



[President's records.](#)
[Northern Pacific Railway](#)
[Company records.](#)

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P. 1757
6-24

OFFICE OF Vice President

FILE NO. 89-5

SUBJECT:

Auburn, Wash.

Undercrossing at
"E" St. S.E.

e
Doc. 15936

Saint Paul, Minnesota,

August 10, 1932.

Mr. H. E. Stevens, Vice President
Mr. W. E. Coman, Vice President, Seattle
Mr. L. B. daPonte, Western Counsel, Seattle
Mr. F. W. Sweney, Comptroller (3)
Mr. E. R. Wales, District Accountant, Tacoma
Mr. J. L. Watson, Right of Way Commissioner
Mr. V. E. Williams, Western Right of Way Agent, Seattle
Mr. W. C. Sloan, General Manager, Seattle
Mr. L. F. Newton, Superintendent, Tacoma
Mr. Bernard Blum, Chief Engineer (2)
Mr. A. F. Stotler, Asst. Chief Engineer, Seattle

Herewith copy of agreement dated July 29, 1932,
between State of Washington, City of Auburn, and Nor. Pac.
Ry. Co., covering opening of "C" Street and construction
of underpass at White River bridge 102-2, Auburn, Washington.

Please acknowledge receipt on the enclosed form.

A. M. Gottschald,

Assistant Secretary.

1

Encl.

VIEW
L3daP
AFS
WCS
TFL
BB
DFL
JLW

AGREEMENT made this 29th day of July, 1932, between the NORTHERN PACIFIC RAILWAY COMPANY, a Wisconsin corporation, hereinafter called "Railway Company", and the STATE OF WASHINGTON, acting through the Director of Highways, under and by virtue of Chap. 186 of the Laws of 1909, as amended by Chap. 7 of the Laws of 1921 and Chap. 115 of the Laws of 1929, and hereinafter called "State", and the CITY OF AUBURN, a municipal corporation of the State of Washington, hereinafter called "City".

WHEREAS, the State and the City desire to occupy for highway purposes, a portion of the right of way of the Railway Company in the City of Auburn, King County, State of Washington, for State Road No. 5, and desire to have such road pass underneath the track of the main line of the Tacoma Division of the Railway Company, and the Railway Company is willing to grant to the State and the City the right to use a portion of its right of way for highway purposes, in consideration of the State and City bearing, to the extent hereinafter set forth, the expense of the construction and maintenance of said State Road No. 5 on the Railway Company's right of way and the expense of construction of the necessary bridge to carry the track of the Railway Company over State Road No. 5.

NOW, THEREFORE, in consideration of the premises and mutual dependent promises herein set forth, the parties agree as follows:-

I.

The Railway Company grants to the State and the City permission to use for public road and for no other purpose, a strip of land one hundred (100) feet in width across the right of way of the Railway Company in the City of Auburn, King County, State of Washington, located as shown in solid red on the blue print map hereto attached, identified by signatures of representatives of the Railway Company and the State, and made a part of this agreement. The permission herein granted is subject, however, to easements, leases and permits heretofore granted by the Railway Company along, across or upon said right of way.

II.

The State and the City agree to construct and maintain said State Road No. 5 at their expense in a good and workmanlike manner, and so as not to damage the track of the Railway Company or interfere with the operation of the trains of the Railway Company.

III.

The State and the City shall provide proper drainage across and along said public road to protect the property of the Railway Company and contiguous owners, and the State and the City shall indemnify and save harmless the Railway Company from all claims caused by the location of said public road on the right of way of the Railway Company.

IV.

The parties agree that a permanent bridge of reinforced concrete and steel shall be constructed to carry the track of the Railway Company over and across said State Road No. 5 at the location shown on the attached map. Said bridge shall be constructed in accordance with detailed plans and specifications approved by the Chief Engineer of the Railway Company and the State at the location and in the manner shown on the attached map.

V.

The Railway Company agrees to assume the responsibility for the performance of the work in constructing said bridge in accordance with the plans and specifications and to the satisfaction of the State. The cost of constructing said bridge, to an amount not in excess of Seventeen Thousand Five Hundred Dollars (\$17,500.00), shall be borne by the State, and on completion of the work the State shall reimburse the Railway Company for the cost of constructing said bridge to an amount not in excess of Seventeen Thousand Five Hundred Dollars (\$17,500.00), upon bill being rendered by the Railway Company. Cost shall include the usual percentages of the Railway Company for supervision, use of tools, engineering, insurance, etc.

VI.

It is further understood that the cost of any excavating under the track of the Railway Company incident to the construction of said bridge, and any changes in the facilities of the Railway Company or temporary structures necessary in connection with the construction of said bridge, shall be included in the cost of the bridge.

VII.

The roadway under the bridge and approaches shall be graded, surfaced and maintained by the State and City at their or one of their cost and expense, and without expense to the Railway Company.

VIII.

The State and/or the City will cut and remove or cause to be cut and removed, without cost or expense to the Railway Company, all noxious weeds and vegetation growing on the tract of land colored in solid red on the attached map, such work of cutting and removal to be done at such times and with such frequency as to comply with state and local laws and regulations.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their duly authorized officers the day and year first above written.

WITNESSES:-

NORTHERN PACIFIC RAILWAY COMPANY

T. K. Young
R. D. VanVoorhis

By H. E. Stevens
Its Vice President

Approved as to form:-
Jno A. Homer
Asst. Atty Genl.

STATE OF WASHINGTON

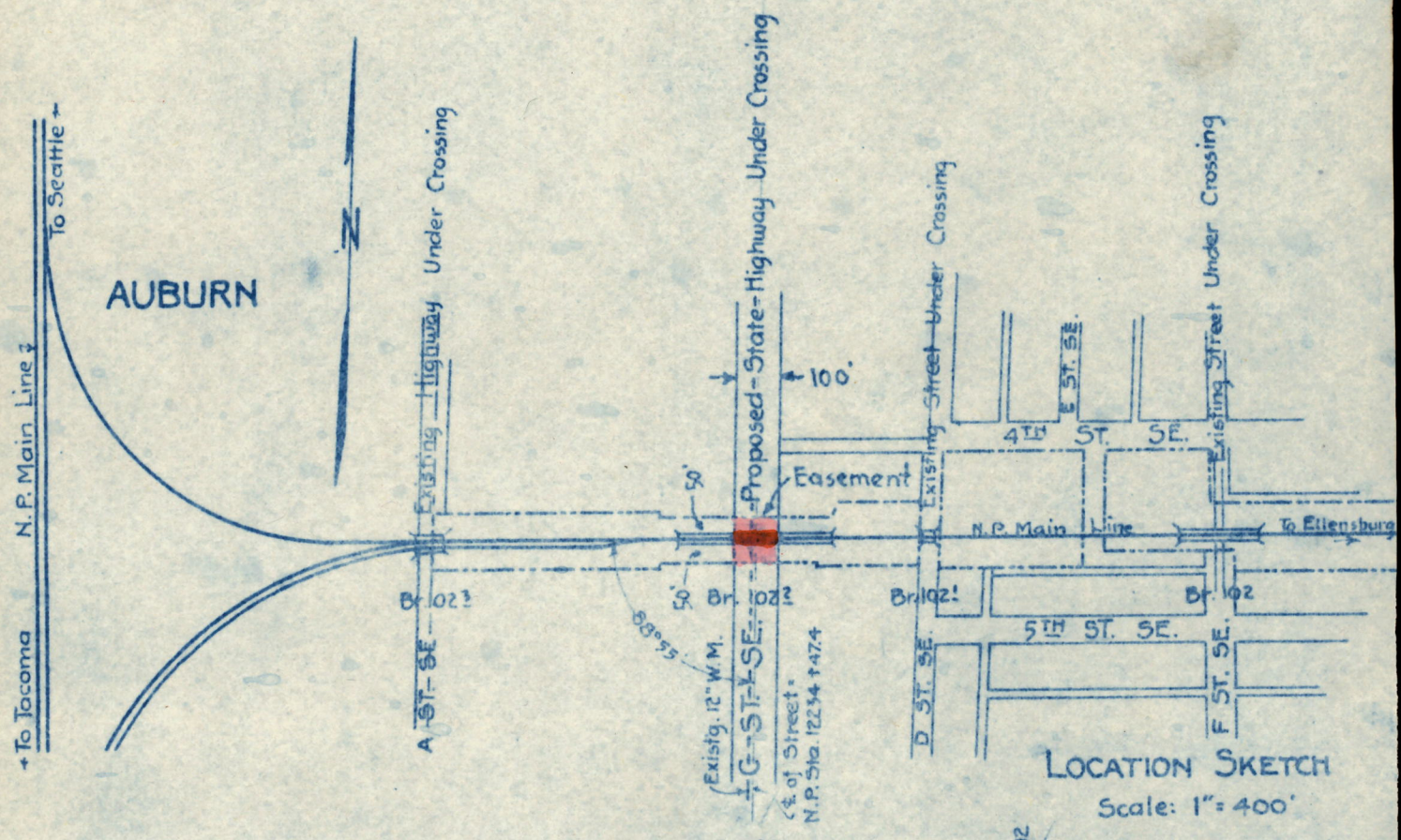
By Samuel J. Humes
Director of Highways

CITY OF AUBURN

(SEAL)

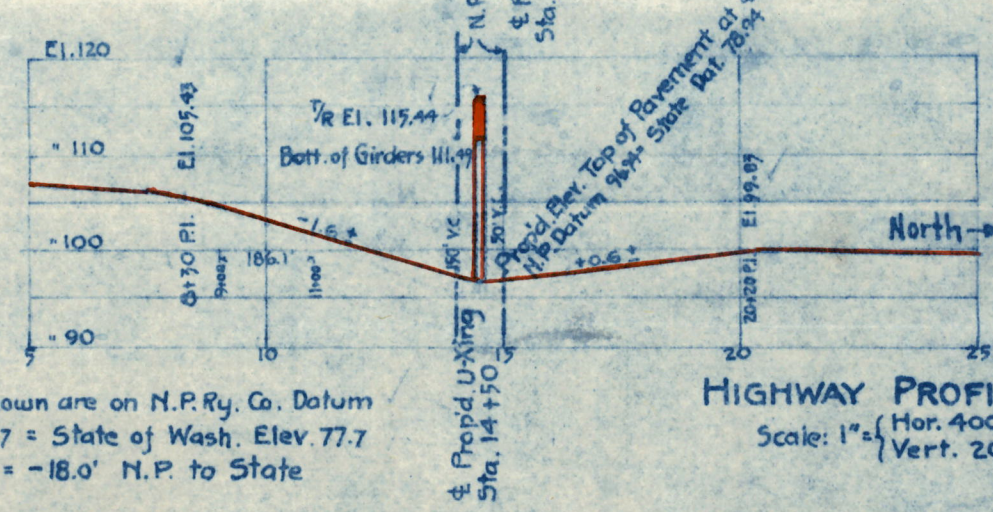
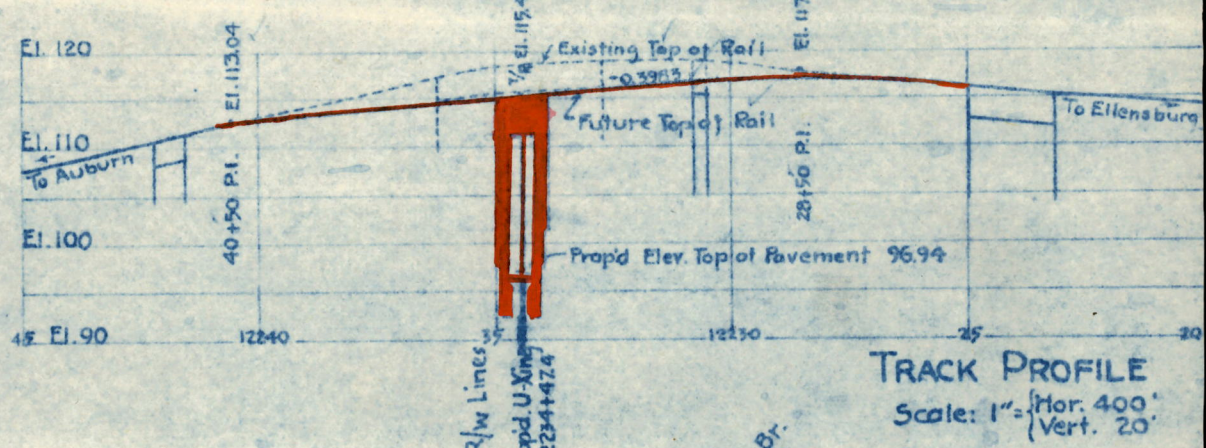
Attest:-
W. H. Baringer
City Clerk

By J. W. McKee
Its Mayor

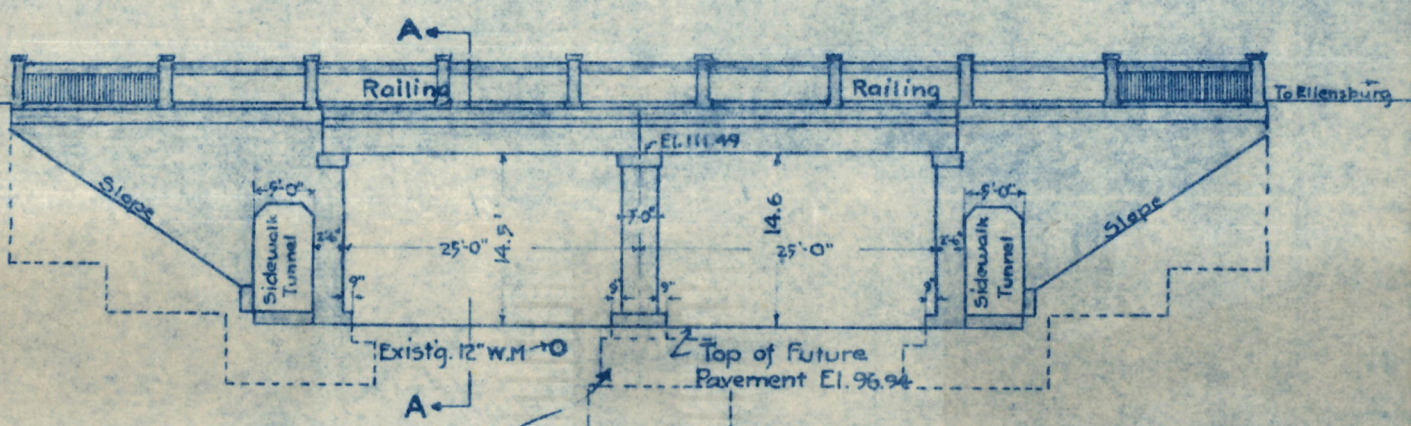


Datum Equation

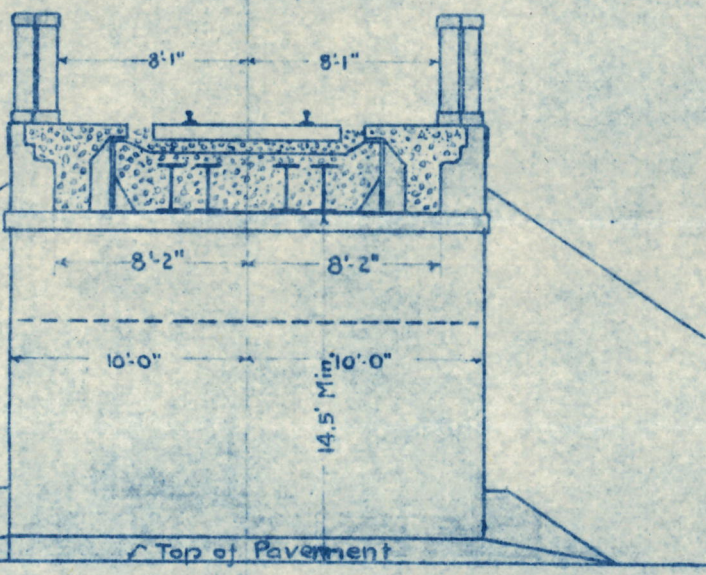
Points at & of Pier	N.P.Ry.	U.S.G.S. State Hi'wy Dept.
Prop'd T/R	115.44	97.44
" Cl.	111.49	93.49
" Top of Pav't.	96.94	78.94
	18.0	0.0
	0.0	-18.0



Note: Elevations shown are on N.P.Ry. Co. Datum
N.P. Elev. 95.7 = State of Wash. Elev. 77.7
Equation = -18.0' N.P. to State



Note: Footing of Existing Pier to be used



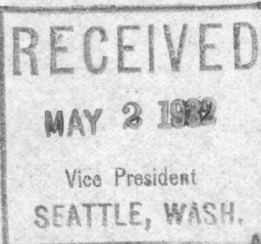
Approved:
State of Washington
by Director of Highways
Northern Pacific Railway Co.
by Assistant Chief Engineer

SECTION A-A
Scale: 1/8" = 1'

EXHIBIT "A"

N. P. RY.
Tacoma Division - Main Line Ellensburg to Auburn
Sketch showing proposed
HIGHWAY UNDER CROSSING ON C STREET SE.
AUBURN, WASH.

Office of Assistant Chief Engineer - Seattle, Wash.
Scale as shown
May 23-1932
Rev'd. June 17-



1003-23-2

April 30, 1932.

Mr. S. J. Humes,
State Director of Highways,
Olympia, Washington.

Attn: Mr. J.D. MacVicar.

Auburn, Tacoma Divn: Appn. of State for
opening up "C" Street S.E. across right
of way and install permanent undercrossing.

Dear Sir:

When you were in my office on April 26, with representatives of the Town of Auburn, concerning proposed opening up of "C" Street Southeast across the right of way and installing an undercrossing, your proposition was that the State would contribute up to \$17,500. for a permanent undercrossing, with a horizontal clearance of twenty-two feet for each lane, and you requested to be advised at the earliest date possible the Railway Company's acceptance of your proposition.

This is to confirm telephone conversation of even date with Mr. MacVicar, that I have received approval of acceptance of your offer and will arrange immediately for preparation of plans and on receipt of same will take steps for immediate installation.

Yours truly,

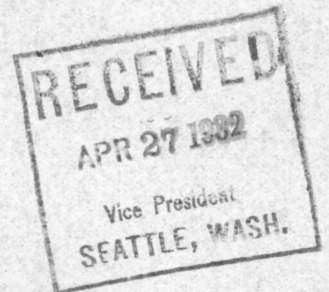
A large, stylized handwritten signature in dark ink, likely belonging to the Assistant Chief Engineer.

ASSISTANT CHIEF ENGINEER.

AFS:L

Copy to

Mr. Coman ✓
Mr. Sloan
Mr. Blum
Mr. da Ponte
Mr. Newton



Seattle, Wash.,
April 26, 1932.

1003-23-2

Mr. W. E. Coman:

Auburn, Tacoma Divn: Proposed State
highway undercrossing.

I am attaching copy of my wire L-20 of even date
to Mr. Blum, in regard to the State's proposition for installing
permanent undercrossing at Auburn.

Above is for your information.

✓ Dictated
AFS:L
Encl.

Copy to

Mr. Sloan
Mr. da Ponte

Ortola



FORM 1386

Telegram—Be Brief

Time Filed

M.

Seattle, Wash.,
April 26, 1932.

(COPY)

Bernard Blum,
Saint Paul, Minn.

See my L-15 re undercrossing Auburn State cannot obligate itself for future permanent work especially where work is inside City Limits and after completion

will be turned over to City to maintain hence necessary put in permanent work now for which State agrees to contribute up to \$17,500. stop Your estimate of

\$21,000. is for two tracks as per Engineers Drawing 111101 Under present conditions will be many years before second track is required in which Sloan

agrees stop Believe single track would come within the \$17,500. advise closest estimate stop State requests horizontal clearance increased to twenty-two

feet for each lane advise cost of increase stop In order for State to contribute \$17,500. will be necessary to reduce paving north of Main Street

stop I recommend accept State's proposition if work can be done without too much spread between actual cost and State's contribution Please advise L-20

Copy M.F.Clements

AFS:L

A. F. STOTLER 2:20 P.M.

RECEIVED

APR 23 1932

1003-23-2 Vice President

SEATTLE, WASH.

April 22, 1932.

Mr. S. J. Munes,
State Director of Highways,
Olympia, Washington.

Attn: Mr. J.D. MacVicar.

Auburn, Tacoma Divn: Appn. of State for
opening up "C" Street S.E. across
R/W at Northern Pacific Bridge #102-2.

Dear Sir:

Referring to your letter of April 21, File JDM
SR 5, Auburn vicinity, and also conversation had with you in my
office on same date, in regard to the State's application for ease-
ment for the extension of "C" Street Southeast over Northern Pacific
right of way, which will require an undercrossing.

You request an easement and that contract be
prepared on basis of 100-foot width of right of way for highway
purposes and temporary undercrossing for one lane of pavement 20
feet wide with 4 feet on each side for ditch purposes, horizontal
clearance to be from the coping of existing pier East so as to pro-
vide a total horizontal clearance of 28 feet. I consider that an
80-foot width of right of way should be sufficient, as this would be
about the width of undercrossing. Please advise as to this.

In our conversation I stated that I would recom-
mend easement on the basis of State bearing entire expense for the
temporary structure, to cost approximately \$3,000., and also for the
permanent structure, to cost \$21,000, to be constructed on expiration
of the life of the temporary structure.

I have requested plans prepared and on receipt
of same will have contract drawn on basis above referred to.

In accordance with your letter and our conversa-
tion, we will expedite the handling of this matter in order not to
delay the work, as you state that bids for the paving work are re-
turnable May 10, contract to be awarded immediately thereafter.

Yours truly,

ASSISTANT CHIEF ENGINEER.

AFS:L

Copy to Messrs. Coman, Sloan, Blum, da Ponte, Newton.

Seattle, April 20, 1932.

1003-23-2

528-7

Mr. W. E. Coman:

Auburn, Tacoma Divn.,) Separations
Dayton, Pasco Divn.,) of grade.

Referring to your letter of April 18, inquiring status of separation of grades at Guernsey Avenue, Dayton, on the Pasco Division.

On April 6 Mr. MacVicar of the State Highway Department was in the office discussing separations of grade. For the Auburn undercrossing he advised that the State had insufficient funds to carry out a permanent undercrossing and requested the Railway Company's consent to the construction of a temporary structure. I advised him that the Railway Company would not consent to the easement unless the State would not only bear the entire expense of the temporary crossing (to cost about \$3,000) but also at the expiration of the life of same, that the state obligate itself to construct a permanent undercrossing at a cost of about \$21,000.

Mr. MacVicar did not know whether the State could legally obligate itself for future construction. I advised him that where the State has accepted a consideration, as granting an easement, and also have accepted similar contracts for other grade separations, that it is permissible to do so, and Mr. daPonte agrees to this.

Mr. MacVicar stated that Mr. Humes was to be present at a Chamber of Commerce meeting at Auburn on April 7 and that he wished to have the information requested, so he could make the statement to the Chamber members that the work would proceed. The understanding was that Mr. MacVicar would advise Mr. Humes that the Railway Company would only agree to the easement as above outlined.

After the above discussion Mr. MacVicar inquired status of overhead crossing at Dayton and I advised him that the Northern Pacific and OWR&N were working out a deal whereby the latter road would operate over Northern Pacific tracks at Guernsey Street, thus eliminating the OWR&N track, which would then permit a grade crossing.

Mr. MacVicar stated that this would be quite expensive and did not think it would be workable and that he had been discussing with his superiors having the contribution of the Northern Pacific reduced to \$5,000. I stated I would not recommend any contribution in excess of

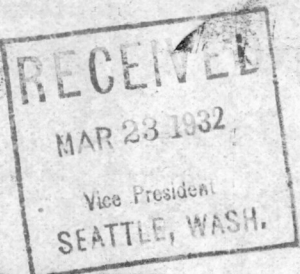
\ \$2,500. In fact, I stated that I did not see that the Railway Co. should be called upon to bear any of the cost. After considerable discussion Mr. MacVicar put down on his file "\$5,000" when I reiterated the statement made above, so I assume Mr. MacVicar would report that the Railway Company would not contribute any more than \$2,500. I gave him to understand that the matter was still pending with the OWR&N but that nothing definite could be reached until the matter had been settle.d

Mr. MacVicar has not been in the office since the above date.

A. F. Stotler (sgd)

cc Mr. Blum,
Mr. Sloan,
Mr. daPonte.

(copy)



March 21, 1932.

Mr. S. J. Humes,
State Director of Highways,
Olympia, Washington.

Attention Mr. J. D. MacVicar

Auburn, Wash: State's appn. for extension
of "C" St. S.E. across right of way under
Northern Pacific Bridge #102-2.

Dear Sir:

Referring to conference in my office of even date, also previous correspondence and verbal discussions we have had, in regard to the State's application for easement in connection with the improvement of State Road No. 5 thru Auburn, where the City has established, thru condemnation, "C" Street Southeast on each side of the Railway Company's 100-foot right of way.

We have three highway undercrossings at Auburn - one being the present State Road No. 5 undercrossing at "F" Street Southeast, which has a sufficient opening for double paving; one at "D" Street Southeast, which has a horizontal clearance of 26 feet; and the East side Valley Road leading South, at "A" Street Southeast, which has about a 30-foot horizontal clearance, including a 6-foot sidewalk. This is also shown on State maps as State Road No. 5. From the above you will note that there are two State highway undercrossings at present which are in close proximity to each other.

The existing number of crossings should be sufficient for requirements, as the two State roads, one at "F" Street Southeast, leading to the Naches Highway thru Enumclaw, and the other at "A" Street Southeast (a continuation of the East side highway extending to Sumner) which will eventually cut into the Naches highway in the vicinity of Enumclaw, are ample to take care of highway traffic by separation of grades, and the opening up of "C" Street Southeast will not eliminate any grade crossing but will only add one more crossing and the Railway Company receives no benefit whatever.

Also, the "F" Street Southeast and "D" Street Southeast crossings were constructed by the Railway Company at its sole expense, with no participation whatever by the State.

If the State insists on carrying out its plan, then the Railway Company feels that, in addition to the above reasons, the furnishing of easement across the right of way, together with other

S.J.H.

-2-

Mc'h. 21, 1932.

easements and accommodations previously furnished, should be a sufficient consideration and the Railway Company should not be asked to participate in the cost of the proposed undercrossing.

Yours truly,



ASSISTANT CHIEF ENGINEER.

AFS:L

Copy to

Mr. Coman ✓
Mr. Sloan
Mr. Blum
Mr. da Ponte
Mr. Williams

WHITING'S
CHAMBERLAIN-BOND

Seattle, March 23, 1932.

Mr. L. B. daPonte:

Your letter of March 15 about C Street Crossing at Auburn.

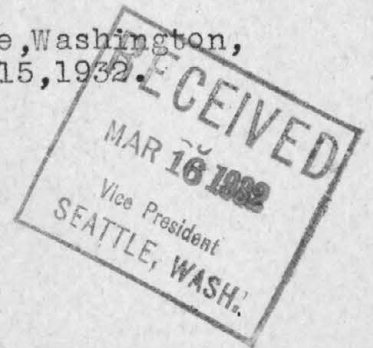
This and the Dayton grade separation, last referred to in your letter of the 18th to Mr. Stotler, were discussed yesterday with Mr. Sloan and Mr. Stotler. The latter was to advise the O.W. of our intention to negotiate further with the State Highway Department as a result of his talk with Mr. MacVicar.

W. E. Coman

cc Mr. W. C. Sloan,
Mr. A. F. Stotler.

3/22

Seattle, Washington,
March 15, 1932.



Mr. W. E. Coman,
Vice President.

Dear Sir:

Subject: "C" Street Crossing - Auburn.

I have received attached copy of letter from State Highway Department and I have asked Stotler for his file and have written MacVicar as per attached.

I suggest we look over this crossing at any time convenient to you and Stotler.

Yours truly,

L. B. da Ponte.

daP/em

encl.

(C O P Y)
STATE OF WASHINGTON
Department of Highways
Olympia.
March 14, 1932.

Mr. L. B. daPonte
Western Counsel
Northern Pacific Railway Co.
Seattle, Washington

Dear Sir:-

Please refer to JDM:
SR.5, Auburn Vicinity

We have had pending with your company since December 16, 1931, the matter of an application which involves a crossing of the right of way of the Northern Pacific Railway Company, being a connecting link necessary to complete the establishment of "C" Street, S.E. in the city of Auburn. Since making this application, we have at various times by written communication and personal contacts, urged that some action be taken looking to the granting of our request.

The writer this morning contacted your Assistant Chief Engineer, Stotler and was advised by him that the matter as above is now in your hands and that until you are ready to act, he is not in any position to further advance the matter.

The matter of proceeding with the improvement which is proposed and which involves this crossing is quite urgent in this department and we would like to ask as a very special favor that you do whatever is possible to hurry along the final conclusions which are desirable.

Thanking you in anticipation we are

Yours very truly,

SAMUEL J. HUMES
Director of Highways

By: J. D. MacVICAR
Right of Way Engineer

SJH:RR
cc: Stotler

March 15, 1932.

Mr. Samuel J. Humes,
Director of Highways,
Olympia, Washington.

ATTENTION: Mr. MacVicar.

Dear Sir:

SUBJECT: "C" Street Crossing - Auburn.

I have been intending to go to Auburn to look over the situation. I have been absent from the state for two or three weeks, but I am going to Auburn within the next few days and will then write you further.

Yours truly,

daP/em

L. B. DaPONTE

cc- WEC
APS

at 8

At Portland, February 18, 1932.

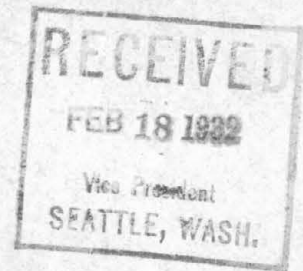
Mr. A. F. Stotler:

Yours of the 17th about the grade separation at Auburn.

I had overlooked this since writing my letter of January 22 to Mr. daPonte but will be glad to arrange to go over the ground with you as soon as convenient after Mr. daPonte's return from St. Paul.

W. E. Coman

cc Mr. L. B. daPonte.



Seattle, Wash.,
February 17, 1932.

1003-23-2

Mr. W. E. Coman:

Auburn, Wash: Appn. of State for opening
up "C" Street Southeast under N.P. Bridge
#102-2.

Referring to your letter of January 20 requesting copy of Mr. Blum's reply to my letter of January 13, when received, regarding the opening up of C Street Southeast, and separation of grades where Bridge 102-2 crosses same, at Auburn, Wash.

I am attaching copy of Mr. Blum's reply to my letter, dated January 25, and, as a matter of information, there was a representative of the Town of Auburn in to see me on Monday, February 15, regarding status of our dealings with the State for the undercrossing. I advised him that "C" Street Southeast is not opened up across the right of way and that the State has applied for easement and is asking the Railway Company's participation in cost of separation of grades at this location. He replied that on taking the matter up with the State, they advised that the Railway Company was holding up the project by objections to the separation of grades. I called to his attention the numerous undercrossings in this vicinity and stated that, in my opinion, no necessity existed for a separation of grades at "C" Street Southeast, as we have a 5-span bridge where the highway now crosses under the track immediately East, and that portion of "C" Street North of Main Street could be improved, and the main traffic could then turn and go East on Main Street, as it does now. I also told him that there would be no objection on the Railway Company's part, provided the State would pay for the undercrossing, but that we have reached no conclusions and that the matter is still pending with the State as to the final position we will take.

I have a letter from State Director of Highways Humes, written by Mr. MacVicar on February 16, referring to having had the matter up at various times in person, along with application of December 16, in regard to expediting the matter of easement and participation in the cost of separation of grades. He states that very strong pressure is being brought to bear on the Department by the Town of Auburn and that he would appreciate advice as to the Railway Company's position.

I suggest that we arrange to go over the ground and review the entire layout and reach a decision as to the position to be taken by the Railway Company, at an early date. I am of opinion

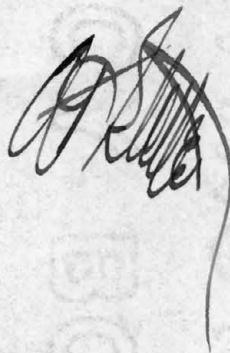
W.E.C.

-2-

Feb. 17, 1932.

that if the State had sufficient funds they would not request any participation by the Railway Company but as their appropriation is only \$40,000., which is insufficient for the highway and undercrossing, this is one of the main reasons they are holding out for the Railway Company's participation of 25% of \$21,080., which would be \$5,270.

AFS:L
Encl.

A handwritten signature in dark ink, appearing to be 'P. R. ...', with a long, sweeping flourish extending downwards and to the right.

St Paul, January 25, 1932

Mr. A. F. Stotler:

Your letter of January 13th, with broadcast copies, about application of the Washington Highway Department for crossing right of way with grade separation at "C" Street, S. E., Auburn:

There appears to be little justification for another underpass under existing conditions of traffic, etc., and as the matter has been referred to the Law Department for an opinion, we will defer action until you hear from Mr. daPonte. Please advise me promptly of his opinion.

In regard to Montana crossing matters: I fully agree with Mr. McVicar that dealings with or of the State of Washington are no concern of the other States and therefore there is no reason for the Washington authorities to be exercised because Montana knows about agreements between the Railway Company and themselves.

(Sgd.) Bernard Blum
Chief Engineer.

Seattle, January 22, 1932.

Mr. L. B. daPonte:

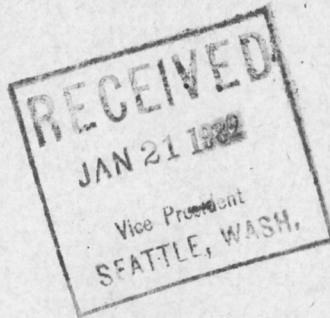
Yours of the 21st about grade separation at Auburn.

I think it is important that we make every effort to reach a more satisfactory understanding with the State Highway Department in view of its attitude resulting from the Montana situation and will be glad to join you and Mr. Stotler as you suggest.

Mr. Stotler's previous satisfactory relations with the Department have been of much value to our company and I hope they are not going to be disturbed by circumstances over which the west end officers had no control.

W. E. Coman

cc Mr. A. F. Stotler.



Seattle, Washington,
January 21, 1932.

Mr. W. E. Coman,
Vice President.

Dear Sir:

Subject: Grade separation - Auburn.

I have said to Mr. Stotler that I think it necessary to go to Auburn and examine the situation on the ground before taking a final position with the State Highway Department.

Of course, it would be a serious matter to have a break in the uniformly good relations that have existed and it must be a very clear case which would justify our bringing about such a break. I presume that Mr. MacVicar, himself, feels that his demand is, at least, on the border line, and Stotler thinks he would not have taken this position but for a mishap that occurred in Montana. Perhaps it would be a good idea to ask MacVicar to go with us so we could discuss the situation with him on the ground. I believe the incident sufficiently important that you might also wish to go.

Yours truly,

daP/em

L. B. Bontz

cc- A. F. Stotler

Seattle, January 20, 1932.

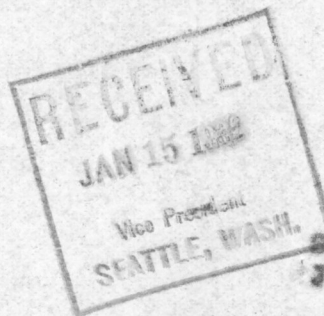
Mr. A. F. Stotler:

Your letter of the 13th to Mr. Blum - subject: crossing right of way and separating grades at C Street, Auburn, Washington. I will be glad if you will let me know when you receive reply from Mr. Blum and wish you would send me copy of his letter.

I will be glad to know what Mr. daPonte's views are as to the State's position that the proposed improvements are a public necessity.

cc Mr. L. B. daPonte.

W. E. Coman



Seattle, Wash.,
January 13, 1932.

1003-25-2

Mr. Bernard Blum:

Auburn, Wash: Appn. of State Highway Dept.
for crossing right of way and separating
grades at "C" Street Southeast at location
of Northern Pacific Bridge #102-2.

Please be referred to my letter to you of March 25, 1929, and your reply of March 29, 1929, concerning the Town of Auburn opening up "C" Street Southeast, crossing under the main line track at location of Bridge #102-2. Also my letter of May 31, 1929, advising that I had informed the City Engineer of Auburn that the Northern Pacific would object to paying any of the expense for an undercrossing in connection with the opening up of "C" Street Southeast, as there were sufficient undercrossings to take care of the traffic and the development of the Town.

Formerly that portion of "C" Street Southeast in question, north and south of the track, was the old White River channel and at that time we maintained two 155-ft. steel spans on concrete piers and abutments, and several years after the diversion dam was placed in the Stuck River, as there was no necessity for maintaining this steel structure, a pile bridge was substituted, which was to be left in place long enough to determine if the diversion dam was to be permanent. The dam has been in existence about 22 years and is considered permanent and since that time no water has entered the old White River channel.

Several years ago it was proposed to fill the pile bridge and at that time the Town took the matter up with Judge Reid demanding that in filling the bridge the Railway Company should leave sufficient opening for a future undercrossing. I do not find that any agreement was reached, other than that Judge Reid told them he would bear their request in mind.

For convenience, please be referred to map, dated June 30, 1931, attached, showing the general highway situation thru Auburn, and also ravine section of the three undercrossings, dated December 26, 1931, and Bridge #102-2 crossing "C" Street Southeast.

I advised Mr. MacVicar that this was one of the cases where I did not expect the State to ask the Railway Company to contribute to the cost of the structure, in that the present highway thru the Town of Auburn would meet the public's requirements, as it was a well-established highway, and you will note on the print that this highway passes thru the Town from the north, routing thru points initialed "E", "F", "G", "H" and "I" and if an improvement is a necessity thru the Town, account of congestion at "F", they can use "C" Street Southeast from points "E", "G" and "H" to "I" and that the proposed new route would not be considered as a necessity as while the alignment

is good between points "E", "G" and "J" there is still curvature between points "J" and "I". I further emphasized the fact that at Bridge #102-2, where State road crosses under the highway, we have a bridge of six spans, of 30-ft. openings, with 24-ft. horizontal clearance at each opening and a 19.9 ft. vertical clearance, which permits any future additional lane of traffic, whereas at "C" Street Southeast the vertical clearance could only be obtained by depressing the street several feet from the established grade on each side.

I also called to his attention that at Auburn we have three undercrossings, one being on State Road No. 5, at point initialed "A", Bridge 102, located at "F" Street Southeast; one at point "B", Bridge #102-1, at "D" Street Southeast, which has a horizontal clearance of 27½ feet and a vertical clearance of 10 ft. 6 inches; at point "D" Bridge #102-3 on "A" Street Southeast, being the main State highway on the east side; and that there was no public necessity for any additional crossings but that the opening up of "C" Street Southeast was merely a real estate matter, which had been passed along to the State Highway Dept. for construction, thru politics.

As a matter of information, Mr. Clements prepared an estimate for a bridge with a center support, having a 20-foot opening on each side, and providing for four lanes of traffic, at this location, and also for a second track, which will be necessary in the future, estimated cost of same being \$21,000.

I made my argument as strong as possible as to why the Railway Company should not contribute to this project but Mr. MacVicar was very emphatic in stating that the Railway Company should bear 50% of the expense, in accordance with the practice established by the Public Service Commission in the hearings of division of cost for separation of grades. I was surprised at this remark and inquired of Mr. MacVicar why he took this position. He replied that the Northern Pacific had been dealt with more than fairly in the division of cost for separations of grades and that recently Mr. Humes had received a letter from Mr. Rader, Chief Engineer of the Montana State Highway Commission stating that he had information from you to the effect that in some cases the Northern Pacific was not contributing to any separations of grade, and that in other cases it was contributing only a small percentage, and he inquired what the circumstances were and Messrs. Humes and MacVicar were quite exercised at this inquiry. Mr. MacVicar stated that you had cited cases to Mr. Rader of dealings with the Washington State Highway Department and the present attitude is that dealings with the State of Washington are no concern of the other States. The pub-

B.B.

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Jan. 13, 1932.

licity given this subject has weakened our position with the State of Washington for future dealings.

Your letter of December 7 to me, regarding calling on Mr. Lynch of the Bureau of Public Roads at Portland, about proposed grade separations near De Smet and west of Whitehall, Mont., indicates that Mr. Rader has taken the matter up with Mr. Humes and that reply was made with no commitment.

In regard to the undercrossing at Auburn, I am furnishing Mr. da Ponte with copy of this letter, and asking him to go over the matter and ascertain if the State's position is correct - that the opening up of "C" Street Southeast and the new undercrossing are a public necessity, and if so, why of course the only thing to do is to work out the best deal possible with the State.

Also please advise if you will go along with a temporary structure, as suggested by the State, account of their having insufficient funds for a permanent structure at this time. If we can work out a satisfactory deal with them, I recommend that we go along with a temporary structure, receiving credit for such expenditure when permanent structure is placed.

AFS:L
Encl.



Copy to

Mr. Coman ✓
Mr. Sloan
Mr. Clements
Mr. da Ponte
Mr. Newton.

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RECEIVED

MAR 26 1929

Vice President
SEATTLE, WASH.

Seattle, Wash.,
March 25, 1929.

1003-23

Mr. Bernard Munn,
Chief Engineer,
Saint Paul, Minn.

Re: Request of City of Auburn, Wash. for
opening up "C" Street Southeast across
Northern Pacific right of way and under
N.P. pile and timber trestle 102-2 on the
main line betw. Auburn and East Auburn,
Seattle Division.

About four years' ago the City of Auburn graded "C" Street Southeast, from Main Street to Ninth Street Southeast for two 24-ft. roadbeds, in preparation for paving. The City at that time did not secure right of way across the Northern Pacific 100-ft. right of way under Bridge 102-2, for the reason that the City was not financially prepared to bear their proportion of the expense for permanent structure.

The City Engineer advises that the City Council has passed a motion instructing him to request the Northern Pacific to advise if they are ready at this time to proceed with the construction of the bridge where "C" Street Southeast crosses Northern Pacific right of way under Bridge 102-2. The City Engineer advises that they would like to have a 25-ft. opening on each side of the pier now in place, providing for 20-ft. roadway and 5-ft. sidewalk. This was formerly a permanent structure, consisting of two 150-ft. spans and two 60-ft. deck plate girders crossing over the White River and was closed in connection with dam placed at the junction of the White and Stuck Rivers about twenty years' ago. In 1917 the permanent work was removed and was replaced with pile and timber trestle as the dam placed was found to be permanent.

When the City originally took up this matter there was a survey made and I am handing you herewith map, profiles and cross sections, showing present conditions at the bridge. The City was advised that in establishing grades for the street they should conform to a new grade line, as shown on the profile in red. The sewers and water mains were also installed under a permit crossing right of way at locations shown on the profiles, which would provide

S.B.

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March 25, 1929.

for clearance for the undercrossing on the basis of new grade line.

I am also handing to you map of the City of Auburn covering Local Improvement District No. 90 for sewers as installed.

In this vicinity there are the following undercrossings: Bridge 102, permanent structure, being at "F" Street Southeast, which is the main highway crossing between Auburn and Shum-claw, known, I believe, as the Naches Highway.

Bridge 102-1, permanent structure, is undercrossing at "D" Street, and Bridge 102-3, which is a girder supported on pile and timber piers, is an undercrossing at First Street, which was installed under contract with King County on October 6, 1921, contract providing that County will bear 80% of the expense and the Railway Company 40% and that when permanent supports are placed, the same percentage will apply.

The Town of Auburn has been very active in having the State highway routed on "C" Street to serve as an outlet to the Naches Highway and also the East Side Highway, but apparently they have not been able to have the state take this street over as an arterial highway thru the Town of Auburn. At the present time I do not think there is any real necessity for the undercrossing as the Town has not developed in this location. However, the City authorities state that the opening up of "C" Street is what is causing the delay.

In view of the fact that the City has requested an estimate of what its proportion of cost would be for the proposed structure, so as to permit the opening up of "C" Street, I think it would be advisable to have estimate and preliminary plans for further discussion with the City.

The record of the pile trestle is as follows: Piles and bents are secondhand and were driven in 1917. Stringers and caps were renewed in 1926, ties in 1923. There will be no expensive work on the bridge for some time, although the tops of piles are showing decay in the center.

AFG:IL
Encl.

cc WEC
LBdap
AVB
CIN frb

