter be referred to the Right of Way Dept. for their handling as they will first get the consent of all the property owners immediately east of the Viaduct and especially in the Algona district.

Supt. Bartles' reference to the employees stating that there was no reason for maintaining this structure I do not think would have any weight with the Commissioners as the public outside of Auburn are the ones who are more vitally interested.

In my opinion there is no real necessity for the Traeger Viaduct as there is a highway on each side of the right of way and anybody coming from the Algona district could go north on the west side of Auburn and those going south could have an outlet to cross to the paved district thru the undercrossing at the south end of the Yards.

AFB:L

cc BB

VEN

CH



6713

Saint Paul, May 7, 1926.

Mr. F. E. Williamson:

Herewith for approval Seattle ED-82,
covering removal and abandonment of Algona Overhead Viaduct,
Auburn Yard.

This viaduct has reached an age and condition which necessitates its renewal or abandonment this season. Judge Reid took the matter up with the County Commissioners and has been able to secure their approval of the abandonment by making a contribution towards the cost of constructing an alternate route and enlarging the existing opening under bridge 23.

Our total expenditure under the arrangement covered by this agreement and AFE will be \$16,366, whereas, to have renewed the structure in kind would have cost approximately \$37,000.

Chief Engineer.

HES:h

enc



May 6, 1926

Mr. Clements:

Please note and fill in the blanks in the attached letter - also sign the AFE if O.K.

H.E.S.

Saint Paul, May 5, 1926.

Mr. F. E. Williamson:

Herewith for approval Seattle ED-82,
covering removal and abandonment of Algona Overhead Viaduct,
Auburn Yard.

This viaduct has reached an age and condition which necessitates its renewal or abandonment this season. Judge Reid took the matter up with the County Commissioners and has been able to secure their approval of the abandonment by making a contribution towards the cost of constructing an alternate route and enlarging the existing opening under bridge 23.

Our total expenditure under the arrangement covered by this agreement and AFE will be ¹⁶³⁶⁶ whereas to have renewed the structure in kind would have cost approximately 37000 at this time and an annual carrying charge of additional.

Chief Engineer.

HES:h

enc

St. Paul, May 4, 1926.

Mr. Stevens:-

I am handing you herewith for approval Seattle Division AFE ED 82-1926, Auburn, Wash. - Remove and abandon Algona Overhead Viaduct at MP 23 plus 1384 and reconstruct opening for highway at Bridge 23, \$16366.

The AFE includes in Additions and Betterments \$6500.00 contribution toward construction of new road, and in Profit and Loss \$7360.00 for removal of viaduct, etc.

Changes in Bridge 23 are included in this AFE.

Previous correspondence is in file 6713 attached.

H.A.C.

~~Handwritten signature~~

HAC/J
Encl.

6713
St. Paul, Minn., March 31, 1926.

Mr. M. F. Clements:

Herewith negative of the plan used for reconstructing Bridge 23 over the highway at Auburn, Wash.

Chief Engineer

encl.

Re: Changes in Bridge
23 near Auburn, Wash.

6713

Seattle, Wash.,
March 27, 1926.

Mr. H. E. Stevens,
Chief Engineer,
Saint Paul, Minn.

Dear Sir:-

Pursuant to your letter of March 23,
I am enclosing to you under another cover a negative
of the plan used for reconstructing Bridge 23 over
the highway at Auburn, Wash.

Yours truly,

A. P. Cook

ARC:L

OFFICE
CHIEF
MAY 1950

1. N
9



10 6713
St. Paul, Minn., March 25, 1926.

Mr. A. V. Brown:

Referring to Seattle Division AFE ED No. 6, covering concrete pedestals in approaches of the Traeger Viaduct, Auburn, Washington:

In this connection Judge Reid has been negotiating with the officials of King County, Washington, for the abandonment of the Algoma Viaduct over Auburn Yard. I am advised these negotiations have been brought to a successful conclusion and Judge Reid is of the opinion it would be well for us to proceed with reasonable promptness in taking the viaduct down.

Will you please see that Judge Reid's suggestion is carried out?

F. E. WILLIAMSON

CC-Mr. H. E. Stevens. ✓

This refers to your letter of February 2 with reference to Seattle Division AFE ED No. 6.

J. E. W.

OFFICE OF
CHIEF
MAF
28
10
NOV
ST. PAUL
RY.

6713

At Lewiston, March 23, 1926.

Mr. A. R. Cook:

Your letter of the 16th about widening bridge 23 at the southerly end of the Auburn yard.

It will be O.K. to proceed on the basis of plans prepared for Golf Club crossing on the Belt Line.

Wish you would send in for our records, prints you have prepared for this structure.

cc-Mr. M. F. Clements

Chief Engineer.

HES-ar

6713
Re: Bridge 23 south end
of Auburn Yard.

Seattle, Wash.,
March 16, 1926.

Mr. H. E. Stevens,
Chief Engineer,
Saint Paul, Minn.

Dear Sir:-

I am sending to you under another cover a blueprint, in duplicate, made up from a recent survey made at Bridge 23 at the southerly end of Auburn Yard, where the highway on the section line between Sections 35 and 36 crosses under existing tracks, which, under an agreement between Judge Reid and the County Commissioners of King County, is to be widened to give a clear width of 20 ft. between supports in lieu of the Algona Viaduct, which is to be abandoned, together with cross sections.

In view of Judge Reid's telegram to you sometime in January, I believe, in which he stated that there was nothing in his understanding with the County Commissioners necessitating the construction of a permanent bridge at this time, and the further fact that Judge Reid is anxious that this roadway be opened to the full width of 20 ft. as soon as the County has completed a section of the highway now under construction, I have instructed Mr. Stotler to proceed with the construction of a temporary bridge, using a plan similar to that made up by Mr. Clements for the bridge at the Golf Club crossing on the Seattle Belt Line near Black River Junction, where the clear width is the same as that proposed at Auburn, Wash.

Yours truly,

A. P. Cook

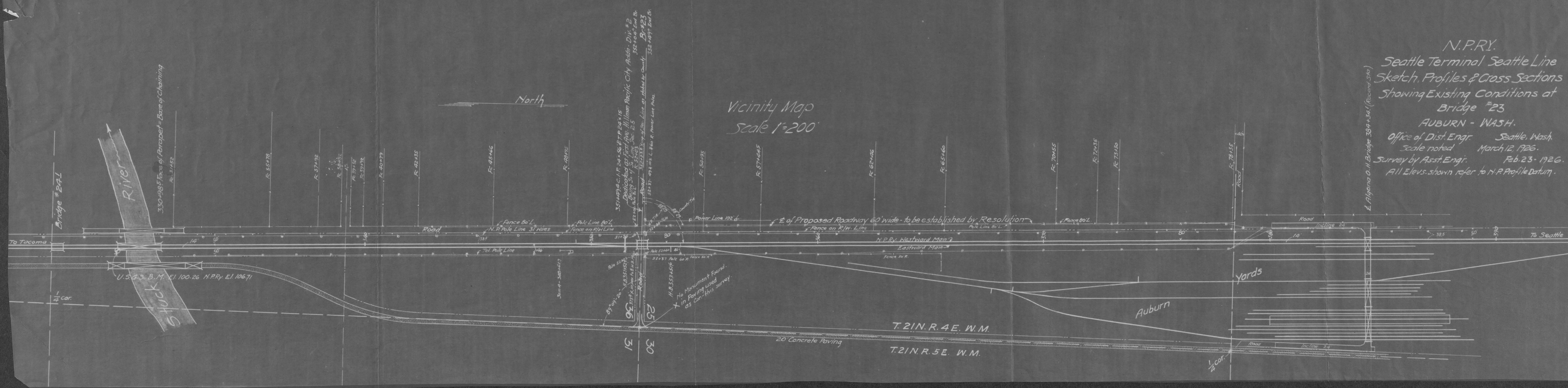
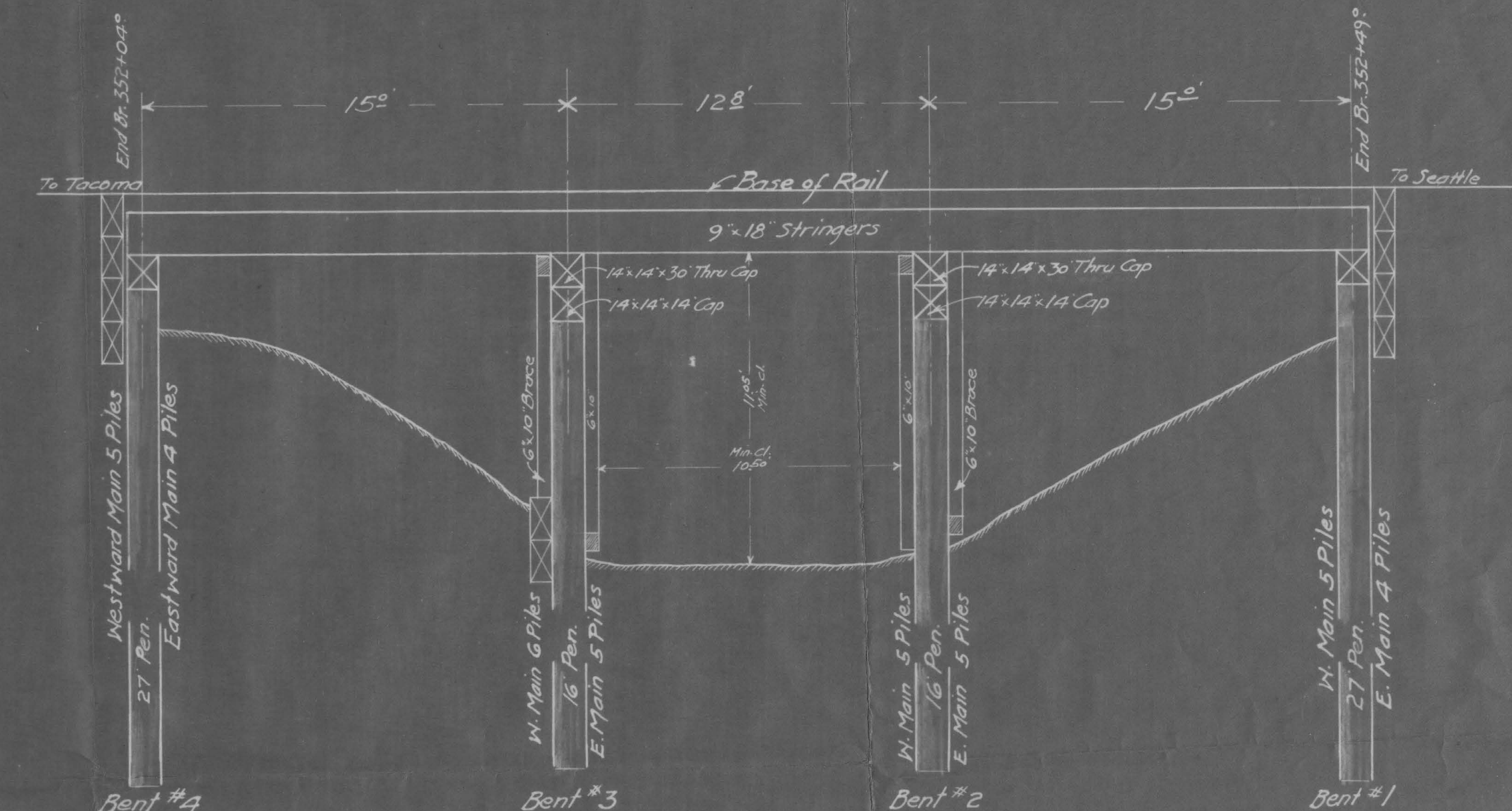
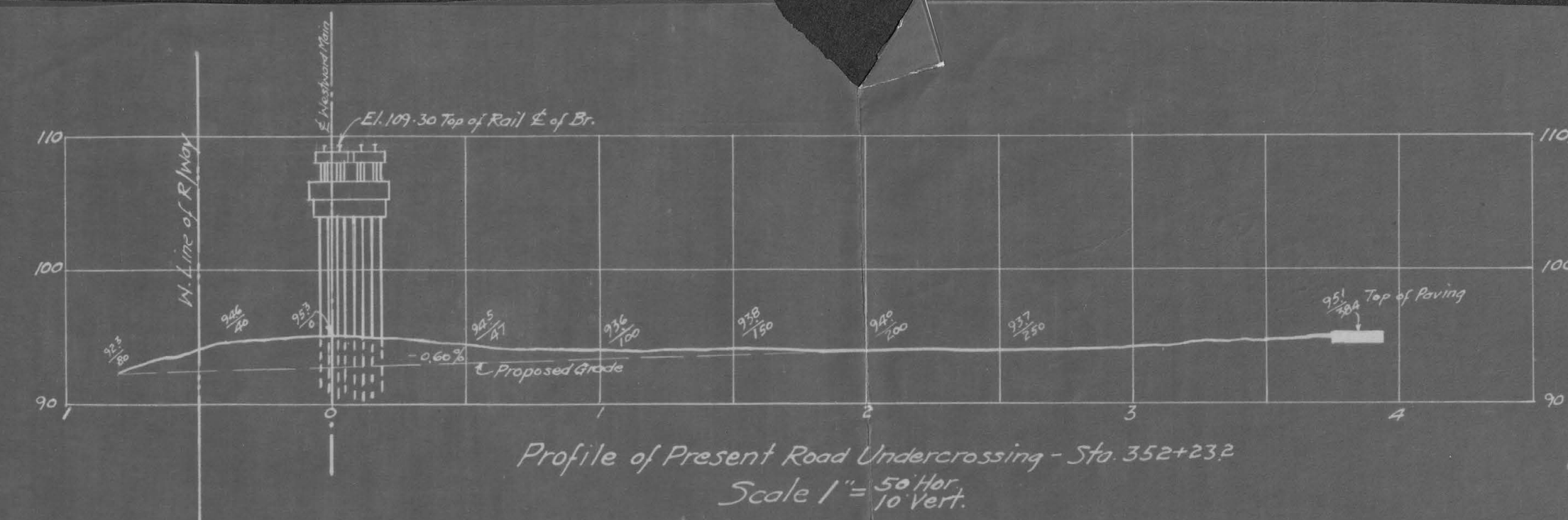
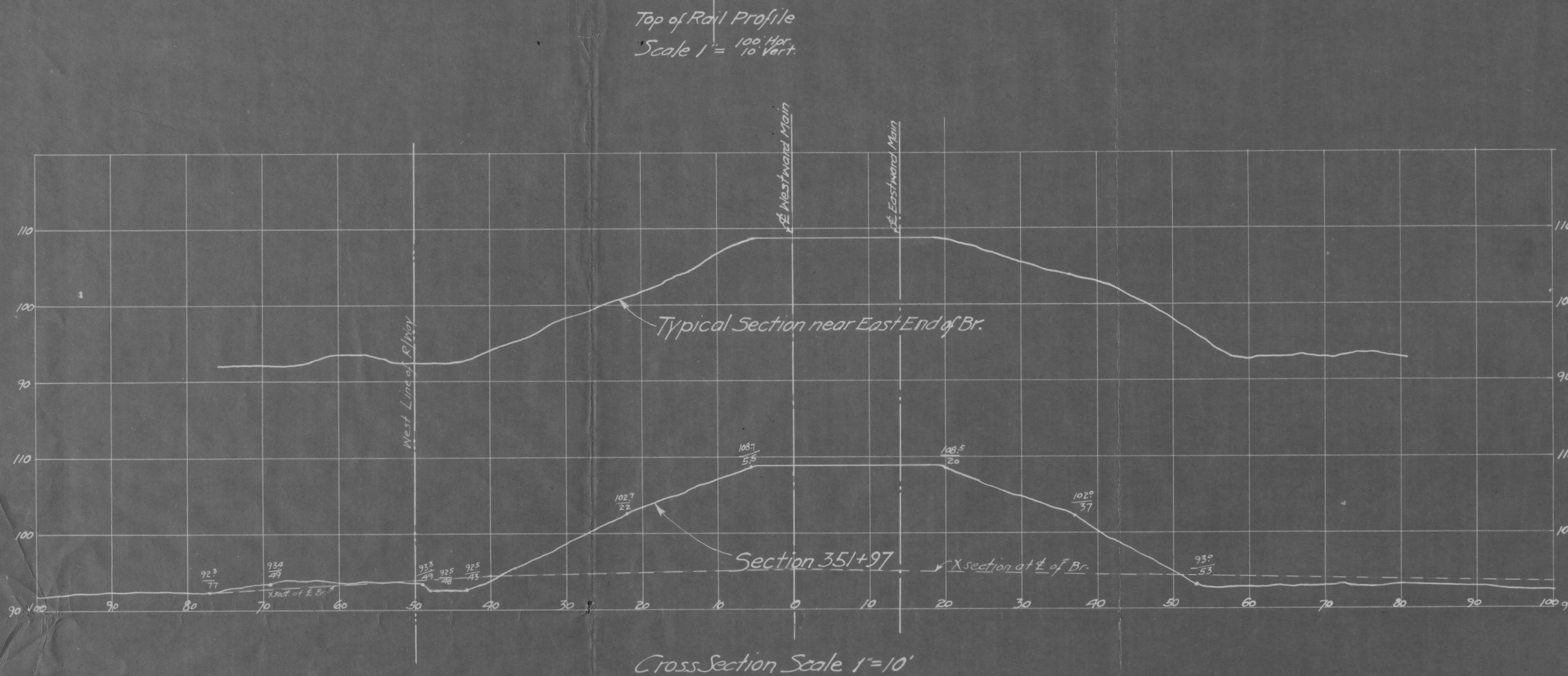
ARC:L

*In Clements - Please note return -
one print herewith for your files*

*HSS noted
into 29*

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OFFICE
CHICAGO
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N.Y.



N.P.R.Y.
Seattle Terminal Seattle Line
Sketch, Profiles & Cross Sections
Showing Existing Conditions at
Bridge #23
AUBURN - WASH.
Office of Dist. Engr. Seattle, Wash.
Scale noted March 12, 1926.
Survey by Asst. Engr. Feb. 23 - 1926.
All Elevs. shown refer to N.P. Profile Datum.

MADE IN
U.S.A.
NO. 10
ST. PAUL, MINN.

ENCLOSURE
With letter dated 3/16/26
From A. R. Cook
To W. E. Brown
Subject Box #23 Auburn
Yd

6713

Saint Paul, February 2, 1926.

Mr. F. E. Williamson:

Herewith for approval Seattle Division ED-6, covering reinforcement of approaches, Traeger Street viaduct, Auburn yard.

This AFE was submitted last year but held up for further investigation, and is now carried in the 1926 budget under blanket item #166.

There are two viaducts over the Auburn yard, Traeger Street and Algona. The Algona viaduct is in bad condition but negotiations are under way for abandoning this structure, making a new connection with the County road - we to assume an expense of about \$10,000.

The repairs covered by the attached AFE to the Traeger viaduct will therefore take care of the Auburn yard crossing situation for some years to come.

Chief Engineer.

encl.

HES-ar

Recorded
HAC
2/3/26

Re: Seattle Divn. AFE
ED 133-25 replace frame
bents on Traeger Viaduct,
Auburn, Wash.

Seattle, Wash.,
January 30, 1926.

Mr. H. E. Stevens,
Chief Engineer,
Saint Paul, Minn.

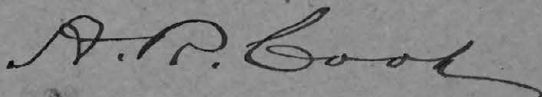
Dear Sir:-

Replying to your letter of January 26
in regard to the abandonment of the Algona Street Via-
duct and AFE ED 133-25, providing for repairs to the
Traeger Viaduct, at Auburn, Wash.

It is the Algona Street Viaduct which we
propose to abandon. This viaduct is in very bad con-
dition and spans will have to be renewed. I think that
the spans of the Traeger Viaduct were renewed about two
years' ago and AFE ED 133-25 provides for repairs to the
approaches.

Judge Reid advises that the County Com-
missioners have passed a resolution vacating Algona Street
on certain conditions, which include the widening of the
undercrossing at the west end of the Auburn Yard and the
construction of a piece of road which will make a thru
road on the westerly side of our property. As soon as
all matters have been completely determined Judge Reid
is to advise, at which time AFE will be made to cover.

Yours truly,



ARC:L



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

74 of an

Seattle Jan 30 1926

H E Stevens

STPAUL

The one thousand Dollar sum refers only to resurfacing existing
highway on west side of our tracks

Geo T Reid

1142AM



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul January 30 1936

Geo T Reid

Seattle

My inquiry was made because your letter states one thousand
dollars. Is the letter correct? S-77

H E Stevens



N. P. 1386
12-24
- 305cf k

TELEGRAM—BE BRIEF

TIME FILED

M.

Seattle Jan 29 1926

H E Stevens

StPaul

I fancy expense involved in taking down overhead bridge will be about ten thousand dollars probably less unless there is charged against it expense of making opening of permanent material in place of temporary material at undercrossing. there is nothing in my agreement that requires us to use permanent material unless it is necessary to obtain a twenty foot opening.

Geo T Reid

836p

RECEIVED JAN 10 1934

JAN 10 1934

10



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St Paul. January 29 1936

Geo T Reid

Seattle

Your letter 25th to Mr. Donnelly about viaduct over Auburn yard.

Understood you to state ten thousand dollars would be the expense

S-76

H E Stevens

Re: Abandonment of Algona
Road Viaduct, Auburn, Wn.

Seattle, Wash.,
January 26, 1926.

Mr. H. E. Stevens,
Chief Engineer,
Saint Paul, Minn.

Dear Sir:-

Acknowledging your letter of January
22 in re abandonment of Algona Road Viaduct across
the yards at Auburn, Wash.

County Commissioners yesterday passed
a resolution providing for the abandonment of the Via-
duct and the construction of an extension of the road
on the northerly side of our main line to connect with
the Algona Road, the Railway Company to contribute to
the construction of this road, also widen the present
undercrossing, installing a permanent bridge.

I have asked Mr. Stotler to obtain from
the County all available information regarding the road
crossing and make up AFE papers covering the widening
of the undercrossing.

We are making only such repairs on the
Viaduct as are necessary to carry it along with safety.

Yours truly,

ARC:L

A. L. Cook

6713

FILED
JAN 28
1926

Seattle, Wash., January 25, 1926

My dear Mr. Donnelly:

The Board of County Commissioners of King County, Washington, this morning adopted a resolution vacating the highway that crosses the Auburn Yards. This highway crosses on a viaduct and is the more southerly of the two viaducts across our property. Before the viaduct can be actually closed and torn down, we will have to wait until we can build for the County a half mile of gravel road along the westerly side of our right of way from the end of the present road to the undercrossing near the Stuck River. We will also have to widen the undercrossing so as to allow a 20 foot horizontal clear opening and pay into the County Treasury \$1,000.00, which sum the County will use for resurfacing the existing highway on the westerly side of our tracks. This money will practically all be spent within the city limits of Auburn because it is that part of the road that is not well maintained. The County cannot spend its own money on it and the City won't spend its money on it. There was a very determined opposition to this action

Mr. Charles Donnelly--2

but the County Commissioners felt that the viaduct is both unsightly and dangerous and that the opposition to its removal was not well founded.

I will try and push matters as rapidly as possible so as to avoid the necessity of spending any substantial amount of money on the viaduct prior to its removal.

This is quite an advantageous arrangement for our company as the viaduct is expensive to maintain.

Yours very truly,

GEO. T. REID

Mr. Charles Donnelly, President,
Northern Pacific Railway Company,
St. Paul, Minnesota.

cc- Mr. H.E. Stevens ✓
Mr. A.V. Brown
Mr. A.R. Cook

6713
Saint Paul, January 26, 1936.

Mr. A. R. Cook:

Referring again to my letter to you of the 22nd, about negotiations with the authorities at Auburn to permit abandonment of the Algoma Street viaduct, and advising that I would hold AFE pending completion of negotiations.

I have had this AFE (Seattle ED-133-25) returned to my office, and find it covers the Traeger viaduct instead of the Algoma Street.

On my way to Yakima I spoke to Mr. Stotler about this matter and advised him it was my recollection the AFE covered the Traeger viaduct, and that it was my understanding Judge Reid's negotiations covered Algoma Street. Will you please advise me just what is covered by Judge Reid's negotiations and if the Traeger viaduct AFE should be held up.

Chief Engineer.

cc-Mr. M. F. Clements

HES-ar

On #4, R. M. Divn.,
January 23, 1936.

Mr. A. R. Cook:

Judge Reid advised me he expects to be able to complete negotiations with the authorities at Auburn which will permit abandonment of the Algoma Street viaduct over the Auburn yard. I am therefore holding up the AFE pending completion of these negotiations.

If the condition of the viaduct is such that it cannot be safely retained in service until the negotiations are completed, such minor repairs as are necessary to keep it in safe operating condition should be made.

Chief Engineer.

cc-Mr. M. F. Clements

HES-ar



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

17 STPaul Jan 21

H E Stevens Car 12

Yakima

S-59 Have got back a F E Viaduct Auburn Yard holding
no action has taken. M-37.

R E Gemmell

355P



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

Seattle January 20 1926 9

R E Gemmell

St Paul

Ascertain status of AFE recently submitted for replacement viaduct
over Auburn yard and if possible arrange to have held S-59

H E Stevens



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

6713

St. Paul, Minn., Jan. 21, 1926.

H E Stevens

Car 12

Yakima, Wash.

S-59 Have got back AFE viaduct Auburn Yard holding No
action had been taken M-37

R E Gemmell



N. P. 1386
12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

3cfr

6713

Seattle jan20 1926

R E Gemmell

St. Paul

Ascertain status of AFE Recently Submitted for replacement via
-duct over Auburn Yard and if possible arrange to have held.

S-59

H E Stevens

134am 21

St. Paul, January 12, 1926.

Mr. F. E. Williamson,
Vice President.

I am handing you herewith for approval
Seattle Division AFE ED 6-1926, Auburn, Washington -
Place frame bents on concrete pedestals in approaches
of the Trasger Viaduct MP 22 plus 1943, \$6590.00.

This AFE, submitted last year, was held
for investigation, and is now submitted as 1926 item,
applicable against item 166 of 1926 budget.

Chief Engineer.

HAC/J
Encl.

Recorded
HAC
1/20/26

St. Paul, January 12, 1926.

Mr. Stevens:-

AFE for Traeger Viaduct (ED 133-25) has been given ED No.6-1926.

As AFE was not passed it is not in carry-over. There is no specific item in 1926 budget, but Mr. Clements advised that we may apply against item 166.

HAC

HAC/J
Encl.

MFC

Saint Paul, January 11, 1926.

Mr. H. E. Stevens:

Referring to your letter of December fourth in regard to Seattle Division AFE ED-133 covering placing of additional bents on concrete pedestals, Traeger Viaduct, Auburn.

For your information I attach Mr. Stotler's letter of December 24th. I note he states that three post bents are sufficient to take care of traffic on the viaduct. The AFE is made up for three post bents and should be passed as it stands.



Bridge Engineer.

Encl.

Seattle, Wash.
Dec. 24, 1925

Mr. M. F. Clements
Bridge Engineer
St. Paul, Minn.

Re: Seattle Division AFE ED 133 covering the placing
of additional bents on concrete pedestals at
Traeger Viaduct, Auburn, Seattle Terminal Line,
Seattle Division

Dear Sir:

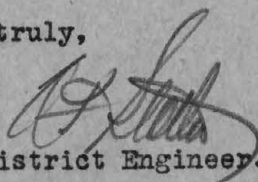
Referring to your letter of the 7th inst. concerning
the above subject and inquiring if the three-post bents are suffi-
cient, taking into consideration that the traffic is light passing
over this viaduct.

The vehicular traffic using this structure is light -
being principally light automobiles and buss traffic from Algona
to Auburn. Have not observed any heavy trucks operating in this
vicinity - only light trucks, being delivery trucks mostly, are used.

In that the present structure has taken care of the
vehicular traffic in the past and not anticipating any greater loads
passing over the structure would recommend to carry out the plans as
provided for in the AFE.

At some future date it may be that this overhead cross-
ing can be abandoned, in which case extra expense involved in bringing
up to standard loading would be wasted.

Yours very truly,


District Engineer.

AFS:B

Saint Paul, December 4, 1925.

2013

Mr. M. F. Clements:

Your letter of the first about Seattle Division ED-133, covering placing of additional bents on concrete pedestals, Traeger Viaduct, Auburn.

The estimate is on the basis of three post bents, and it is my understanding of the correspondence that you do not consider three post sufficient for present highway loading requirements.

I do not know the character of the business handled over the Traeger Viaduct, but it is my understanding the traffic is light. Suggest you ascertain definitely from Mr. Stotler character of traffic for which the design should provide, and then make whatever changes may be necessary in the AFE to meet these requirements.

Inasmuch as the work will not be undertaken until after the first of the year I suggest the AFE be given a 1926 number.

Chief Engineer.

HES-ar

MFC

Saint Paul, December 1, 1925.

Mr. H. E. Stevens:

On June 23rd you sent me Seattle Division AFE 133 covering the placing of additional bents on concrete pedestals in the Traeger Viaduct at Auburn, amount \$6,590. At the time you sent the AFE to me you thought possibly the accounting was incorrect in that the full amount was charged to Additions and Betterments. At the time I received the AFE I compared a number of estimates which were prepared by Mr. Stotler and I could not reconcile them with the actual conditions. I have had the question up with Mr. Stotler several times and on November 14th I received a letter from him which I attach. Attached to his letter of November 14th is an estimated cost of renewing the pile bents from the floor by removing and replacing the deck, without removing the original bents. You will observe that the total cost would be \$7,882 as against \$6,590 in the AFE. It is, therefore, advisable to place the frame bents on concrete pedestals.

As far as the accounting is concerned, Mr. Sharood's office states that we can charge the entire amount to Additions and Betterments and retire the old bents when it becomes necessary to renew the stringers and floor. I think it would be advisable, therefore, to pass the AFE as it stands.

M. S. Clement
Bridge Engineer.

Encl.

Seattle, Wash.
Nov. 14, 1925

Mr. M. F. Clements
Bridge Engineer
St. Paul, Minn.

ED 133-25 covering the proposed replacement of the present pile bents with post frame bents - on concrete pedestals in Traeger Viaduct at Auburn

Dear Sir:

Referring to your letter of July 1st, relative to Seattle Division ED 133-25 submitted to cover the proposed replacement of the present 3 pile bents with 3 post frame bents - on concrete pedestals in the Traeger Viaduct at Auburn.

Estimate 1-A was intended to cover a complete renewal of the approaches, and as such, no difficulties would exist more than the ordinary conditions met with.

Estimate 2-A was also intended to cover a complete renewal - substituting a 3 post frame bent construction on concrete pedestals. No interferences would be met with here either and the comparison of costs as between 1-A and 2-A would represent the differences between the two types.

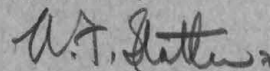
However, in the case of estimates 3-A and 3-C a different condition exists since here only the bents are to be renewed. To redrive the bents the wearing surface must be taken up and joists spread to permit of placing piles for driving - since the pile driver must work from the top. On completion of driving the joists must be respaced and wearing surface replaced plus replacements in wearing surface necessary account loss. In placing frame bents the deck is not disturbed since the placing of the frame bents is done from below. Therefore, a saving is apparent in the placing of frame bents over that of pile bents where the deck is not to be renewed.

You have the RPA estimate attached to ED 133-25 and this estimate carries no Operating Expenses for reasons indicated in the narrative.

MPC #2 11/14/25

I attach a detail of the estimate for renewing the pile bents in kind - without renewing the deck and without removing the old bents. In this you will note that the A&B portion is directly comparable with the RFA estimate is \$5082. The \$2800 is represented as the Operating Expense necessary to accomplish the renewal.

Yours truly,

A handwritten signature in dark ink, appearing to read "A. T. Little".

District Engineer.

CJF:B

TRA EGER VIADUCT AT AUBURN

Estimated Cost to Renew Pile Bents in Kind
without Renewing Deck and Without Removing
Old Bents

ADDITIONS & BETTERMENTS

CROSSINGS & SIGNS

	<u>LABOR</u>	<u>MATERIAL</u>
6855 Lin ft cedar piling @ .18 and .19	1 234	1 302
33385 FBM caps @ 14.00 and 18.00	467	601
11080 FBM sway bracing @ 25.00 and 18.00	277	199
1200 FBM longitudinal bracing @ 20.00 & 18.00	24	22
3298 Lbs wrot and cast iron @ .01 and .05	33	165
Total	2 035	
Superintendence	204	
<u>ENGINEERING</u>	224	

MISCELLANEOUS

Transportation		130
Rent of Equipment		200
	2 463	2 619
		<u>2 463</u>

Estimated cost of new work 5 082

INCIDENTAL OPERATING EXPENSES

Remove and replace planking and move stringers to permit of driving of piles	2 000	600
Engineering	200	
	2 200	600
		<u>2 200</u>

Incidental Optg. Expenses 2 800

SUMMARY

Total Cost - 7 882

On Special - Montana Divn.,
June 23, 1925.

Mr. M. F. Clements:

In looking over the attached AFE, Seattle ED-133, did you give consideration to the accounting distribution? You will note it will all be charged to Additions & Betterments. It rather seems we can charge to Additions & Betterments only the difference in cost between the concrete pedestals and bents as compared with renewal with pile bents.

Frame bents in effect replace the pile bents, and while the pile bents are not being removed at the present time they will be removed eventually and we will then have charged into Capital Account two sets of bents.

If you agree with my conclusions please have the distribution corrected before the AFE is forwarded.

Tracy's Violent Auburn

Chief Engineer.

HES-ar

Encl.

Mr. Cullis - has a 72 farm and

Wm. Sumner;

200. Hoc 8/25/23

and
 neg. of place from
 on the 6/26/25
 the about 1500
 information 12/21/25

On Special - Montana Division,

June 23, 1935.

Mr. B. O. Johnson:

Herewith for approval Seattle Division ED-133 covering the placing of frame bents on concrete pedestals in approaches of the Traeger Viaduct, Auburn, amount \$6590.

At the present time the approaches of this viaduct consist of three pile bents. These piles are badly decayed at the ground line but the deck still has two or three years additional life. It is therefore proposed to put in intermediate frame bents on concrete pedestals which will give additional support to the deck, and on the expiration of the life of this deck same will be renewed and joints made over the frame bents, pile bents being removed entirely.

The estimated cost of renewing the approaches complete at this time using the original construction of three pile bents is \$19,667.

The estimated cost of renewing approaches complete using three post frame bents on concrete pedestals is \$21,131, or about \$1,500 more than the three pile bents. This difference, however, is more than made up in the increased life we will obtain from the present deck and in the increased life we will obtain from the frame bents as compared with pile bents account of rapid decay of pile bents at the ground line.

HES-ar
Encl.


Chief Engineer.

On Special - Montana Division,

June 23, 1925.

Mr. B. O. Johnson:

Herewith for approval Seattle Division ED-133 covering the placing of frame bents on concrete pedestals in approaches of the Traeger Viaduct, Auburn, amount \$6590.

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HES-ar
Encl.

Chief Engineer.

Re: Seattle Divn. AFE ED
#133-25, repairs to approach
Traeger Viaduct, Auburn, Wn.

6

OFFICE
CHIEF ENGR.
JUN 14
1925
NOR. PAC. RY.
SAINT PAUL, MINN.

Seattle, Wash.,
June 11, 1925.

Mr. H. E. Stevens,
Chief Engineer,
Saint Paul, Minn.

Dear Sir:-

Replying to your letter of May 13 in
re Seattle Division AFE ED 133-25, providing for re-
pairs to the approach of the Traeger Viaduct at Au-
burn, Wash.

I am enclosing copy of District Engin-
eer Stotler's report of June 11, together with one set
of sketches which he refers to.

Before making up the original estimate
I have discussed the matter with Mr. Stotler and we
are both agreed that the concrete pedestals would be
in the end much more economical than redrive the piles
or place mud sills on the ground and I recommend that
the AFE as submitted be passed.

Yours truly,

A. P. Cook

ARC:L
Encl.

Seattle, Wash.
June 11, 1925

Mr. A. H. Cook
Asst. Chief Engineer
Seattle, Washington

Re: Placing intermediate frame bents on concrete
pedestals approach to Traeger Viaduct at
Auburn, Seattle Terminal Line

Dear Sir:

Referring to Mr. Stevens' letter to you of the 13th ult. together with copy of AFE file, which you handed to me, covering the placing of intermediate frame bents on concrete pedestals, approach to Traeger Viaduct at Auburn. Herewith furnishing information as requested in Mr. Stevens' letter to you.

In the original construction of the approaches to the Traeger Viaduct bents had only three piles which I understand does not conform to the present standard. Bridge Engineer's plan number 1816-22, for overhead highway structures. AFE estimate was based on three-post bents and original centers. I am enclosing plans in duplicate showing rough draft for frame and pile bents to conform to Bridge Engineer's plans as referred to and also plans for three and four post frame bents. In both cases have outlined the dimensions for concrete pedestals.

Comparison of cost for renewal of approaches:

1: Estimated cost to renew approaches - including bulkheads

(a)	In kind with "3 pile bents"	\$19,667
(b)	In kind but with "4 Pile bents"	21,348

2: Estimated cost to renew approaches - including bulkheads

(a)	3 Post frame bents on concrete pedestals	21,131
(b)	4 Post frame bents on concrete pedestals	22,054

3: Estimated cost to renew bents only

(a)	3 Pile bents	7,882
(b)	4 " "	9,581
(c)	3 Post frame bents on concrete pedestals	6,590
(d)	4 " " " " " "	7,443

ARC #2 - 6/11/25

No estimate was prepared on the basis of 5 post frame bents on concrete pedestals. By placing intermediate bents it is estimated that the deck can be carried over about two years.

The life of cedar piling in Auburn Terminals is about ten years. A large number of the piling in the existing approaches of both Graeger and Algona Viaducts have been cut off and shores placed. The reason for the short life of piling is attributed to the soil conditions.

wish to call to your attention the fact that similar work is to be carried out on the Algona Viaduct approach, which is covered in form 134. You recall, in talking the matter over with you, that it may be possible to abandon the Algona Viaduct and before submitting improvement papers this matter should be definitely settled.

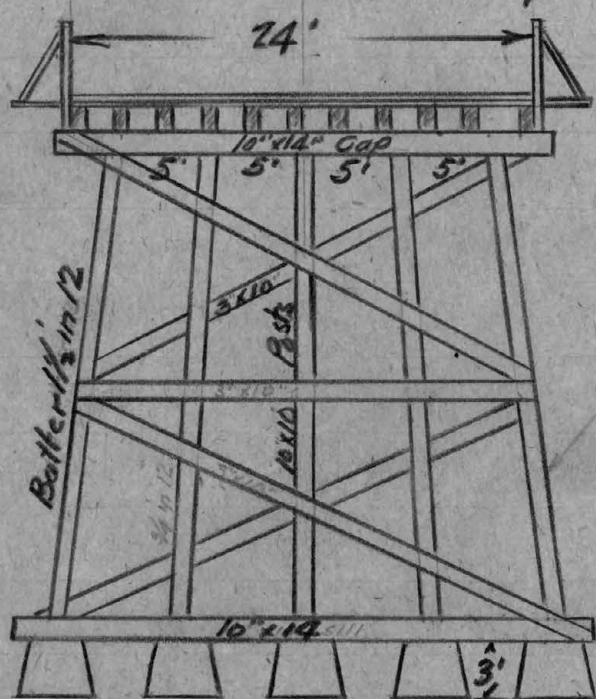
Yours very truly,

APS:B

District Engineer.

N.P.Ry

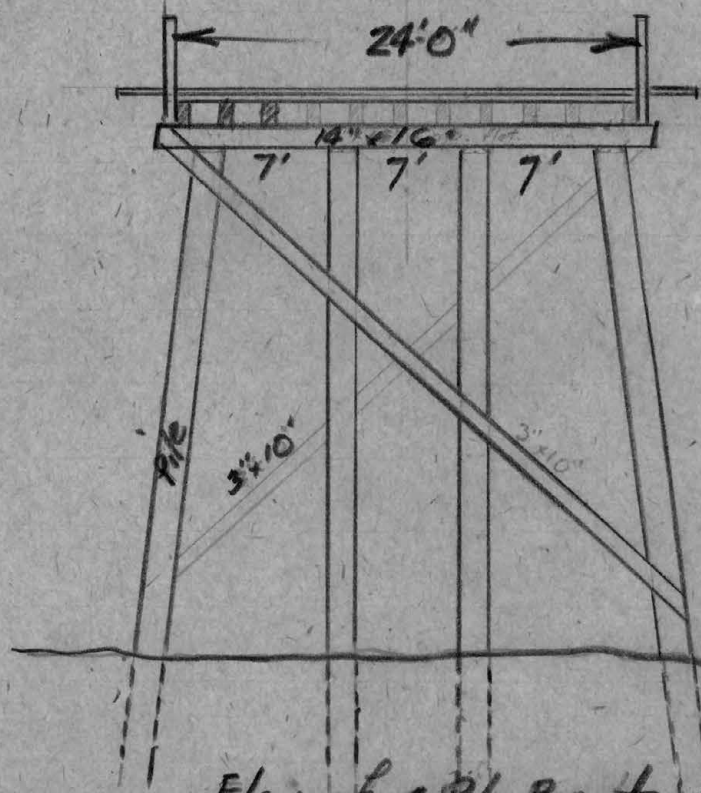
Sk. showing frame and pile bents suggested
as alternates for rebuilding approaches
of Traeger Viad. at Auburn.



Conc. Blocks 4' x 2' x 3" on base
Elev. of Frame Bents
on 19' ctrs

L.L. 20 ton truck
as per for highway bridge plan
Index - *1816-22

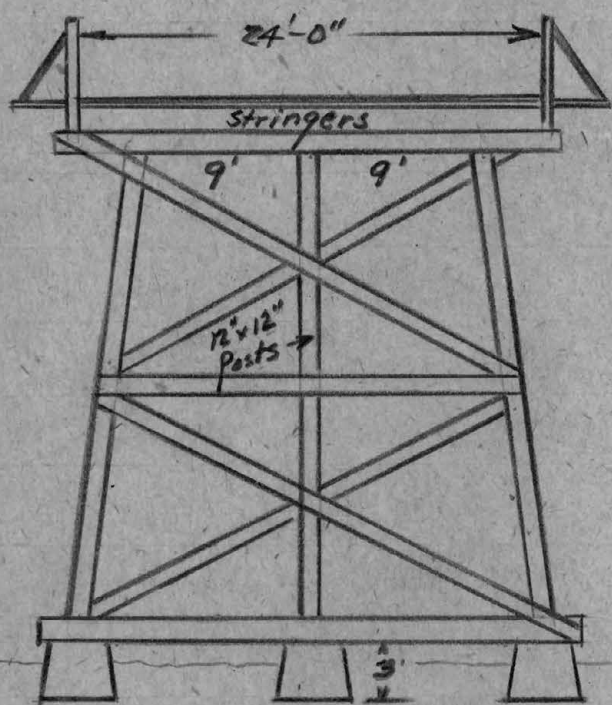
D.L. per bent	16000*
Max. L.L. due to 2-20 ton truck passing	70000*
Total	86000*
Area of footings	45 sq. ft.
Load per sq. ft.	1910* ±



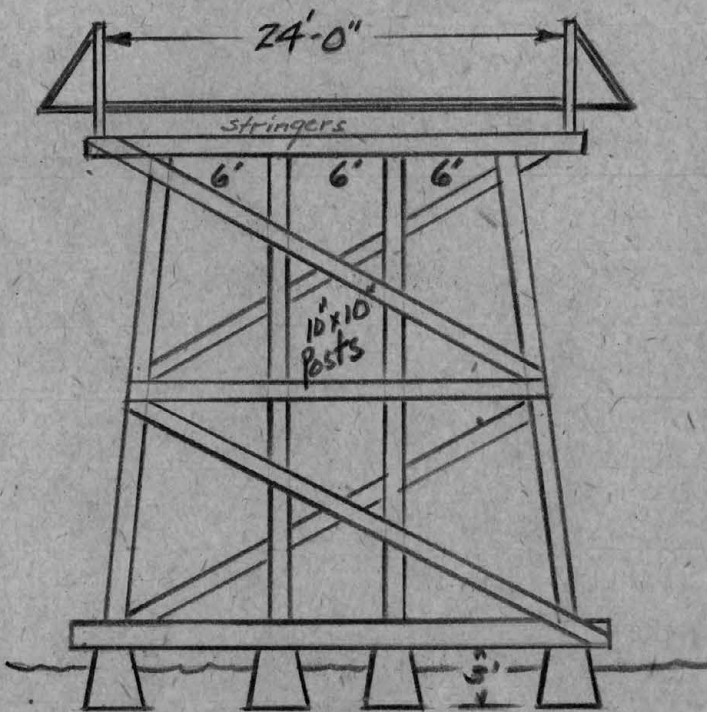
Elev. of 4 Pile Bent
on 19' ctrs

N.P.R.Y.

sk. showing 3 or 4 post frame bents suggested
for rebuilding approaches of Traeger Viaduct at
Auburn - Wj



Conc. blocks 2'-6" x 4' at base



Conc. blocks 2'-6" x 3' at base

Assum. D.L. 16000* per bent

Max. L.L. due to

2-12 ton trux passg 43000* " "

Total 59000* " "

Note - Existy deck and spans
designed for this loading

Load per sq ft. on footings = 1970*

Note -

Bents are on 19' ctrs

Saint Paul, May 13, 1925.

Mr. A. R. Cook:

I have Seattle Division ED-133, covering placing of intermediate frame bents on concrete pedestals on the approaches of the Traeger Viaduct at Auburn, amount \$6590.

In reading over the narrative it appears the entire approach is about ripe for renewal, although the narrative goes on to state that if the bents are placed the deck can be carried over, but does not state how long it can be carried over.

I am wondering if it would not be just as well to renew the approach complete, using pile bents, the same as the original construction.

Have you made any comparative estimates on that basis? If so, I wish you would forward same. I would also like to have your plan for the concrete pedestals and bents.

It is my recollection the ground line is fairly flat, but even at that it may require quite a little concrete to put in pedestals which will permit the construction of pile bents of reasonably uniform height.

I am holding the AFE pending your reply.

HES-ar

Chief Engineer.

cc-Mr. M.F. Clements

Seattle, May 2, 1925.

Mr. H. E. Stevens:

Herewith Seattle Division RFA 105 AFE ED 133 for
placing frame bents on concrete pedestals in approaches of
the Traeger Viaduct MP 22 plus 1943, Auburn, amount \$6590.00.

A V Brown

67 13