President's Subject Files (Nos. 1-728). Northern Pacific Railway Company records.

Copyright Notice:

This material may be protected by copyright law (U.S. Code, Title 17). Researchers are liable for any infringement. For more information, visit www.mnhs.org/copyright.

Version 3
August 20, 2018

N. P. 1757
6-24

OFFICE OF President

FILE NO. 295-19

SUBJECT:

HOLDING AND RECONSIGNING DEPOT,
Auburn, Wash. - U. S. Treasury
Department, Procurement Divn.

(Lend-Lease storage depot)

(Army Service Forces Sub-Depot)

PRES. FILE
295-19
NOTED BY
R.S.M.
A.B.S.
R.L.I.
C.B.T.

St. Paul, Minnesota, June 3, 1965
cbt-b

Mr. F. L. Steinbright
Vice President

Referring to your letter of May 26 enclosing a new license of the General Services Administration covering use of trackage to provide switching service to occupants of the Auburn General Depot at Auburn, Washington:

All copies of the license have been executed on behalf of the Northern Pacific and are returned herewith for further handling.

A copy of this letter is being sent to the Secretary as his authority to accept our copy of the license for filing when executed by all of the other lines.

(Signed) ROBERT S. MACFARLANE

attach.

cc: Mr. R. H. Dick

Mr. Stanton
Will you please advise.
AST 5/26

St. Paul, Minnesota
May 26, 1965

1312-5

Mr. Robert S. Macfarlane:

Docket No. 25043 is an agreement in the form of a license issued by the General Services Administration to the Milwaukee, Great Northern, Northern Pacific, and Union Pacific for the use of track to provide switching service to occupants of the Auburn General Depot, Auburn, Washington. That license expired by its own terms on September 30, 1964.

Attached are quintuplicate copies of a license identical to the above, extending the term from October 1, 1964, until revoked, and which have been executed by the Milwaukee. It is recommended that this license be executed by the Northern Pacific, and will you please arrange or authorize, returning all copies to me for further handling with the remaining parties.

F. L. Steinbright

NORTHERN
PACIFIC RAILWAY COMPANY

MAY 27 1965

OFFICE OF THE PRESIDENT

NORTHERN PACIFIC RY. CO.
JUN 1 1965
OFFICE OF VICE PRESIDENT
OPERATING DEPARTMENT

PRES. FILE
295-19

NOTED BY
R. S. M.
E. H. S.
R. H. K.
C. B. T.

St. Paul, Minnesota, December 3, 1963
cbt-b

Mr. C. H. Burgess
Vice President

I have your letter of November 29 transmitting proposed license between the United States of America and the Northern Pacific, Great Northern, Milwaukee and Union Pacific covering permission to serve the Government's Auburn, Washington, general depot.

The instrument has been signed for the Northern Pacific Railway Company and I return all copies for further handling. A copy of this letter is being sent to the Secretary as his authority to accept the contract for filing.

(Signed) ROBERT S. MACFARLANE

encls.

cc: Mr. R. H. Dick

Mr. Stanton
Will you please sign
12/3

St. Paul, Minnesota
November 29, 1963

1312-5

Mr. Robert S. Macfarlane:

Attached, in five counterparts, is proposed license between the United States of America, Northern Pacific, Milwaukee, Great Northern and Union Pacific, covering permission to serve the Government's Auburn, Washington General Depot. The license will supersede similar one dated August 1, 1961, Docket 24146.

The attached license provides for no charge for use of Government track as did the former one. Lead trackage will be maintained by the Northern Pacific and cost therefor allocated to the users on a pro rata car basis. The license period is shown as October 1, 1962 to September 30, 1963, however an expiration rider is being prepared to extend the termination date.

Will you please execute the attached license and return all copies.

C. H. Burgess.

NORTHERN
PACIFIC RAILWAY COMPANY
DEC - 2 1963
OFFICE OF THE PRESIDENT

PRESIDENT'S
File 295-19

COPY

NOTED BY
R. S. M.
E. B. S.
R. L. K.
R. H. D.

St. Paul, August 23, 1961

1312-5

Mr. Robert S. Macfarlane:

With copy of letter dated August 1, 1961, you transmitted to Mr. Gottschald's office, for filing, U. S. Government Department of the Army License No. DA(S)45-108-ENG-514 to cover the use of the Great Northern, Milwaukee, Union Pacific and Northern Pacific of various government-owned tracks within the Auburn, Washington General Depot area.

Attached is letter dated 17 August 1961 from Gerald H. Rourke, Acting Chief, Real Estate Division, U. S. Army Engineer of Seattle, concerning a change in instructions for making payments to the government. I recommend it be filed with the Secretary with the subject Department of Army License.

/s/ C. H. Burgess

Document sent to Mr. Gottschald for filing.
8/28/61
M.B.

PRESIDENT'S
File 295-19

NOTED BY
R. S. ✓
E. B. S. ✓
E. L. K. ✓
E. H. D. ✓

St. Paul, Minnesota, August 1, 1961

Mr. C. H. Burgess
Vice President

I have your letter of July 31 transmitting form of license to permit our use of various government owned tracks within the Auburn General Depot area.

I have signed the instrument for the Northern Pacific Railway Company and return six copies herewith. Our copy of the instrument has been sent to the secretary for filing.

(Signed) ROBERT S. MACFARLANE

cc: Mr. A. M. Gottschald

St. Paul, Minnesota
July 31, 1961

1312-5

Mr. Robert S. Macfarlane:

By reason of the Army taking off their switch engine and discontinuing service to tenants of the Auburn General Depot, the four trunk lines were compelled to take over the switching service.

Switching of the industries at the depot by the Northern Pacific, Great Northern, Milwaukee and Union Pacific Railway Companies commenced on November 1, 1960, on the basis of a license offered by the Department of the Army. Details have been thoroughly reviewed and agreed upon by all participants and the license has now been executed by the Union Pacific, Milwaukee and Great Northern Railways.

Each of the industries has signed an Industrial Agreement requiring payment to the railroads of $5.00 for each loaded railroad car switched to or from the industry's premises to reimburse the railroads for the Government's charge for use of Government trackage in the amount of $2.00 per car as set forth in the license, the balance to apply against the cost of maintenance of the trackage. Maintenance of the tracks is being done by Northern Pacific forces. Billing of the industries is being handled by the Northern Pacific accounting department. The agreements are now in the process of execution by the Great Northern Railway.

Additionally an operating agreement has been drawn up between the four railroads involved covering the maintenance and operation of the trackage serving the depot and setting forth liability provisions. The terms of this agreement are still under consideration and review by legal representatives of each road.

Will you please execute or authorize execution for the Northern Pacific of the attached seven copies of license, prepared by the Government, to permit our use of various Government-owned tracks within the depot area. The license has been initialed by our west end Operating and Law Department officers.

C. H. Burgess

PACIFIC [illegible] COMPANY
AUG - 1 1951
OFFICE OF THE PRESIDENT

PRES. FILE
295-19

NOTED BY
R. S. M. ✓
E. B. S. ✓
R. L. K. ✓
R. H. D. ✓

At Seattle, March 29th, 1961

Dear Mr. Gaines:

Mr. Simon has forwarded to me your letter of March 14th and enclosures.

The subjects to which you refer have received much study and consideration by our Properties and Industrial Development Department and will continue to have its attention.

Cordially,

(Signed) ROBERT S. MACFARLANE

Mr. Robert E. Gaines
Chairman, Railway Transportation
Committee
City of Auburn
Auburn, Washington

PRES. FILE
295-19

NOTED BY
R. S. M.
E. B. S. ✓
R. L. K.
R. H. D.

March 21, 1961

COPY

Mr. Robert E. Gaines
Chairman Railway Transportation Committee
City of Auburn
Auburn, Washington

Mr. Gaines not shown as stockholder.

Dear Mr. Gaines:

Your letter of March 14 arrived while Mr. Simon is away from the city. In talking to him by phone, he asked that I forward your letter, along with its attachments, to Mr. Robert Macfarlane, President of Northern Pacific Railway Company.

Mr. Simon appreciates your interest in writing.

Sincerely yours,

Dolores Virtue
Secretary to Mr. Simon

dv

cc: Mr. Robert Macfarlane ✓

PACIFIC
COMPANY
JAN 27 1961
OFFICE OF THE PRESIDENT

PRESIDENT'S
File 29 5-19

CITY OF AUBURN

AUBURN, WASHINGTON

March 14, 1961

Advise this man I sent out of town & I asked you to send material to Mr. Mact - Pres. of N.P.

Mr. Norton Simons
c/o Hunts Food Inc.
1740 W. Commwealth Ave.
Fullerton, California

Dear Mr. Simons:

I note in my Northern Pacific Ry. Annual Stockholder's Report that you are a Board of Director Member. I have heard that you are a very competent Member of the Northern Pacific Ry. Board.

I am attaching several recent newspaper clippings, which are self-explanatory. One concerns the Union Pacific and Milwaukee Railroads, tapping a highly potential shipping source right in the Northern Pacific's back yard.

Auburn Park - see 999-E

Also am attaching a news clipping and brochure, showing a tremendous potential railroad facilities at Auburn, Washington, which can be purchased for a fraction of the dollar value. It is immediate adjacent to the present N.P. Ry. Auburn Switching Yards and related facilities. It embraces 42 miles of yard classification tracks, plus six surplus warehouses of 166,500 sq. ft. capacity each, with other related lands and buildings.

It would seem very practical for the Northern Pacific Ry. to take advantage of these existing facilities and location instead of abandoning their present multi-million dollar Auburn Rail facilities in this potential growth area; then to relocate in a smaller area south of Seattle, with the ensuing tremendous costs.

Yours truly,
Robert E. Gaines
Chairman
Ry. Transportation Committee

REG/rg

295-19
999E

GSA Proposal for Industrial Park Studied

Auburn Journ 3/2/61

Sale of warehouses acreage and railway tracks for an industrial park in the former Auburn Army Depot were discussed at a meeting of General Service Administration representatives and a special committee of the Auburn Chamber of Commerce Tuesday.

It was stated that GSA will probably sell six warehouses as surplus, two residence buildings and acreage west of the present buildings. Members of the special committee headed by Ken Weeks as chairman learned that GSA would probably offer the surplus buildings and facilities in a package.

GSA will utilize the office building, to which a $1,000,000 addition is to be constructed, and a number of warehouses before determining the exact number of warehouses to be surplus for sale, it was learned. A property appraisal will precede the sale, according to C. E. Ocamb of the acquisition and disposal division of GSA, who attended the meeting.

Also discussed at the meeting was the possibility of the city acquiring the fire station, water and sewage utilities within the depot and the opening of 17th St. S.W. to serve the proposed industrial park. Possibility of utilizing tracks as an interchange between the Northern Pacific and Milwaukee Railways was presented.

Other members of the special committee of the Chamber of

More "GSA Proposal" Pag 2

(continued from page 1)

Commerce industrial committee attending the meeting were Harry Romberg, Dick Armstrong and Phil Aspinwall. The meeting was also attended by William Raven, chairman of the industrial committee; Waldo Carlson, chamber of commerce secretary, and City Engineer George Schuler.

Globe-N

3/9/61

236 East Main, Auburn, King County, Washington T

$7,000,000 Power Line Survey Under Way at Auburn Office

A staff of 25 engineers of Stone & Webster Engineering Corp. are working out of the company's newly established Auburn office at 15 B St. N.E. on a $7,000,000 job for Puget Sound Power & Light, according to Dick York, spokesman for the firm.

The engineers are doing survey work for a power line to carry power from Rocky Reach, Priest Rapids and Rock Island Dams to a new substation to be situated beside the company's Dieringer station.

"It is to meet the increasing demands throughout Puget's service area," said York Tuesday. "Power will be routed north through Renton and south through Olympia."

The line will be 131 miles long and will follow the already established right-of-way from southeast of Wenatchee, through Stampede Pass, Cle Elum, Lester, Eagle Gorge and Cumberland into the White River substation.

It is expected the line will put out enough power to serve the equivalent of a city of 300,000 persons.

Conversion of the line will increase its load from 115 kilovolts to 230 kilovolts.

The estimate of $7,000,000 includes the cost of the line and facilities at each end, including the new Dieringer substation. No figures were available through the company as to how much the improvement would increase the assessed valuation of the areas through which it passes.

In charge of the Auburn office is L. A. Lindquist, superintendent for Stone & Webster. It is expected the job will be completed in the fall of 1962. Actual construction will be offered for bids upon completion of surveys.

File 295-19

AUBURN DEPOT ACTIVITY

AUBURN, WASHINGTON

OF THE

UTAH GENERAL DEPOT, U.S. ARMY

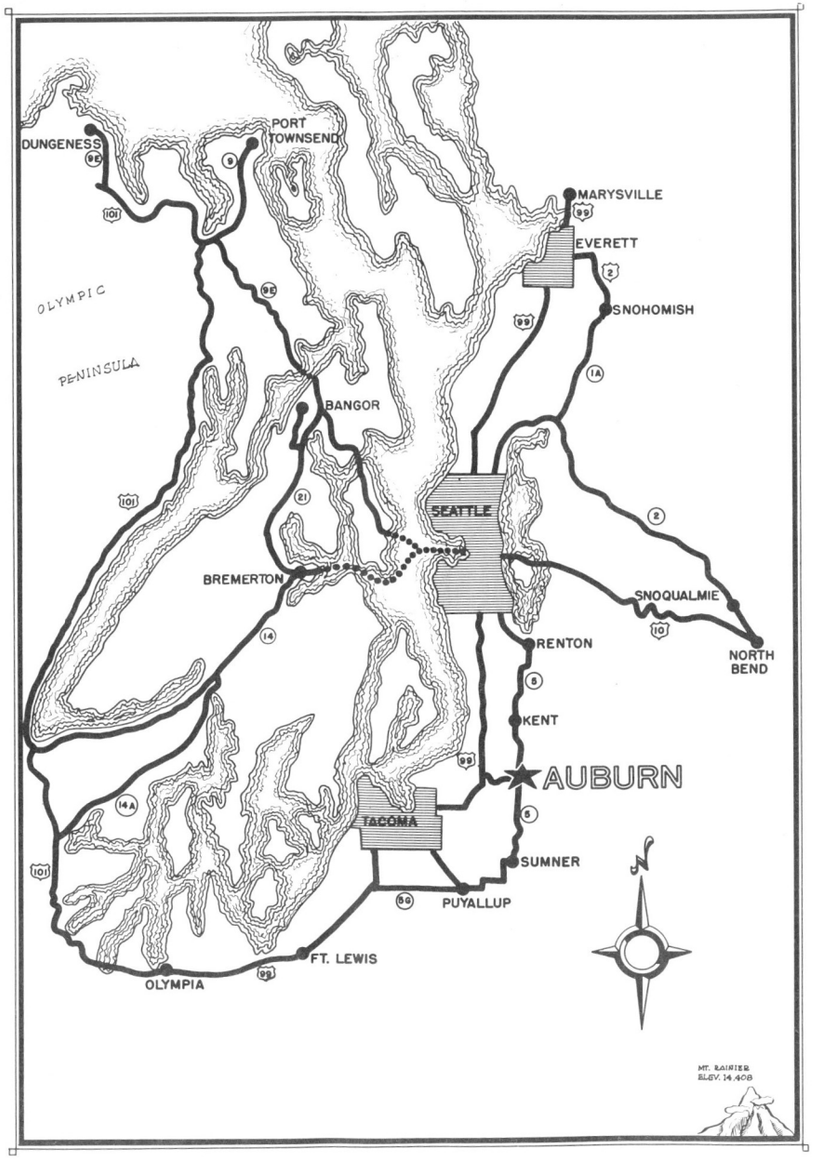
OGDEN, UTAH

introduction ..

The purpose of this booklet is to outline the story of the Auburn Depot Activity of the Utah General Depot----its history, its mission, its organization and its facilities.

A detailed description of processes whereby an installation such as this furnishes logistical support to the United States Army would be voluminous. Consequently, the material contained in the following pages seeks only to cover the major features of a supply operation extending throughout the western United States and overseas.

vicinity map....



geographical situation...

Location: The Auburn Depot Activity is situated in the south central part of the fertile river valley that lies between Seattle and Tacoma. It is 26 miles south of Seattle, 18 miles northeast of Tacoma, 7 miles east of Puget Sound, and 15 miles southeast of the Seattle-Tacoma Airport. The Depot lies within the southwest boundary of the city of Auburn.

Transportation-Railroads: Main line tracks of the Northern Pacific and Great Northern railroads bound the Depot on the east and those of the Chicago, Milwaukee, St. Paul & Pacific and Union Pacific railroads bound the Depot on the west. Main terminals for these railroads are located in Seattle, with stations at both Auburn and Tacoma.

Airlines: McChord Air Force Base is located 27 miles southwest of the Depot and Sand Point Naval Air Station is located 33 miles from the Depot at the northeast boundary of Seattle. Commercial airlines operate out of Seattle-Tacoma (Sea-Tac) Airport, 15 miles from the Depot, on U. S. Highway 99; and from Boeing Field, 22 miles north of Seattle. Frequent flights leave for all parts of the United States, Canada, Hawaii, Alaska, and the Orient.

Highways: A network of paved roads makes bus and truck transportation readily available. U. S. Highway 99, the main Pacific Coast highway, is 5 miles west of the Depot. U. S. Highway 10, 12 miles north of the Depot, leads east through Snoqualmie Pass and connects with all roads east of the Cascade Mountains.

Climate: The climate is usually free from either extreme heat or cold -- temperatures of less than 32° or more than 90° seldom occur.

The winters are mild with considerable rain but rarely any snow. The average annual precipitation is 37 inches and relative humidity is 78%.

auburn city

history...

Actually, the Auburn Depot Activity is a continuation of Quartermaster Supply Activities in the Pacific Northwest which commenced with assignment of a Construction Quartermaster in 1896 to build Fort Lawton in Seattle. Although changing names and locations at various times, an Army Depot has existed in the Seattle Area since the Spanish American War. The Seattle Quartermaster Depot was the first installation. It was renamed twice as the A. S. F. Depot and at a later date as the Seattle General Depot. Seattle's strategic location to Alaska and the Orient has made the depot a vital factor in Army Supply throughout its history of more than 58 years which includes the Alaska gold rush, three major wars, and the recent Korean hostilities.

The present site of the Auburn Depot was constructed in 1943 as a Holding and Reconsignment Point for the Transportation Corps and also as an Intransit Storage Depot for the Army Air Corps. On 15 April 1947, the Seattle Depot was deactivated and most of its activities were transferred to Auburn and the "Point" was known thereafter as the Auburn General Depot.

On 15 October 1957, the Auburn General Depot was reorganized. After consolidating some of its administrative functions with the Utah General Depot, it became known as the Auburn Depot Activity of the Utah General Depot.

The acquisition and construction costs of the Depot, including the cold storage plant in Seattle, is approximately $16,000,000.

mission ...

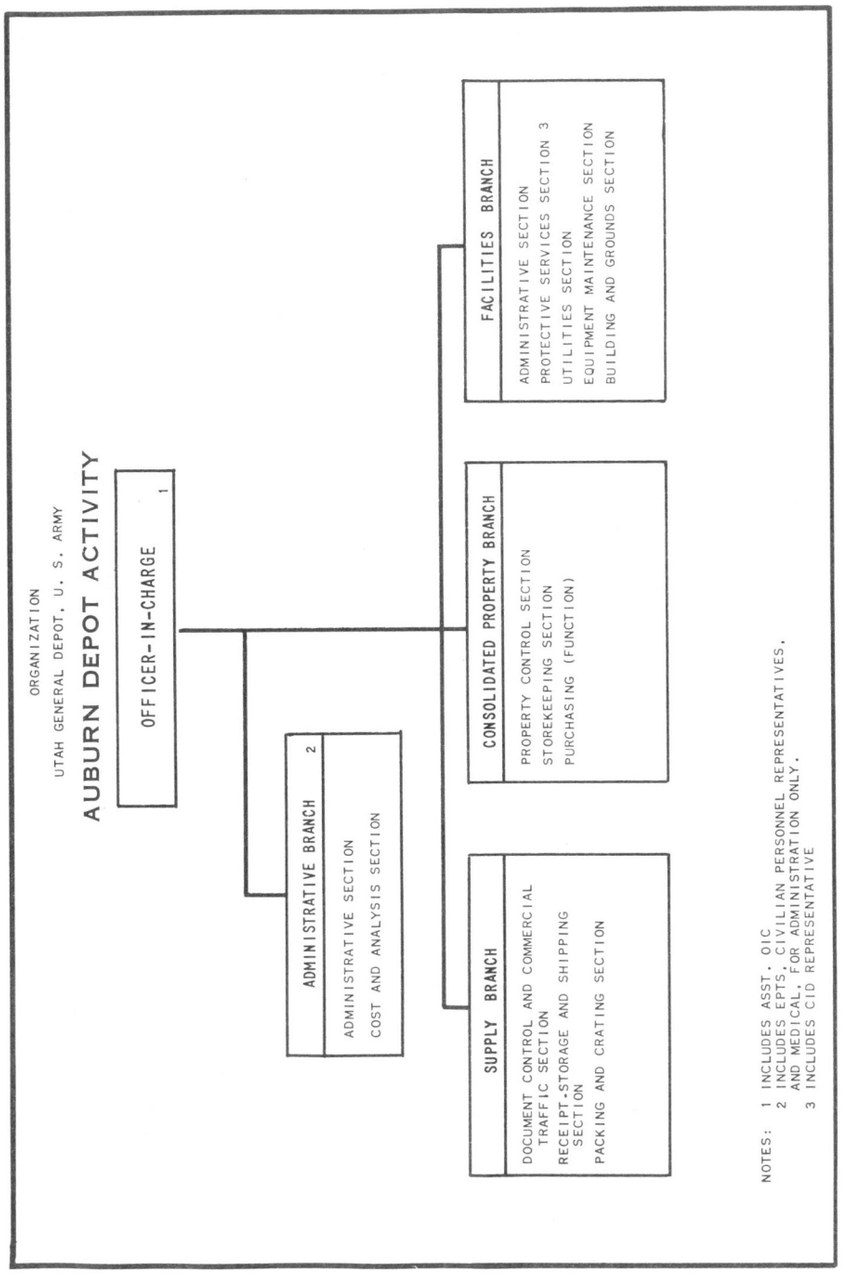
The mission of the Auburn Depot Activity is to:

a. Receive, inspect, store and issue Quartermaster Corps stocks for overseas and Continental United States stations in its area of distribution. This includes reserve stocks and items required for various civilian and foreign government aid programs. Under the Single Manager plan, the mission also includes the distribution of non-perishable subsistence, and clothing and textiles to designated Air Force, Navy and Marine Corps installations, as directed.

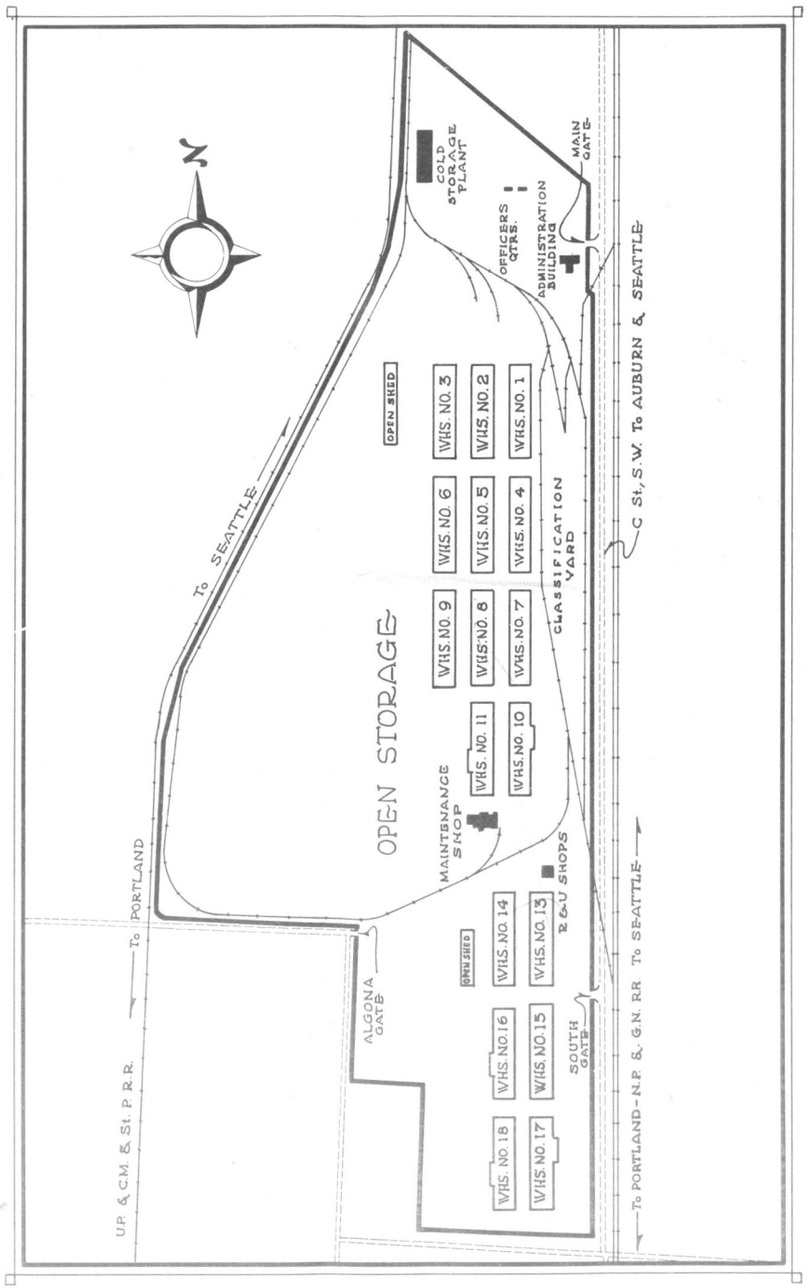
b. Receive, store (non-temporary storage) and ship household goods of Department of Defense military personnel.

c. Receive, classify, effect minor repair, store and issue QM returned materiel.

organization



map of depot



area and facilities

Size of Reservation (Government owned)	Acres	596
(Includes 5.25 acres - cold storage plant in Seattle)		
Internal Railroad Trackage - Total	Miles	40.31
Railroad Classification Yard	Miles	18
Railroad Car Storage Capacity		
Classification Yard - Total	Cars	1,250
Paved Roadways	Miles	23
Other		2

Storage Space:	**Sq. Ft.**	
12 Warehouses, @ 166,500 Sq. Ft.	1,998,000	
5 Fire resistant warehouses, @ 165,000	825,000	
2 Small warehouses, total	5,640	
2 Cold Storage warehouses, total	114,584	or 1,260,000 Cu. Ft.
2 Sheds - Total shed space	98,539	
Improved (paved) open area	279,270	
Unimproved open area	3,205,189	

Other Buildings:	
Two-story administration building	30,170
(Includes dispensary and snack bar)	
Combined maintenance shop	22,973
Officers' Quarters	4 sets

separate activities

1. A Cold Storage Plant is operated and maintained in Seattle for the Seattle Military Subsistence Market Center.

2. Civilian personnel support is rendered to the Seattle Military Subsistence Market Center and the Military Subsistence Inspection Office.

3. Administrative and supporting services are rendered the Field Office, 45th Military Police Detachment (CI).

4. The following tenants occupy storage space:

   a. Fort Lewis, U. S. Army (Warehouses, as assigned)

   b. U. S. Air Force (Warehouses as assigned)

activities and services available

Housing: Military housing available on the post consists of four (4) sets of quarters. These quarters are very comfortable and modern. Any additional housing which may be required for military personnel would have to be secured in the surrounding communities.

Schools: Dependents of military personnel residing on the Depot have access to excellent public schools in the city of Auburn. Grade, junior high and high schools are located within a mile of the Depot. Universities and colleges are located in the nearby cities of Seattle and Tacoma.

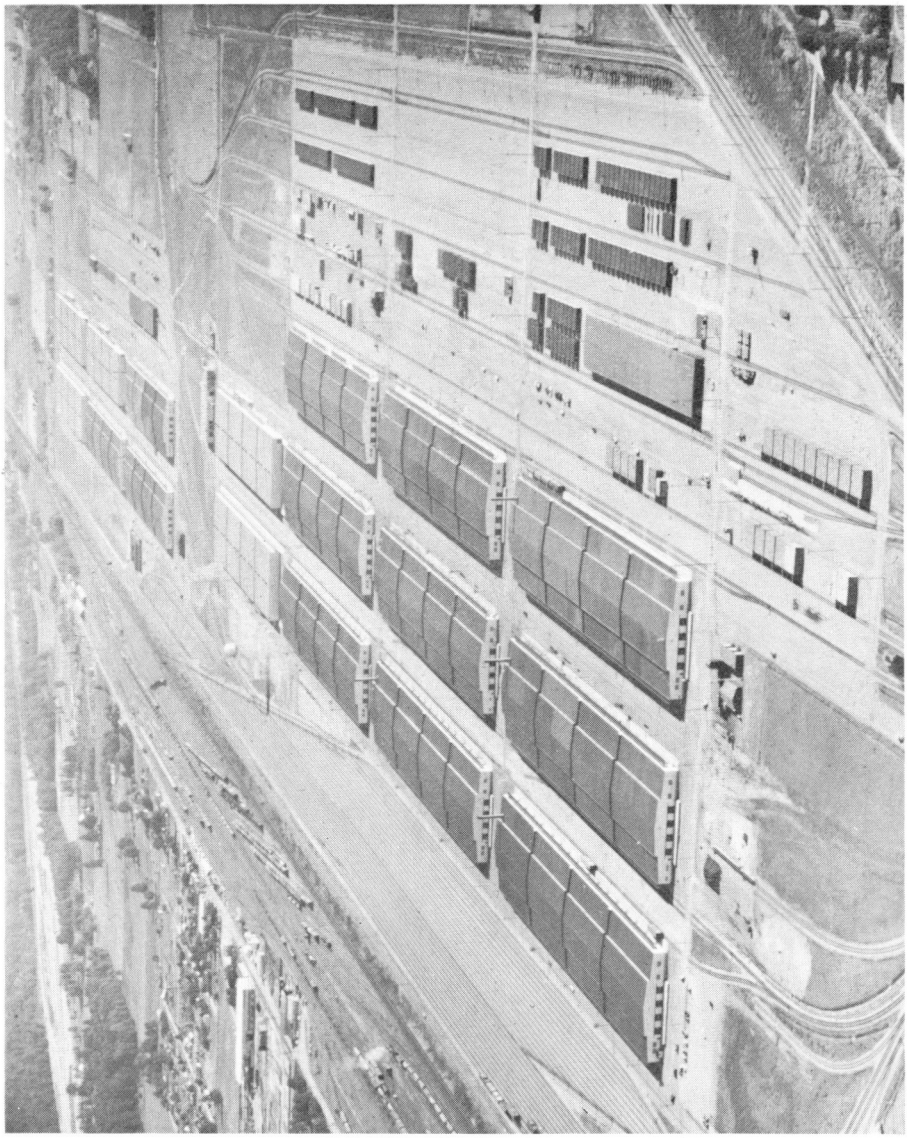
P. X. and Commissary: No. P. X. or Commissary are operated at this installation. Military personnel assigned to the Auburn Depot utilize the facilities of nearby Fort Lewis or Fort Lawton.

Medical: The Depot employs a Registered Nurse who operates a dispensary in the Administration Building during working hours. A contract surgeon located in the city of Auburn is available for emergencies. Medical services are provided to military personnel by Madigan Army Hospital located near Ft. Lewis, approximately 30 miles south.

Restaurant: A small snack bar is located in the Administration Building. This is operated by a concessionaire who provides only snacks and luncheons during working hours.

Miscellaneous: Due to the small number of military assigned to Auburn, no Officers Club is maintained. The Depot is located within the city limits of Auburn which makes convenient shopping, banking, postal service, etc.

auburn depot activity



PRESIDENT

295-19
File

NOTED BY
K. S. M.
E. B. S.
S. H. P.
R. L. K.
R. H. D.

St. Paul, Minn., June 2, 1954 G

Mr. F. J. Berry,
Vice President.

Regarding my letter of May 10th in connection with our showing as compared to the Great Northern at the Army holding depot at Auburn.

Can you now give me the number of cars received and forwarded and the revenues involved in comparison with the other railroads for this installation for the year 1953 and the first quarter of 1954?

(Signed) E. B. STANTON

cc: Mr. Otto Kopp

NOTED BY
R. S. M. ✓
E. B. S. ✓
U. H. P. ✓
R. L. K. ✓
R. H. D. ✓

PRESIDENT'S
File 295-19

St. Paul, Minn., June 2, 1954.

File 24124

Mr. E. B. Stanton,
Vice President.

Referring to your letter of May 10 about business at Army Holding Depot at Auburn:

Enclosed are statements showing carload receipts for the year 1953 and revenue and carloads for the first 4 months of 1954. In addition there is enclosed copy of Mr. Bone's letter May 11 explaining in detail the preparation of this information.

It will be observed that the better showing of the Great Northern from a received carload standpoint was offset to the same extent on the forwarded traffic by our increase.

While the Army have always taken the position that their division of traffic is worked out on an equitable basis from an over-all standpoint and that they do not recognize specific solicitation, Mr. W. J. Luchsinger is going to discuss the matter with the people in Washington in view of the favorable revenue picture for the Great Northern for the first four months of this year.

J. Berry

Seattle, Washington.
May 11, 1954.

File A.

Mr. Otto Kopp,
General Freight Traffic Manager.

When Mr. Macfarlane and Mr. Stanton were in this area last week, they stopped at Auburn when returning from Tacoma to Seattle and apparently heard or saw something which caused Mr. Stanton to make inquiry of me as to whether we had full knowledge of the tonnage handled by our competitors.

I explained that we were able to obtain each month figures showing the number of cars handled by each road in and out of the Auburn General Depot and I showed him this information for the first four months of 1954 and he commented that he would like to see some revenue figures, which I told him I felt certain I could get covering the Great Northern cars as well as our own, but that it would be impossible to get any breakdown between the Union Pacific and Milwaukee traffic since these accounts were kept at the other depot.

I am enclosing a statement showing all business handled in and out of the Auburn General Depot each month during 1953 and also for each of the first four months of 1954. I have not made any breakdown as to long haul or short haul traffic or revenue as such information would be available only on our own business and by this time is history.

I am also enclosing a statement showing carload receipts and revenue, both government and commercial, for each of the first four months of 1954 with the Great Northern figures as well as our own. Obviously, this information was obtained through confidential sources and must be handled accordingly as we must not jeopardize the position of the person who made the details available to us.

It will be noted in connection with the government freight that the Great Northern's per car revenue has consistently averaged better than our own, indicating that a greater share of the more lucrative business has been handled by that line and our competitor had a decided advantage in both cars and revenue during the month of April. We were able to check on this only in ageneral way and find that there was a substantial movement of sweet potatoes via the Great Northern during April originating in Arkansas, Oklahoma, Virginia and Alabama, all routed by the Army.

In looking at the commercial freight, there might be some question as to the apparent inconsistency between the car and revenue figures but the picture is distorted by substantial receipts of products subject to the transit privilege. For example, the Great

COPY

Northern's 31 commercial loads during April included 20 cars of feed milled in transit at Seattle and Tacoma and handled to Auburn either free or at charges not exceeding $30.00 in any case on the non-transit tonnage.

If there is any value to our eastern representatives in receiving monthly statements covering business handled by the various lines at the Auburn General Depot, we can see that they get this information with the understanding, of course, that it will be handled with extreme care so as to eliminate the possibility that the source will be cut off. We have seen so many letters, however, indicating that our solicitation of government traffic can be handled only in a general way that we are skeptical concerning the value of such a report to anyone other than our general officers who might consolidate the figures with those received covering other Army installations and make use of the information in top level contacts.

RDB/mec

Attach.

AUBURN GENERAL DEPOT

YEAR 1953	RECEIVED				FORWARDED			
	N.P.	G.N.	MILW	U.P.	N.P.	G.N.	MILW	U.P.
January	140	115	109	120	79	53	58	58
February	122	238	137	172	146	114	67	85
March	234	453	156	173	223	133	86	99
April	178	174	107	129	113	121	38	68
May	154	151	102	77	127	73	61	107
June	131	140	79	103	112	84	78	71
July	94	132	61	108	80	77	45	47
August	115	88	38	62	90	61	53	45
September	99	107	37	54	108	81	54	64
October	67	67	47	106	110	86	45	69
November	81	129	61	84	81	68	61	27
December	115	90	70	73	99	53	29	71
TOTALS	1530	1884	1004	1261	1368	1004	675	811

YEAR 1954	RECEIVED				FORWARDED			
	N.P.	G.N.	MILW	U.P.	N.P.	G.N.	MILW	U.P.
January	100	73	64	76	62	46	29	32
February	201	117	94	117	73	51	21	44
March	170	184	99	70	100	89	30	68
April	93	145	75	59	115	69	49	92
TOTALS	564	519	332	322	350	255	129	236

CARLOAD RECEIPTS AND REVENUE, AUBURN, WASH., 1954

		GOVERNMENT		COMMERCIAL		TOTAL	
Year 1954		Cars	Revenue	Cars	Revenue	Cars	Revenue
January	NP	100	$ 67,734.68	35	$ 11,445.32	135	$ 79,180.00
	GN	73	68,877.20	18	722.41	91	69,599.61
	Total	173	$136,611.88	53	$ 12,167.73	226	$ 148,779.61
February	NP	201	$122,965.35	41	$ 13,284.65	242	$ 136,250.00
	GN	117	102,090.03	11	1,172.39	128	103,262.42
	Total	318	$225,055.38	52	$ 14,457.04	370	$ 239,512.42
March	NP	170	$101,557.69	51	$ 20,770.31	221	$ 122,328.00
	GN	184	143,888.37	30	5,124.06	214	149,012.43
	Total	354	$245,446.06	81	$ 25,894.37	435	$ 271,340.43
April	NP	93	$ 63,281.77	35	$ 12,288.23	128	$ 75,570.00
	GN	145	156,582.87	31	7,158.28	176	163,741.15
	Total	238	$219,864.64	66	$ 19,446.51	304	239,311.15
4 MONTHS	NP	564	$ 355,539.49	162	$ 57,788.51	726	$ 413,328.00
	GN	519	471,438.47	90	14,177.14	609	485,615.61
	TOTAL	1083	$ 826,977.96	252	$ 71,965.65	1335	$ 898,943.61

PRESIDENT'S
File 295-19

NOTED BY
R. S. M.
E. B. S.
J. H. F.
R. L. K.
R. H. D.

St. Paul, Minn., May 10, 1954 G2

Mr. F. J. Berry,
Vice President.

5/31

When we were at Auburn we were advised that the Great Northern was doing better at the Army holding depot than we are. Will you please give me the number of cars received and forwarded and the revenues involved in comparison with the other railroads for this installation for the year 1953 and the first quarter of 1954.

cc: Mr. Otto Kopp

(Signed) E. B. STANTON

Form 1878 2-13-47 4M RP

NORTHERN PACIFIC RAILWAY COMPANY

FILE NO. 295-19

CROSS REFERENCE

See File No. 703 for correspondence in regard to United States of America, (War Department) lease of wrecking crane No. 41 and wrecking outfit cars, Auburn, Wash.

August 2, 1948.

PRESIDENT'S
File 295-19

Saint Paul, Minn., September 8, 1947.L

Mr. C. E. Denney:

Enclosed is agreement between the General Managers of the Milwaukee, Great Northern, Union Pacific and Northern Pacific covering the employment of a car inspector at the Government Reconsignment Depot at Auburn, and the division of the expenses of maintaining the inspection service during the period it is necessary to provide such inspection service which it is thought to approximate two years.

The agreement provides for dividing the expenses on the basis of the number of loads and empties handled out of the Reconsignment Depot by each Company each month during the term of the agreement.

I recommend the agreement be filed with the Secretary and distribution made to the interested officers.

W. W. JUDSON
L. S.

Mr. Gottschald:
Filing of this document is authorized.

(Signed) C. E. DENNEY

9/9/47

PRESIDENT'S
File 295-19

AIR MAIL

Seattle, Washington
July 11, 1946

Mr. C. E. Denney:

You recently inquired as to the volume of traffic being handled at the Auburn Holding and Reconsignment Point. The following are the figures for May and June, 1946:

	May		June	
	Received	Forwarded	Received	Forwarded
Northern Pacific	47	137	238	193
Great Northern	46	33	153	308
Milwaukee	2	33	226	142
Union Pacific	88	28	181	60

The June movement has been heavier than at any time since V-J Day, largely due to heavy inbound movement of canned goods held in storage at eastern Washington and Idaho points. There has also been return movement of frustrated cargo from piers at Seattle and Tacoma. Apparently an effort has been made to release all storage that has been used the past few years at inland points, and such storage will be consolidated at Auburn.

Most of the Great Northern's forwarding traffic has been surplus drums moving to Seattle and California, routing of which was controlled by the Time Oil Company. That company has given all such traffic to the Great Northern.

Most of the Navy surplus goods are being sold at Lakeview. The Army surplus is being sold at both Pasco and Mobase.

This for your current information.

rsm/em

Robert S. MacFarlane

PRESIDENT'S
File 295 - 19

St. Paul, Minn., May 11, 1946.

Mr. C. E. Denney:

Under date of February 8, 1944 an agreement was entered into between the General Managers of the Milwaukee, Great Northern, Union Pacific and Northern Pacific covering the movement of carload freight from Auburn Government Holding & Reconsignment Depot to Seattle and Tacoma.

I now enclose executed copy of agreement dated May 7, 1946, terminating the agreement. I recommend it be filed with the Secretary.

H. E. STEVENS
L. S.

Encl.

Mr. Gottschald:
Filing of this document is authorized.
(Signed) C. E. DENNEY

5/13

1

8

PRESIDENT'S
File 295-19

St. Paul, Minn., Jan. 14, 1946

Mr. H. E. Stevens,
Vice President.

Mr. Burnham reports that the name of the Auburn Holding and Reconsigning Depot has been changed to the Army Service Forces Sub-Depot.

(Signed) R. W. CLARK

cc:Mr. C. E. Denney

NORTHERN
PACIFIC RAILWAY COMPANY
JAN 14 1946
OFFICE OF THE PRESIDENT

PRESIDENT'S
File 295-19

(Original on President's file 295-17)

Portland, Oregon
September 22, 1945.

Mr. C. E. Denney:

Mr. F. J. Gavin:

You may have heard that the Ninth Transportation Corps of the U.S. Army is discontinuing operations at Pasco and effective October 1st the Holding and Reconsignment Point at that point will be turned over to the Quartermaster General. I understand the same action is being taken in connection with the Depot at Auburn.

Col. Davis, former employee of the SP&S states there are about 1300 carloads of war department freight now in storage in the Portland area, most of which will move to other holding and reconsignment points. 900 cars will move between now and November 15th and the balance, or 400 cars, are to be moved shortly thereafter.

There are about 4000 cars in storage at Pasco Depot. 2000 of these cars will move to their points of origin commencing in the very near future Disposition of the balance will be made later.

Our Traffic Department has given the above information to the Traffic Departments of the parent companies.

T. F. Dixen

PRESIDENT'S
File 295-19

St. Paul, Minn., June 11, 1945. K4

[redacted]r. A. M. Gottschald,
Secretary.

Referring to my letter of May 3 to Mr. Stevens, copy to you, about agreement with the United States of America (War Department) covering purchase of three tracks at Auburn, Washington, constructed for the War Department.

Enclosed, for filing, is one executed copy and one photostatic copy of this agreement, together with copy of letter from Major Daugherty, forwarding these copies.

(Signed) C. E. DENNEY

cc - Mr. H. E. Stevens
Mr. J. E. Thames

ADDRESS REPLY TO
THE DIVISION ENGINEER
(NOT TO INDIVIDUALS)

PRESIDENT'S
File 295 - 19

WAR DEPARTMENT
OFFICE OF THE DIVISION ENGINEER
PACIFIC DIVISION
SAN FRANCISCO 19, CALIFORNIA

REFER TO FILE
NO.

601.53 (Auburn, Wash.) 6 June 1945
Northern Pacific Railway Company,
W 698-eng-2336 SE PADRM-T

Northern Pacific Railway Company,
St. Paul, Minnesota.

Attention: B. W. Scandrett, Vice President.

Gentlemen:

Inclosed for your records is one executed and one photostatic copy of Supplemental Agreement pertaining to restoration of leased premises, together with one executed and one photostatic copy of the Joint Survey and Condition Report of the premises.

Receipt is acknowledged of Draft No. 40640 dated 4 June 1945 in the sum of $1250.00, the amount stipulated in the Supplemental Agreement.

Very truly yours,

R. B. DAUGHERTY,
Major, Corps of Engineers,
Chief, Management & Disposal Branch,
Real Estate Division.

1 Incl.
Supp. Agree.
(in dup.)

NORTHERN
PACIFIC RAILWAY COMPANY

JUN 1 1 1945

OFFICE OF THE PRESIDENT

PRESIDENT'S
File 295 - 19

St. Paul, Minn., May 3, 1945. K4

Mr. H. E. Stevens,
Vice President.

I have your letter of May 1 transmitting proposed form of agreement with the United States of America (War Department) covering purchase of three tracks constructed for the War Department at Auburn, Washington, on our right of way under the lease agreement of February 20, 1942 which was terminated on March 31, 1945 together with joint survey and condition report of the facilities.

The contract and the joint survey and condition report have been executed on behalf of the Railway Company and I am returning all copies of these documents to you herewith. In due course, the Northern Pacific copies should be filed with the Secretary.

The voucher for $1,250.00 in favor of the United States, representing the purchase price of track materials, etc., has been approved and passed to the Accounting Department.

(Signed) C. E. DENNEY

cc - Mr. A.M. Gottschald
Mr. J. E. Thames

PRESIDENT'S
File 295-19

St Paul, Minnesota, May 1, 1945

Mr. C. E. Denney:

Enclosed is proposed form of agreement dated March 31, 1945 with the United States Government covering the purchase of three tracks constructed for the War Department at Auburn, Washington on Northern Pacific right of way under lease to the government under agreement dated February 20, 1942, which agreement terminated on March 31, 1945.

The tracks are in good physical condition and are being used to good advantage by the Railway Company and AFE in in the course of preparation to cover the purchase.

Joint survey and condition report of the facilities is also enclosed together with voucher in the amount of $1250 in favor of the government. The facilities other than the tracks are to be removed at our own expense.

I recommend execution of the agreement and joint survey and condition report and voucher. If you approve will you please execute or authorize.

PRESIDENT'S
File 295-19

(Original on President's file #1392-11)

St. Paul, Minnesota,
January 20, 1945

MR. J. H. POORE,
Executive Assistant.

You will perhaps recall that on a number of occasions we discussed the effect on our revenue account and also on the revenue carloadings of cars billed out of Pasco and Auburn supply depots either free or at an actual charge to the revenue account of this company.

We have analyzed the situation as it existed in the month of October, 1944, and we found that 729 cars were billed out of Pasco and Auburn either free or at revenue recharges, and that in the month of October, 1944, the SP&S charged the Northern Pacific in interline account $54,252 as its proportion of the through revenue on cars billed out of Pasco on Northern Pacific billing, the entire revenue having been previously taken into account. Freight revenue was also debited with $330 for cars billed out of Auburn by the Northern Pacific but handled by other lines. Thus approximately $54,600 was charged against our revenue account for the month in question with respect to such movements.

Deducting the 729 cars from the total of 88,288 cars loaded on line or received from connections for the month of October, 1944, leaves a total of 87,559 cars on which the Northern Pacific earned revenue. The freight revenue as taken into account for the month of October, 1944, amounted to $11,604,706. Adding back to this figure the amounts mentioned above, the adjusted revenue for the month amounted to $11,659,288.

The revenue per car for all cars handled on the basis of the unadjusted carloadings and the revenues as taken into account amounted to $131 per car. After making the corrections mentioned above, the revenue per car amounted to $133, or an increase of $2.00 over the original figures. For the 88,288 cars included on our loading statements, the difference of $2.00 per car would amount to approximately $175,000, or about 1½% of the freight revenues taken into account during October. To express the matter a little differently, the October revenues should be increased by the above amount to bring about a more consistent comparison with the loadings as reported.

/s/ L.A.Behler

FWS/L

PRESIDENT'S
295-19
File

Saint Paul, Minnesota, October 7, 1944 R4

Mr. H. E. Stevens,
Vice President.

Replying to your letter of October 5:

The supplemental agreement with the War Department in connection with the construction, maintenance and operation of trackage at the Auburn Holding and Reconsignment Depot has been initialed on page 2 as requested by Major Templeton, and I return two copies for transmittal to the War Department. The copy of the supplemental agreement bearing the initials of our officers has been filed with the Secretary.

(Signed) C. E. DENNEY

cc-Mr. A. M. Gottschald

PRESIDENT'S
File 295-19

St. Paul, Minn., Oct. 5, 1944.

Mr. C. E. Denney:

Referring to my letter of July 28th with which I enclosed a copy of Mr. Bartles' letter of July 25th quoting a letter received from Major C. C. Templeton of the Corps of Engineers, Seattle, requesting return of our copy of a supplemental agreement dated November 15, 1943 providing for a modification of an agreement dated October 18, 1943, covering the construction, maintenance and operation of a connecting track to the Auburn Holding & Reconsignment Depot trackage:

I now enclose copy of Mr. Bartles' letter of September 26th together with letter addressed to Division Superintendent at Tacoma by Major Templeton enclosing all three copies of the supplemental agreement referred to and requesting that the change made on page 2 of the supplement be initialed.

Will you please initial the change referred to and return the two carbon copies of the agreement for transmittal to Major Templeton?

H. E. Ames,

Encl.

NORTHERN
PACIFIC RAILWAY COMPANY
OCT - 6 1944
OFFICE OF THE PRESIDENT

PRESIDENT'S
File 295-19

Seattle, Washington
September 26, 1944

3049-2-50

Mr. H. E. Stevens:

Referring to your letter of September 8th tracing return of executed agreement November 15, 1943 modifying contract dated October 18, 1943 between the Government and the Railway Company covering the maintenance and operation of connection to Auburn Holding & Reconsignment Yard.

I now attach Major Templeton's letter of September 22nd with the three copies of the document.

Will you kindly have the change initialed as requested, keeping the Northern Pacific copy and returning two to me for delivery to Major Templeton.

Signed by Mr. Barnes

enc.

PRESIDENT'S
File 295-19

Saint Paul, Minnesota
August 1, 1944

Mr. H. E. Stevens
Vice President

I am requested in Mr. Denney's letter of July 31, copy to you, to forward to you supplemental agreement dated November 15, 1943, covering construction, maintenance and operation of track connecting with the Holding and Reconsignment Depot at Auburn, so that it may be returned to the Government for submission to the Chief of Engineers for approval.

The agreement is transmitted herewith, and I presume that when the Chief of Engineershas approved it, the agreement will be returned to this office for placement with the basic agreement dated October 18, 1943.

(Signed) A. M. Gottschald

Secretary

m/j
encl.
cc-Mr. C. E. Denney

NORTHERN
PACIFIC RAILWAY COMPANY
AUG 2 1944
OFFICE OF THE PRESIDENT

PRESIDENT'S
295 - 19
File

Saint Paul, Minnesota, July 31, 1944 R4

Mr. A. M. Gottschald,
Secretary.

Referring to my letter to Mr. Stevens of June 12 with which I sent to him supplemental agreement with the Federal Government covering construction, maintenance and operation of track connecting with the Holding and Reconsignment Depot at Auburn:

We are now asked by the Government to return our copy of the agreement for submission to the Chief of Engineers for approval. We are advised that after approval has been given the supplemental agreement will be returned to us.

Will you please arrange to send our copy of the agreement to Mr. Stevens in order that he may handle it with the Government authorities.

(Signed) C. E. DENNEY

cc-Mr. H. E. Stevens

PRESIDENT'S
File 295-19

St. Paul, Minn., July 28, 1944.

Mr. C. E. Denney:

Referring to your letter of June 12 in reply to my letter of June 9 authorizing execution of supplemental agreement with the Federal Government dated November 15, modifying contract dated October 28, 1943, covering connecting tracks to the Auburn Holding & Reconsignment Depot:

I enclose herewith a copy of Mr. Bartles' letter of July 25 quoting a letter received from Major C. C. Templeton of the Corps of Engineers, Seattle, requesting the return of our copy of the aforesaid agreement for submission to Chief of the Engineers of the Federal Government for approval.

If you approve complying with the request, will you please request the Secretary to forward the agreement to me for transmittal?

H E Burns.

Encl.

NORTHERN
JUL 29 1944

Seattle, Washington
July 25, 1944

3049-2-50

Mr. H. E. Stevens:

Following letter from Major C. C. Templeton, Corps of Engineers, Chief Contracts and Claims Branch, U. S. War Department, Seattle, July 20, 1944:

"Reference is made to Modification No. 1 to your Contract No. W-45-108-eng-270, for construction, maintenance and operation of connecting railroad track to the Holding and Reconsignment Point Depot and the Army Air Force Supply Depot at Auburn, Wash.

"Subject modification requires the approval of the Chief of Engineers and it is requested you return, to this office, the third signed copy now in your possession. After approval has been received, the modification will be returned to your office.

"For the Acting District Engineer."

This has reference to supplemental agreement dated November 15, 1943, covering construction, maintenance and operation of track connecting with the Holding and Reconsignment Depot at Auburn.

I assume it will be necessary to comply with this request.

F. R. Barnes:R

PRESIDENT'S
295 - 19

Saint Paul, Minnesota, July 18, 1944 R4

Mr. H. E. Stevens,
Vice President.

I have your letter of July 15, transmitting proposed contract between the Northern Pacific, Great Northern, and the Federal Government, covering the interchange of cars at the Auburn Holding and Reconsignment Depot.

You are authorized to execute this contract on behalf of the Northern Pacific Railway Company. A copy of this letter is being sent to the Secretary as his authority to accept the contract for filing.

(Signed) C. E. DENNEY

cc-Mr. A. M. Gottschald

PRESIDENT'S
File 295-19

St. Paul, Minn., July 15, 1944.

Mr. C. E. Denney:

Enclosed find proposed contract between the Northern Pacific, Great Northern, and the Federal Government, covering the interchange of cars at the Auburn Holding and Reconsignment Depot.

The agreement provides that loaded and empty cars shall be interchanged with the Government on Government tracks designated as Nos. 1, 2, 3, and 4, as indicated on the exhibit attached to the agreement.

Under the terms of the agreement the Federal Government will be responsible for the cars from the time the cars are placed on the interchange track until the time the cars are removed from those tracks by the Railway Companies or either of them. Cars are subject to demurrage in accordance with published tariffs of the Railway Company.

I recommend execution of the agreement. If you approve, will you please execute or authorize?

Encl.

PATENT DEPARTMENT
JUL 17 1944

PRESIDENT'S
295-19

(Original on President's file #295-3)

St. Paul, Minn., June 13th, 1944

Mr. R. S. Macfarlane,
Vice President-Asst. To President.

The traffic information in yours of June 9th is interesting. The comparisons are quite favorable except at Auburn, but it is no doubt necessary to consider the total figures rather than those at any one point.

I 'phoned Mr. Dixon this morning and he gave me some interesting information in regard to the prospects for export business through Portland based largely on statements made by Colonel McIntyre when he was in Portland recently. He will, of course, give you the same information at the first opportunity.

/s/ C.E.Denney

PRESIDENT'S
File 295-19

St. Paul, Minn., June 12, 1944. A4

Mr. H. E. Stevens,
Vice President.

Referring to your letter of June 9, submitting proposed supplemental agreement with the Federal Government modifying contract dated October 28, 1943, covering connecting tracks to the Auburn Holding & Reconsignment Depot:

This agreement has been signed on behalf of the Northern Pacific Railway Company and is returned herewith.

(Signed) C. E. DENNEY

cc-Mr. A. M. Gottschald.

PRESIDENT'S
File 295-19

(Original on President's file #295-3)

Seattle, Washington
June 9, 1944

Mr. C. E. Denney:

Some current figures that are of interest:

At Velox Navy Depot for May a check showed that there were on hand in the depot under transit a total of 870 cars, of which 487 had been brought in Northern Pacific and 383 brought in Spokane-International for account of Milwaukee, Great Northern and Union Pacific.

At Pasco they have about 4600 carloads on hand. In May the long-haul cars handled into the depot were as follows:

Northern Pacific	559
Great Northern	103
Union Pacific	14
Milwaukee	4

The cars forwarded from the Pasco depot in May were:

Via Northern Pacific	698
" Great Northern	579

most of which went to Portland, although we had handled 78 cars to the east as against the Great Northern 1.

Major Davis has been transferred to Salt Lake City, where he is now Supervising Inspector, and Col. Hazelrig has been transferred from Auburn to Pasco. Col. G. S. Chapman has been transferred from Lathrop, California, to command of the Auburn depot.

For the Auburn H. & R. depot the figures for May are as follows:

NP	138	long-haul	75	short-haul	
GN	403	"	"	83	" "

For the Aircraft depot:

NP	43	long-haul	36	short-haul	
GN	45	"	"	7	" "

We do not have the Union Pacific and Milwaukee figures.

Mr. Denney

-2

At the Navy Supply depot, Seattle, the figures for May are as follows:

	NP	GN	UP	Milw.
Received	816 (515 oil)	265 (235 oil)	37	59
Forwarded	238	32	15	15

/s/ R. S. Macfarlane

rsm/em

PRESIDENT'S
File 295-19

St. Paul, Minn., June 9, 1944.

Mr. C. E. Denney:

Enclosed find proposed supplemental agreement submitted by the Federal Government dated November 15, 1943, modifying contract dated October 28, 1943, covering connecting tracks to the Auburn Holding & Reconsignment Depot.

Under the terms of the supplemental agreement the Government proposes that it shall have the right to perform any maintenance work that may be required in the event the Railway Company is unable to perform the work, and in the event it so does, the Railway Company agrees to reimburse the Government for the amounts expended.

The original agreement has been obtained from the Secretary's Office and is also attached hereto.

I recommend execution of the supplemental agreement. If you approve, will you please execute or authorize?

Encl.

PACIFIC NORTHERN
COMPANY
JUN 1 2 1974

PRESIDENT'S
File 29 5 - 19

Saint Paul, Minnesota, April 28, 1944 R4

Mr. A. M. Gottschald,
Secretary.

Herewith for filing our copy of agreement with the Milwaukee, Great Northern, and Union Pacific covering the movement of carload freight from the Auburn Holding & Reconsignment Depot of the Government at Auburn to Seattle and Tacoma. Also enclosed are ten extra copies of the agreement for your file.

(Signed) C. E. DENNEY

Encl.
cc-Mr. H. E. Stevens

PRESIDENT'S
File 295 - 19

St. Paul, Minn., April 27, 1944.

Mr. C. E. Denney:

Enclosed find copy of Mr. Bartles' letter of March 28 addressed to the General Managers of the Union Pacific, Milwaukee and Great Northern, enclosing executed copies of an agreement entered into, effective as of January 1, 1944, covering the movement of carload freight from the Auburn Holding & Reconsignment Depot of the Government at Auburn to Seattle and Tacoma.

In order to facilitate the movement of carload business for the Government, it was agreed by all the lines participating in the business that regardless of which carrier brought the cars into Auburn, such cars should be moved to Seattle or Tacoma by the carrier that performed the switching to the docks or facilities at those points where the cars were consigned, except that in the event of cars consigned to the Pacific Coast Railroad at Seattle and Municipal Belt Line at Tacoma each carrier would handle its own business. The accountants of the carriers developed that a charge of $30.00 for hauling the cars between Auburn and Tacoma or Seattle would be sufficient to cover complete handling of the cars including all switching per diem and mileage charges.

I approve of the contract and recommend that the agreement be filed with the Secretary. Several additional copies of the agreement are attached for such use as the Secretary may desire to put them.

Encl.

NORTHERN
PACIFIC RAILWAY COMPANY
APR 26 1944
OFFICE OF THE PRESIDENT

C
O
P
Y

PRESIDENT'S
File 295-19

March 28, 1944

Mr. M. C. Williams, Gen. Mgr.
Union Pacific R. R. Company
Portland, Oregon

Mr. L. P. Donald, Gen. Mgr.
CMSt. P & P Railroad Company
Seattle, Washington

Mr. I. E. Manion, Gen. Mgr.
Great Northern Railway Company
Seattle, Washington

Gentlemen:

In accordance with our various conferences and letters, attached hereto are two copies of the Operating Agreement between the four lines covering handling of business to and from Auburn Holding and Reconsignment Point which has been signed by all the General Managers. I have wired you today as follows:

"Operating agreement between the four lines covering handling of business to and from Auburn Holding and Reconsignment Point now been executed by the four General Managers. Am sending you your copies today. Am arranging put fully into effect at once, assume you will do likewise, with understanding any cars handled on basis this agreement from January 1, 1944 will come under its provisions; also that expense joint car inspectors now being provided by NP will be shared by other lines on basis item 9 and any other situations contemplated by this agreement which have been in effect will be handled under the agreement."

Attached are several extra copies for your use.

(Signed) F. R. Bartles

cy - Mr. H. E. Stevens: This refers to your letter of February 16th. Am attaching several extra copies with the thought that probably Mr. Gottschald could use them and that you would want to give copy to Mr. McCauley, Mr. Behler, etc.

cy - Mr. J. L. Hurd

(Signed) F. R. Bartles

PRESIDENT'S
File 295-19

Excerpt from original airmail letter from
R.S.Macfarlane to Mr. Denney.

Seattle, Washington
April 12, 1944

Mr. C. E. Denney
President.

For your current information:

(7) At the Auburn Holding and Reconsignment Point, from April 1st to 9th, business was divided as follows:

NP	129
GN	101
Milwaukee	63
UP	19

For March the figures were as follows:

NP	302
GN	276
Milwaukee	72
UP	34

For the Air Force Depot in March:

NP	29
GN	88
Milwaukee	30
UP	12

/s/ R.S.Macfarlane

PRESIDENT'S File 298-19

Seattle, Washington

April 6, 1944

copy on 42-9

Personal

Mr. C. E. Denney:

Concerning the attached, which I reported to you in my letter of March 30.

I have been unable to develop any satisfactory information as to the reason for the transfer of Lt. Colonel Coil. Coil does not know what the nature of his assignment will be at Skagway, and no one around here knows whether the transfer is a promotion in responsibility. He was told that a person of his experience was needed in the new post. The suggestion most frequently heard is that Colonel Hazelrigg is probably responsible for Coil's transfer. Incidentally, Major Ehrhart, formerly Executive Officer, who was supposed to have caused some of the internal difficulties at the Point, has also been transferred. One officer made the statement to me that Col. Hazelrigg had been hoping to obtain the transfer of some of his former associates at New Orleans to this new command. We hear the statement from time to time that Col. Hazelrigg is not a good administrator.

Our relations at the Point have been very satisfactory, and as far as I can learn, there is nothing but the most kindly feeling toward the Northern Pacific by all concerned.

Robert S. Macfarlane

RSM/fk
enc.

PRESIDENT'S
File 295 - 19

Mr. C. E. Denney:

Mr. Bartles advises Lt. Col. Coil has been transferred to the White Pass and Yukon Railway at Skagway.

H. E. S.

4/1/44

Promise
RSM
any further information?
Ded 4/3

PRESIDENT'S
File 295-19

(Original on President's file #295-3)

Seattle, Washington, March 30, 1944

AIR MAIL

Mr. C.E.Denney,
President.

For your current information:

1. Reciepts at the Auburn Holding and Reconsignment Point for period March 1 to 28 inclusive have been:

Northern Pacific	342 cars
Great Northern	282 cars
Milwaukee	83 cars
Union Pacific	44 cars

2. Lt. Colonel Coyle has been detached from Auburn for transfer to Alaska.

3. Admiral Taffinder, Commandant of the Thirteenth Naval District, told me yesterday that the Navy was going to build the railroad to Bremerton.

4. Lend Lease movements have not been substantial. I understand there are about seven Russian ships under repair on Puget Sound and about ten at Portland. We continue to receive reports that the Lend Lease movement will shortly increase, but these reports have not materilaized. Representatives of the shipping industry have been in Washington with reference to the handling of cargo through North Pacific ports. There has not been sufficient cargo to keep longshore gangs busy, and I have been told that Washington officials definitely promised to handle a larger portion of the supplies for points in the Southwest Pacific via Puget Sound ports.

5. The trackage at the Port of Olympia dock is pending at Washington. No recent word has been obtained as to what the decision may be.

6. Mr. Jeffers spent the first part of this week in Portland, Seattle and Tacoma. At Seattle a large dinner was given by the Union Pacific, and he spoke at Chamber of Commerce luncheons at Portland and Tacoma.

/s/ Robert S. Macfarlane

PRESIDENT'S
File 295-19

Mr. Denney:

This potential storage capacity of about 10000 cars, plus Pasco Holding & Reconsignment Yard, and the substantial increases that have been made at Government expense in yard capacities at Portland, should eliminate any extensive backing up of war and lend-lease supplies.

H. E. S.
4/1/44

PRESIDENT'S
File 295 - 19

Seattle, Washington
March 29, 1944p

Mr. H. E. Stevens:

Lt. Col. Coil advises me the estimated car capacity of storage in the Hold & Reconsignment Point at Auburn is:

Closed storage	4500 cars
Open storage	4600 cars
Holding yard	800 cars
Classification yard and interchange	600 cars

One of the closed storage houses is referigerated and has an estimated capacity of 350 cars.

F. R. Bartles

8

PRESIDENT'S
File 295-19

Saint Paul, Minnesota, March 2, 1944 R4

Mr. H. E. Stevens,
Vice President.

Referring to your letter of March 1, regarding the request of the government that the deletions in Articles 5 and 15 of the contract covering construction, maintenance and operation of a connecting track to the government trackage serving the Auburn Holding & Reconsignment Depot be initialed:

This has been done on all copies of the contracts, and I return them to you herewith.

(Signed) C. E. DENNEY

Encl.

PRESIDENT'S
File 295-19

St. Paul, Minn., March 1, 1944.

Mr. C. E. Denney:

Referring to your letter of December 6 with which you returned three executed copies of proposed contract with the United States Government, covering the construction, maintenance and operation of a connecting track to the Government trackage serving the Auburn Holding & Reconsignment Depot:

All copies of the agreement were returned by James A. McCrae, Engineer of the War Department, with letter dated February 23 attached, advising that deletions had been made in Articles 5 and 15 by the Chief of Engineers, and we are requested to initial the deletions on all three copies of the agreement.

I see no particular objections to the deletions. If you approve, will you please initial the changes made in Articles 5 and 15 on all three copies and return them for transmittal to the Government?

H E Stevens.

NORTHERN
PACIFIC RAILWAY COMPANY
MAR - 2 1944
OFFICE OF THE PRESIDENT

PRO 295-19

Saint Paul, Minnesota, March 1, 1944 File R4

Mr. F. J. Gehan,
Assistant to General Counsel.

I have your letter of February 28 about the action brought by the United States to condemn certain lands in King County, Washington, for military purposes, some of which are Northern Pacific lands.

The letter to the City Bank Farmers Trust Company and the certificate transmitted with your letter have been signed, and I return them herewith.

B. H. Scudder

Encl.

PRESIDENT'S
File 295-19

St. Paul, Minn., Feb. 28, 1944

Subject: U. S. v 600 acres, King County, No. 710
(6684 Wash.)

Mr. B. W. Scandrett:

The United States brought an action in the District Court of the United States for the Western District of Washington, Northern Division, to condemn certain land in the City of Seattle, Washington, for military purposes, a part of which, designated as Parcel 76 in said suit, the Northern Pacific owns in fee subject to the lien of the Prior Lien, General Lien and Refunding and Improvement Mortgages. The Railway Company and the trustees of said mortgages were made parties respondent in said suit.

The value of the interests of the Railway Company's land was determined to be the sum of $180.00 and in order to expedite the case, we secured the usual consent from the trustees for the payment of this amount as just compensation for the taking of the Railway Company's property.

The Guaranty Trust Company and City Bank Farmers Trust Company executed the consent conditioned upon our later furnishing certain papers. In order to comply with their requirements, I attach formal request addressed to City Bank Farmers Trust Company for the execution of Appearance and Consent in the form of a letter for your signature; also a certificate for your signature and that of Mr. Blum.

Will you please execute these instruments and return them? I will attend to securing Mr. Blum's signature.

J. P. Gehan
Assistant to General Counsel

G:g
Enc.

7266

NORTHERN
PACIFIC RAILWAY COMPANY
FEB 2 8 1944
OFFICE OF THE PRESIDENT

ADDRESS REPLY TO
THE DISTRICT ENGINEER
U. S. ENGINEER OFFICE
1400 TEXTILE TOWER
SEATTLE 1, WASHINGTON

REFER TO FILE NO. PADBK-2

WAR DEPARTMENT
UNITED STATES ENGINEER OFFICE
SEATTLE, WASHINGTON

SUPT. TACOMA FEB 24 1944 DIVISION

23 Feb 1944

Northern Pacific Railway Company,
Tacoma,
Washington.

NOR. PAC. RY. FEB 24 TACOMA

Gentlemen:

There are inclosed triplicate executed copies of Contract No. W 45-108 eng-270, covering construction, maintenance and operation of trackage serving the Holding and Reconsignment Point and Army Air Forces Supply Depot at Auburn, Washington.

The subject agreement, as it was originally written, has been returned to this office without approval of the Chief of Engineers, due to the fact that Articles 5 and 15 provide for disconnection of trackage by the railroad under certain conditions. It is the opinion of the Chief of Engineers that disconnection of trackage, thereby making further service impossible, cannot be justified under wartime conditions.

In accordance with instructions from higher authority, the inclosed contract has been revised by deleting the words "disconnect the track or" in the last line of Article 5, and by deleting Article 15 entirely. These deletions have been initialed by the contracting officer and it is requested that they also be initialed by you and all three executed copies of the agreement returned to this office as soon as possible, for resubmission to the Chief of Engineers. As soon as approval of the revised contract has been received your office will be furnished a copy of the approved agreement.

Very truly yours,

James A. McCrae

James A. McCrae,
Engineer (Civil),
Contracting Officer.

1 Incl.:
Contract (in trip.)

SAVE

PRESIDENT'S
File 295-19

(Original on President's file #295-17)

On Line, February 4, 1944

Mr. C. E. Denney,
President.

At one of my meals in Seattle, I had Mr. Impett of the Lend-Lease, together with Iversen, Mr. Grayson of Moore-McCormack Company, and a couple of Captains. Impett said that he thought the Auburn depot would do away with a lot of the westbound movement to Pasco depot, but that we need not worry about Pasco not being busy and that he was beginning to use it as a point of concentration for returning materials of the Government. He spoke about 75,000 smudge cans and a lot of material from Alaska being moved in there for concentration, possibly for sale.

I checked up with Cleveland as to whether our rates to Pasco apply eastbound also, and I find they do not. Also that there are no storage arrangements at Pasco at the present time with the eastbound movement of Government materials or equipment.

Colonel Burrill and Major Davis were guests with us on Tuesday evening at Pasco, and they had no concern about the continued use of Pasco on inbound business. They said they had now about 3,800 cars* awaiting orders for outbound movement to the coast. If the heavy movement of freight the people are talking about materializes when the westbound "push" commences, I think there will be ample need for both depots.

/s/ R. W. Clark

(*) unloaded

PRESIDENT'S
File 295 - 19

At New York, January 26th, 1944

Dear Colonel Coil:

It was pleasing to receive yours of the twenty-second and the notice appointing you Storage Officer and Captain Hopkins Assistant Storage Officer. I hope that you may thoroughly enjoy the new duties.

I am still in uniform but expect to leave it in St. Paul before going to the Coast next month, and will look forward with pleasure to seeing you when in the Seattle territory the latter part of February.

With kindest regards,

Sincerely,

(Signed) C. E. DENNEY

Corbett W. Coil, Lt.Colonel, TC
Box 458
Auburn, Washington

PRESIDENT'S
File 295 - 19

Box 458,
Auburn, Washington,
January 22, 1944.

Colonel Charles E. Denney,
Northern Pacific Railway,
St. Paul, Minnesota.

Dear Colonel Denney:

I have wanted to write you a note of congratulation, but I know that you have been quite busy with the new assignment.

Today a new order came through, as you will see by the attached Special Orders, making me the Storage Officer, which, under the revised set-up from Washington, gives me all the Operations and Transportation at the Point, and that is the way it should be.

Captain Hopkins, a former General Yardmaster off from the Santa Fe at Los Angeles, will take over my work of running the railroad end of the work and will report to me.

I am pleased with this assignment and wanted you to know it.

I hope to see you out here some day, and have wondered what your military status is since the Army gave up the Railroads.

Mr. Clark has been out to see us, and he is having several of the officers from here into Seattle for dinner tonight, which we do appreciate.

With kindest personal regards, I am

Sincerely,

Corbett W. Coil

CORBETT W. COIL,
Lt Colonel, TC.

NORTHERN
PACIFIC RAILWAY COMPANY
JAN 25 1944
OFFICE OF THE PRESIDENT

PRESIDENT'S
PL 295-19

HEADQUARTERS
AUBURN HOLDING AND RECONSIGNMENT POINT
AUBURN, WASHINGTON

21 January 1944

SPECIAL ORDERS)
NUMBER 2)

1. Designation of Special Orders No. 24, this Hq, 14 Jan 44, is hereby changed to Special Orders No. 1.

2. The following changes in assignment and duties are directed:

Name	Relieved from	Asgd
LT.COL. CORBETT W. COIL 0488734, TC	Ry. Op. Off. Internal Transp. Branch	Storage Off.
CAPT. RAFAEL R. HURTADO 0321256, TC	Storage (Physical)	Ass't. Storage Off.

3. CAPTAIN WILLIAM H. HOPKINS, O-505500, having reported this Hq. in compliance with paragraph 1, SO #110, NTZ, dtd Salt Lake City, 30 December 1943, is assigned to duty Storage Division, Internal Transportation Branch.

W. R. HAZELRIGG,
Colonel, Transportation Corps,
Commanding.

DISTRIBUTION:
2 - CG, 9th Service Command, Ft. Douglas, Utah.
2 - OCT, Washington, D.C.
2 - ZTC, 9th Transportation Zone, Salt Lake City, Utah.
6 - Each Officer Concerned.
5 - File

PRESIDENT'S
File 295 - 19

At Spokane, Washington,
January 20, 1944.

Mr. C. E. Denney,
President.

Yesterday afternoon, Judge Macfarlane, Mr. Countryman, Mr. Burnham, and I motored out to the Auburn Holding and Reconsignment Point and met the officers in charge by appointment.

Colonel Hazelrigg took us in tow and drove us around the area. They had expected to receive fifteen cars a day, beginning last Monday, but they had not yet shown up. Four large warehouses for the Lend-Lease have been completed and turned over to the Army and two more are about ready. In addition, three warehouses lying near the south end of the area have been turned over to the aeronautical section. The contractor is now constructing a very large refrigeration unit which will have a capacity of about 350 carloads. The open air storage layout is under construction but is not yet completed. Some 45 miles of tracks are laid down and nearly all in shape for use. They have two large steam engines enroute. Tremendous strides have been made, and the Colonel indicated that he thought the plant would be completed sometime in March.

We met Executive officer, Captain Earhardt, Major Correll, Custer, formerly in our Portland office, now civilian aide to Coil, and several other Captains and Lieutenants.

Colonel Coil told me on the side that he was not quite happy with his situation and that papers were in the process of approval which will give him a larger and more definite responsibility in the area without change in commission.

As you probably know, Colonel Hazelrigg was formerly at Snelling as Lieutenant, and was the original owner and trainer of the famous horse, "Whiskey", which recently died at Snelling.

cc:
Mr. H. E. Stevens

NORTHERN
PACIFIC RAILWAY COMPANY
JAN 24 1944
OFFICE OF THE PRESIDENT

PRESIDENT'S
File 295-19

(Original on President's file # 295-3)

St. Paul, Minn., January 17th, 1944

Mr. H. E. Stevens,
Vice President.

Mr. R. W. Clark,
Vice President.

A copy of Mr. Macfarlane's memorandum of January 15th is attached for your information.

I would like to discuss item 6, about car supply, with Mr. Stevens.

/s/ C. E. Denney

encl.

cc-Mr. P.H.McCauley

PRESIDENT'S
File 295-19

(Extract from original letter dated Jan. 15,1944 from R.S.Macfarlane to Mr. Denney -- original letter on President's file # 295-3)

1. The Auburn Holding and Reconsignment Point is supposed to be receiving cars for unloading beginning today. I am informed that four warehouses have been turned over to the Army. It will take another thirty days to complete the trackage, which has been delayed on account of soft dirt, etc. I am also informed that a 500-car cold storage warehouse is being constructed in the south-westerly part of the area. This is in addition to the cold storage warehouse being constructed at Seattle.

/s/ R. S. Macfarlane

PRESIDENT'S
File 295-19

St. Paul, Minn., December 27, 1943.

Mr. C. E. Denney:

As a matter of information we are told that six of the warehouses included in the Auburn holding and reconsignment depot plan have been completed and that the track work is well under way.

H E Simms.

NORTHERN
PACIFIC RAILWAY COMPANY
DEC 2 1943
OFFICE OF THE PRESIDENT

PRESIDENT'S File 295-19

On CB&Q RR., December 18th, 1943

Dear Colonel Coil:

Acknowledging yours of the thirteenth and attachments covering assignments of officers at Auburn:

I am sorry that I cannot consistently advise you as to asking for a release from the Army. That is a matter which will have to be governed by your own best judgment.

It is assumed that you were given your present assignment because of being the officer best qualified to handle it, and I hope that you may enjoy handling it.

I am planning to leave for the Coast about the first of the year and hope that my time in Seattle will permit another visit at Auburn, where I will look forward with pleasure to seeing you.

Sincerely,

(Signed) C. E. DENNEY

C. W. Coil, Lt. Colonel
Transportation Corps
United States Army
Box 458
Auburn, Washington.

Copy 42-9

PRESIDENT'S File V 95 - 19

Excerpt from letter of Otto Kopp to J. L. Burnham of December 8, 1943.

As you know the situation at Auburn has been rather messed up, insofar as Col. Coil was concerned. The newest development, Coil has been assigned by Col. Hazelrigg as "Inside Transportation in Charge of Operations", as I understand it that is nothing more than a Yardmaster's job. Capt. Miller, one of Hazelrigg's men from Shreveport to be in charge of Outside Transportation, Custer to be Civilian Traffic Director.

Another new development, Henry Hoskins of O.D.T., Seattle, has written a long report to Baths at Frisco, objecting to the set up at Auburn, inferring that unless a change is made out there, difficulty is liable to be experiened after the point gets into operation, his contention being, that Hazelrigg is not utilizing the one experienced officer he has . Hoskins feels that Hazelrigg is not the man to have in charge. He says that Baths was not too impressed with Hazelrigg's ability. Hoskins feels that some change in the set up will be made thru Baths' efforts.

Personal

PRESIDENT'S
295 - 19
File

Saint Paul, Minn., December 6, 1943 R4

Mr. H. E. Stevens,
Vice President.

I have your letter of December 3 with proposed contract with the United States, covering the construction, maintenance and operation of a connecting track to the Government trackage serving the Auburn Holding Yard for the Reconsignment Depot located at that point.

The contract has been duly executed on behalf of the Northern Pacific Railway Company and is returned herewith. Our copy of the contract has been filed with the Secretary.

(Signed) C. E. DENNEY

Encl.
cc-Mr. A. M. Gottschald

PRESIDENT'S
File 295-19

St. Paul, Minn., Dec. 3, 1943.

Mr. C. E. Denney:

Enclosed find proposed contract with the United States submitted by James A. McCrae, Association Engineer and Contracting Officer, covering the construction, maintenance and operation of a connecting track to the Government trackage serving the Auburn Holding Yard for the Reconsignment Depot located at that point.

The agreement provides that the Railway Company will construct, own and maintain that part of the trackage located on its right of way.

I recommend execution of the agreement. If you approve, will you please execute or authorize?

J. E. Davies.

Encl.

PRESIDENT'S
File 295-19

Seattle, Wash., December 1,1943

Mr. C. E. Denney,
President

For your current information, I attach copy of program for the opening of the Auburn Holding and Reconsignment Point, held at Auburn today.

I had a chance to visit with the guests and they were most appreciative of the courtesies you showed them at St Paul, and on the trip west. No. 1 arrived at Auburn on time.

A golden spike was driven as a part of the ceremony by General Wylie, assisted by Colonel Hazellrigg, the commanding officer.

Robert S Macfarlane

encl

PRESIDENT'S
File 295 - 19

WAR DEPARTMENT
ARMY SERVICE FORCES

AUBURN HOLDING AND RECONSINGMENT POINT
AUBURN, WASHINGTON

OFFICIAL OPENING

1, DECEMBER, 1943

W. R. HAZELRIGG
COLONEL, TRANSPORTATION CORPS
COMMANDING

GUEST SPEAKERS

Brigadier General ROBERT H. WYLIE----Assistant Chief of Transportation, War Department Army Service Forces, Washington, D.C.

Brigadier General F.A. HEILEMAN------Director of Supply, War Department Army Service Forces, Washington, D.C.

Colonel L.J. COUGHLIN----------Chief, Transit Storage Division, War Department Army Service Forces, Washington, D.C.

Mr. Lawrence J. Martin----------Senior Assistant, Lend Lease Administrator, Washington, D.C.

Colonel L.M. NICOLSON----------Director of Storage, Office of Defense Transportation, Washington, D.C.

Mayor L.J. Gove----------Auburn, Washington

CELEBRITIES

Representing the Armed Forces of the United States, and Lend Lease Administration, Washington, D.C.

Bragadier General ROBERT H. WYLIE----Assistant Chief of Transportation, War Department Army Service Forces, Washington, D.C.

Bragadier General F.A. HEILEMAN------Director of Supply, War Department Army Service Forces, Washington, D.C.

Colonel L.J. COUGHLIN----------Chief, Transit Storage Division, War Department Army Service Forces, Washington, D.C.

Colonel L.M. NICOLSON----------Director of Storage, Office of Defense Transportation, Washington, D.C.

Colonel ALBERT B. DRAKE----------Director of Storage, War Department Army Service Forces, Washington, D.C.

Mr. Lawrence J. Martin----------Senior Assistant, Lend Lease Administrator, Washington, D.C.

Mr. Robert S. Stevens----------Assistant General Council of Lend Lease, Washington, D.C.

Mr. Andrew Current----------Chief of Storage, Food Distribution Administration, Washington, D.C.

Mr. Widman----------United States Treasury, Washington, D.C.

NORTHWEST AREA

Representing the Armed Forces of the United States.

Brigadier General ELEY P. DENSON-----Commanding General, Seattle Port of Embarkation, Seattle, Washington.

Captain MORTON L. RING----------United States Navy, Thirteenth Naval District, Seattle, Washington.

Lieutenant THEODORE C. BRAND---------United States Navy, Thirteenth Naval District, Seattle, Washington.

OFFICIALS

Headquarters, Ninth Transportation Zone, Army Service Forces, Salt Lake City, Utah.

Colonel JOHN P. HANLEY----------Ninth Zone Transportation Officer, Headquarters, Salt Lake City, Utah.

Lt. Colonel CARROLL V. KING----------Ninth Zone Operations Officer, Headquarters, Salt Lake City, Utah.

Staff Officers of Ninth Zone Transportation Office, Salt Lake City, Utah. (Holding and Reconsignment Points)

Colonel WILLIAM R. HAZELRIGG----------Commanding Officer, Auburn Holding and Reconsignment Point, Auburn, Washington.

Colonel FRANK M. BARRELL----------Commanding Officer, Pasco Holding and Reconsignment Point, Pasco, Washington.

Colonel G.F. CHAPMAN----------Commanding Officer, Lathrop Holding and Reconsignment Point, Lathrop, California.

Colonel L.E. McGRAW----------Commanding Officer, Yermo Holding and Reconsignment Point, Yermo, California.

DISTRICT TRANSPORTATION OFFICES

Lt. Colonel DONALD F. FARRIS----------Commanding Officer, District Transportation Office, Seattle, Washington.

Lt. Colonel I.N. RANDALL----------Commanding Officer, District Transportation Office. Los Angeles, California.

Lt. Colonel LESLIE M. RUDY----------Commanding Officer, District Transportation Office, Portland, Oregon.

Major EURASMUS E. LEWIS----------Commanding Officer, District Transportation Office, San Francisco, California

CONSULATES

Representatives of Foreign Governments. (British Empire, Russia, and China)

Consul Harold C. Swan----------British Empire

Consul I.M. Lomakin----------Russia

Consul Kiang Yi-song----------China

CELEBRITIES

Representing the State of Washington

Colonel WALTER J. DeLONG----------Adjutant General, representing the Governor of the State of Washington.

Senator Mon C. Wallgran----------United States Senate, Washington, D.C.

Mayor William F. Devin----------Seattle, Washington.

Mayor C.V. Fawcett----------Tacoma, Washington.

Mayor L.J. Gove----------Auburn, Washington.

Representing Civic Organizations of the City of Auburn.

Chamber of Commerce
Kiwanis Club
American Legion Drum and Bugle Corps
Public Fairs and Roads Committee
Students of Auburn Junior and Senior High Schools

FLAG RAISING CEREMONY

Official Flag Raising of the Auburn Holding and Reconsignment Point by Colonel WILLIAM R. HAZELRIGG, Transportation Corps, Commanding Officer, Auburn Holding and Reconsignment Point, Auburn, Washington.

United States Army Band from Fort Lawton, Washington, officiating with ceremonies as follows:

Star Spangled Banner
British National Anthem
Russian National Anthem
Chinese National Anthem
Transportation Corps March

GOLDEN SPIKE CEREMONY

Brigadier General ROBERT H. WYLIE, Assistant Chief of Transportation, War Department Army Service Forces, Washington, D.C., will drive the golden spike that will tie the interchange of the Union Pacific, Milwaukee, Great Northern, and Northern Pacific Railroads at the Auburn Holding and Reconsignment Point Railroad Yards.

POINTS OF INTEREST

Interesting combat equipment on display by courtesy of the Mount Rainier Ordnance Depot, Tacoma, Washington.

Simulated air attack and strafing by the United States Army Air Corps. (Weather permitting)

Marching formation and close order drills by 530th Quartermaster Salvage Repair Company, Fort Lewis, Washington.

Visiting citizens are welcome to make tour of the Auburn Holding and Reconsignment Point under the supervision of Auxiliary Military Police. This will be the last opportunity to tour the Auburn Holding and Reconsignment Point, which at a later date will be a restricted area.

Applications from skilled and unskilled personnel desiring employment at this Point should be filed at the Personnel Office not later than 15 December 1943.

OFFICER PERSONNEL

ADMINISTRATION

Colonel W.R. HAZELRIGG	Commanding Officer
Major CHARLES C. CORRELL	Executive Officer
Captain D.W. EHRHARDT	Director of Transportation and Operations (Liaison)
2nd Lt. JOHN T. KEHOE, Jr.	Adjutant
2nd Lt. LEO H. KIERNAN	Assistant Adjutant

TRANSPORTATION OFFICE

Lt. Colonel CORBETT W. COIL	Transportation Officer
Major HARLEY D. HARPOLD	Assistant Transportation Officer
2nd Lt. JACOB SCHWARTZMAN	Assistant

OPERATIONS

Captain ELMER L. MILIER	Operations (Administrative)
Captain RAFAEL R. HURTADO	Operations (Physical)
2nd Lt. HENRY J. BUCKINGHAM	Assistant
2nd Lt. NORBERT J. HYNES	Assistant and Markings
2nd Lt. LOUIS CASSIDY	Salvage Officer

SAFETY, FIRE PREVENTION, PUBLIC RELATIONS AND WAR BONDS

Captain WILLIAM V. STOVOLD	Public Relations and Mess Officer
Captain HORACE K. WELCOME	Safety, Fire Prevention, and War Bond Officer

SUPPLY OFFICE

1st Lt. PHILIP W. ANCELL	Point Supply Officer
2nd Lt. JAMES J. BUCKLEY	Assistant Point Supply Officer
2nd Lt. SAMUEL R. WARD	Transportation Corps Accountability Officer

MOTOR TRANSPORTATION

2nd Lt. ALBERT J. MEEK	Motor Transport Officer
2nd Lt. MILTON R. BOOKER	Assistant (Maintenance)

PROVOST MARSHAL

2nd Lt. SEYMOUR HURWITZ	Provost Marshal

PERSONNEL

2nd Lt. ELTON P. GRIFFIN	Civilian Personnel Officer

FISCAL

2nd Lt. EDWARD BAKER	Fiscal Officer

CIVILIAN PAYROLLS

2nd Lt. WALTER F. DAVIS	Civilian Payrolls Officer

SIGNAL OFFICE

Captain RALPH K. JONES	Point Signal Officer

POST ENGINEER

Captain CLARK O. POWEN	Post Engineer

MEDICAL SECTION

EDWARD O'NEILL	Point Surgeon (Contract Surgeon)

SYNOPSIS

THE PURPOSE OF THE AUBURN HOLDING AND RECONSIGNMENT POINT

Lend Lease supplies and war materiel destined for foreign shipments by way of the Pacific Northwest Ports of Embarkation will be stored shortly in 12 huge warehouses, each 825 feet long, and 200 feet wide. A total of 2,000,000 square feet of closed storage, and 41 miles of railroad track is maintained by the Auburn Holding and Reconsignment Point. Transportation Corps railroad this Point will be one of the largest of 10 Holding and Reconsignment Points in the United States, and materiel from this Point will be shipped through Ports of Seattle, Tacoma, Portland, and Longview.

This Installation is located on a huge field ½ mile wide and 2½ miles long. Storage warehouses will be assigned as follows: 4, War Department; 3, United States Air Corps; 3, United States Treasury; 2, Department of Agriculture.

Supplies that are brought into the Auburn Holding and Reconsignment Point will be brought into the Point not only by railroad from manufacturing production centers throughout the United States, but also from shipments throughout the Ports of Seattle, Tacoma, Portland, and Longview, destined for other Holding and Reconsignment Points in the United States.

One of the most essential purposes of this Point is to relieve congestion at Ports of Embarkation, piers, and railroad yards throughout the country. All supplies will be held at the Auburn Holding and Reconsignment Point until they are ready to be released to the Foreign Governments to which they have been consigned, immediately after proper authority has released shipments from this Point to the Port of Embarkation. The materiel is loaded expeditiously into railroad cars or trucks, and expedited to the Ports to be loaded aboard ships destined to our Allies and the Armed Forces.

The Auburn Holding and Reconsignment Point will employ approximately 1,000 employees, to be utilized as clerks, checkers, warehousemen, freight handlers, firemen, guards, technical personnel, qualified railway operators, and administrative personnel.

Housing of 420 units which will house approximately 750 people is now under construction in the suburb of Auburn, for employees that will be employed at the Auburn Holding and Reconsignment Point.

A STATEMENT FROM THE COMMANDING OFFICER

"On behalf of the War Department and the personnel of the Auburn Holding and Reconsignment Point, I wish to express our sincere appreciation for your personal attendance at the official opening of this Point. You are the people responsible for the construction of this gigantic installation, whose primary purpose is to back the attack of the Allied Nations, and speed the cessation of hostilities."

W. R. HAZELRIGG,
Colonel, Transportation Corps,
Commanding.

DWE/jb

PRESIDENT'S
File 295-19

22, 1943

In New Post

LT. COL. C. W. COIL

Lt. Col. C. W. Coil, on leave from his duties as operating officer of the Northern Pacific Railway Co., has been assigned as officer in charge of rail operations at the Auburn Holding & Reconsignment Plant, Point Auburn, Wash.

He was 33 years in N. P. service and during his railroad career was stationed in St. Paul, Minneapolis, Fargo, Tacoma, Spokane and Seattle.

He recently returned from England where he was associated with the military chief of transportation in railroad operations. Col. Coil was commissioned in August, 1942, and was assistant superintendent of the Lake Superior division of the road when he entered the service.

PRESIDENT'S
File 295-19

St. Paul, Minn., November 15, 1943. A3

Mr. V. E. Williams,
Industrial Agent.

I am leaving for the West on the 17th, stopping a number of times in North Dakota and Montana, and should reach the Coast about the 26th or 27th of November. I will be on the Coast for three or four days, and while I am there, would like to see the new Government layout at Auburn, which I understand is to be formally opened on December 1st.

(Signed) J. H. POORE

PRESIDENT'S
File 295-19

Box 458
Auburn, Wash.
13 November 1943

Mr. C. E. Denney
President
Northern Pacific Railway
St. Paul, Minnesota

Dear Mr. Denney:

As you know, I was sent to the Auburn Holding and Reconsignment Point on September 22nd of this year with an assignment of that of Transportation Officer, handling all matters of Transportation for this Point.

This assignment was carried out by me until December 9th, at which time a reorganization was made in all Holding and Reconsignment Points, radically changing the Transportation Division.

In this change I no longer hold the position of Transportation Officer, and have been given the title of Railway Operating Officer in charge of Internal Transportation; meaning that my duties are within the switching limits of the Point, or in other words, a well defined railroad yardmaster.

Since there is a movement on foot at this time to reduce the Officer Personnel of the Army by 25,000 men--and through Colonel Appelton's assistance my release could perhaps be secured--do you feel that it is apropos to give consideration to make a change?

I want to offer my services where they would be of the greatest value to the war effort, as you will recall was my thought when I volunteered my services over a year ago.

Your kind advice would be greatly appreciated and I will be governed entirely by your decision.

Trusting to hear from you at your earliest convenience.

I am

Respectfully,

Corbett W. Coil

CORBETT W. COIL
Lt Colonel, TC

Copy on 442-9

HEADQUARTERS
AUBURN HOLDING AND RECONSIGNMENT POINT
AUBURN, WASHINGTON

SPECIAL ORDERS)
NUMBER 20) 7 December 1943

1. Special Order Number 8 this Headquarters dated 14 October 1943 is hereby rescinded.

2. Changes is assignments are made to the following Officers, their duties specified after their respective names, in accordance with Army Service Forces Circular Number 67 dated March 1943, and are effective this date.

ADMINISTRATION

Colonel W.R. HAZELRIGG, 09945, T.C.	Commanding Officer
Captain D.W. EHRHARDT, 0385773, T.C.	Executive Officer

ADMINISTRATIVE SECTION

1st Lt. PHILIP W. ANCELL, 0913205, T.C.	Administrative and Point Supply Officer
2nd Lt. LOUIS CASSIDY, 01945722, T.C.	Salvage Officer, and Assistant to Point Supply Officer
2nd Lt. EDWARD BAKER, 01945751, T.C.	Fiscal and Control Reports Officer
2nd Lt. SEYMOUR HURWITZ, 01945838, T.C.	Provost Marshal and Claims Officer
2nd Lt. WALTER F. DAVIS, 0526790, T.C.	Purchasing and Contracting Officer

PERSONNEL DIVISION

Captain HORACE K. WELCOME, 0503756, T.C.	Civilian Payrolls, Public Relations, Military and Civilian Personnel Officer

TRANSPORTATION DIVISION

Major CHARLES C. CORRELL, 0228965, T.C.	Transportation Officer
2nd Lt. JACOB SCHWARTZMAN, 01945941, T.C.	Assistant
2nd Lt. SAMUEL R. WARD, 01945972, T.C.	Transit Supply Officer

STORAGE DIVISION

Captain RAFAEL R. HURTADO, 0921256, T.C.	Storage (Physical)
Captain ELMER L. MILLER, 0922939, T.C.	Storage (Administrative) and Survey Officer
2nd Lt. NORBERT J. HUNES, 01945839, T.C.	Assistant and Markings (Storage)
2nd Lt. JOHN T. KEHOE, JR., 01995115, T.C.	Assistant (Storage)

2nd Lt. HENRY J. BUCKINGHAM, 01945766, T.C. Assistant (Storage)
2nd Lt. JAMES J. BUCKLEY, 01945767, T.C. Assistant (Storage)
2nd Lt. LEO H. KIERNAN, 01945853, T.C. Assistant (Storage)

INTERNAL TRANSPORTATION

X Lt. Colonel CORBETT W COIL, 0489734, T.C. Railway Operating Officer

MAINTENANCE DIVISION

2nd Lt. ALBERT J. MEEK, 0919390, T.C. Motor Transportation and Maintenance Officer
2nd Lt. MILTON R BOOKER, 01945760, T.C. Assistant

SPECIAL SERVICE BRANCH

Captain WILLIAM V. STOVOLD, 0499070, T.C. Accident Prevention, Cafeteria, Ration, Housing and War Bond Officer

NINTH SERVICE COMMAND ASSIGNMENTS

UTILITIES DIVISION

Captain CLARK O. BOWEN, 0311144, C.E. Post Engineer and Fire Prevention Officer

SIGNAL OFFICE

Captain RALPH K. JONES, 0361905, S.C. Point Signal and Cryptographic Officer

MEDICAL SECTION

EDWARD D. O'NEILL, 1072, C.S. Point Surgeon and Sanitation Officer

W. R. HAZELRIGG
Colonel, Transportation Corps,
Commanding.

HEADQUARTERS
AUBURN HOLDING & RECONSIGNMENT POINT
AUBURN, WASHINGTON

Detailed Functions to Accompany
Organization Chart of this Point

1. COMMANDING OFFICER HOLDING AND RECONSIGNMENT POINT

Col Hazelrigg.
Responsible for supervision of all activities at this Point. -27 yrs Infantry

2. EXECUTIVE OFFICER

Capt Erhardt Limited Ry Service Sou Pacific as Apprentice Trainmaster

a. Coordinates the activities of the Point in accordance with policies and directives issued by higher authorities and the Commanding Officer.

b. Acts directly on such matters as in his judgment do not require the attention of the Commanding Officer.

c. Coordinates the preparation of procedures and reports within the Point.

d. Supervises public relations activities.

e. Compiles necessary historical data.

6. TRANSPORTATION DIVISION Major Correll 1 yrs service Off Line Trav. Frt Agt Sou. Ry Shreport La.

He relieved Major Harpold my Asst whom you met here. on your trip.

a. Acts as Transportation agent fro the Point.

b. Consolidates rail and motor shipments to insure economical and expeditious transportation observing carriers freight classification, rules and regulations prescribed by I.C.C. Army Regulations and other competent authorities.

Major Harpold Could not take it and had himself removed and now in Chief Trans. Office Wash. D.C.

c. Arrange necessary trucking and checks licenses and permits of these carriers for conformity with I.C.C. Federal, State and Municipal Regulations.

d. Obtains transportation for military and civilian personnel when traveling under competent orders.

e. Diverts and reconsigns when authorized.

f. Checks for storage-in-transit privileges and records intransit shipments.

g. Prepares for certification demurrage, stop-off and freight bills.

h. Obtains releases when necessary.

6. TRANSPORTATION DIVISION (cont.)

i. Prepares and accomplishes Bills of Lading and maintains related records.

j. Adjusts O.S. & D. reports with carriers.

k. Maintains car records and incoming and outgoing tonnage reports and furnishes Warehouse Officer a daily list of inbound cars.

l. Responsible for direction of all transportation by rail and motor at the Point.

m. Orders and releases cars and determines routing and rating where required.

n. Maintains all Transportation records required by Army Regulations and Chief or Transportation.

o. Complies with Army Service Forces Manual dated August 1943:
Subject: Procedure of handling Lend Lease Shipping Documents for Waterborne Exports.

7. MAINTENANCE DIVISION

a. Maintains control of all administrative vehicles on this Point.

b. Maintenance of mechanical shops for repair of all motor vehicles, warehouse equipment, cranes and locomotives.

8. STORAGE DIVISION

Internal Transportation Branch Lt Col Coil

X a. Coordinates railway operations with the Transportation Division and the Storage Division of all railway railroading stock within the Point.

X b. Supervises switching crews, assistant yardmasters, and other railway operating personnel connected therewith.

c. Spots and switches railroad cars as requested by the Storage Division.

d. Arranges for the placement of trucks and vans.

e. Makes a daily report to the Utilities Division of any recommendations in the maintenance of railroad trancks within this Point.

8. STORAGE DIVISION (cont.)

f. Responsible for monthly inspection and boiler wash of locomotives and hydrostatic tests.

g. All railroad stock will be kept in condition as required by Operations and Maintenance of railroad equipment. Imperative as to instructions set forth in the Operations and Maintenance of Transportation Corps Railroad Equipment, War Department Circular dated 22 November 1940.

X h. Responsible for the receiving and dispatching of cars from the interchanges of four (4) carriers serving this Point.

i. Supervision over yard vehicles and proper spotting of cars in Point Area.

PRESIDENT'S
File 295-19

November 1st, 1943. Al

Dear Colonel Hazelrigg:

The invitation in your letter of October 25th, to attend the opening of the Auburn Holding and Reconsignment Point on December 1st, is appreciated.

I regret that I must be in Chicago on December 1st and 2nd, and therefore cannot join you as I would very much like to do.

Thanking you, and with personal regards, I am

Very truly yours,

(Signed) C. E. DENNEY

W. R. Hazelrigg,
Colonel, Transportation Corps,
Commanding,
Auburn Holding and Reconsignment Point,
Auburn, Washington.

cc-Mr. R. W. Clark.

A

b

PRESIDENT'S File 295-19

HEADQUARTERS
AUBURN HOLDING AND RECONSIGNMENT POINT
AUBURN, WASHINGTON

25 October 1943

Mr. Charles E. Denney
President, Northern Pacific Railroad
St. Paul, Minnesota

Dear Sir:

The War Department Auburn Holding and Reconsignment Point will have a formal official opening 10:00 A.M., 1 December 1943.

It is desired, if convenient, for you personally to appear at this installation with several celebrities from the State of Washington, and War Department Army Service Forces, Washington, D.C.

It would be appreciated by the undersigned as Commanding Officer, that this installation shall have the honor of your personal attendance.

Receipt of acknowledgement of this invitation will be appreciated.

Very truly yours,

W. R. HAZELRIGG,
Colonel, Transportation Corps,
Commanding.

295-19

HEADQUARTERS
AUBURN HOLDING AND RECONSIGNMENT POINT
AUBURN, WASHINGTON

SPTDM 000.79 DWE/jb

25 October 1943

Mr. Charles E. Denney
President, Northern Pacific Railroad
St. Paul, Minnesota

Dear Sir:

The War Department Auburn Holding and Reconsignment Point will have a formal official opening 10:00 A.M., 1 December 1943.

It is desired, if convenient, for you personally to appear at this installation with several celebrities from the State of Washington, and War Department Army Service Forces, Washington, D.C.

It would be appreciated by the undersigned as Commanding Officer, that this installation shall have the honor of your personal attendance.

Receipt of acknowledgement of this invitation will be appreciated.

Very truly yours,

W. R. HAZELRIGG,
Colonel, Transportation Corps,
Commanding.

PRESIDENT'S
File 295 - 19

St. Paul, Minn., September 10, 1943.

Mr. C. E. Denney:

For your information I am attaching copy of Mr. Blum's letter of September 3rd giving his observations on the progress of the construction of the Auburn Holding and Reconsignment Depot.

NORTHERN
PACIFIC RAILWAY COMPANY
SEP 1 3 1943
OFFICE OF THE PRESIDENT

PRESIDENT'S
File 295-19

Seattle, September 3, 1943

MR. H. E. STEVENS:

The construction work on the AUBURN HOLDING AND RECONSIGNMENT depot appears to be getting off to a good start.

The grading work is well along, but there is still considerable to do, especially in the way of spreadingg some 300,000 c.y. of gravel over the site.

There are 40 miles of track, including 160 turnouts, to be laid; and contract has just been awarded to Morrison-Knudsen with two associates.

About 25 per cent of the track material is on the ground.

The building work has been let to MacDonald of Tacoma; add lumber is being unloaded. Two or three of the building sites appear to be graded and ready for construction.

Fifty per cent of the track work is to be completed, according to the contract, by October 15.

bb/s
x

BERNARD BLUM

PRESIDENT'S
FILE 195-19

St. Paul, Minn., August 13, 1943.

Mr. C. E. Denney,
President.

Mr. Otto Kopp advises that he has a letter from Lt. Col. Coil, who has returned from overseas duty because of illness, and that his next assignment after recovery will be in charge of the Lend-Lease Depot at Auburn, taking over this job on or about August 15.

His competitor for this work was Chuck Kenney.

cc: Mr. H. E. Stevens

NORTHERN
PACIFIC RAILWAY COMPANY
AUG 14 1943
OFFICE OF THE PRESIDENT

PRESIDENT'S File 29 J - 19

On Line, August 9th, 1943

Dear Colonel Coil:

It was pleasing to learn from yours of the sixth that you will be released by the Army Hospital at Fort Dgvens on September 1st and then released to the Boston Port Transportation Office preparatory to proceeding to Auburn, where you will be welcomed by the Northern Pacific organization.

I am now enroute to the Coast but expect to be back in St. Paul by September 1st.

Your letter indicates that our paths almost crossed in New York and Washington. I will look forward to seeing you when again on the Coast.

With personal regards,

Sincerely,

(Signed) C. E. DENNEY

Lt.Col.C.W.Coil
103 Leland Avenue
New Rochelle, N. Y.

P.S: I am forwarding your letter to Messrs. Stevens and Judson to note.

~~H.E.S.~~
W.W.J: To note and return.

NORTHERN
PACIFIC RAILWAY COMPANY
AUG 16 1943
OFFICE OF THE PRESIDENT

NORTHERN PACIFIC RY. CO.
AUG 13 1943
OFFICE OF GENERAL MANAGER
ST. PAUL, MINN.

AUG 11 '43

PRESIDENT'S
File 295-19

On Line, August 9th, 1943

Dear Colonel Coil:

It was pleasing to learn from yours of the sixth that you will be released by the Army Hospital at Fort Dgvens on September 1st and then released to the Boston Port Transportation Office preparatory to proceeding to Auburn, where you will be welcomed by the Northern Pacific organization.

I am now enroute to the Coast but expect to be back in St. Paul by September 1st.

Your letter indicates that our paths almost crossed in New York and Washington. I will look forward to seeing you when again on the Coast.

With personal regards,

Sincerely,

(Signed) C. E. DENNEY

Lt.Col.C.W.Coil
103 Leland Avenue
New Rochelle, N. Y.

P.S: I am forwarding your letter to Messrs. Stevens and Judson to note.

H.E.S:
W.W.J: To note and return.

PRESIDENT'S
FILES
295-19

New Rochelle NY
103 Leland Ave
Aug 6th 1943.

Mr Chas E Denney
President
Nor Pac Ry
St Paul Minn

Dear Mr. Denney:-

Thank you for the card I want to
between New York and Wash.
I was sorry that I missed
you in New York. The
New York office advised me
that you had been in the
day before I called.

I have been
in Washington the last few
days and met Colo Lasher
and Coughlin who informed
me that you had been
there and again I missed
you.

I can now
tell you that I will be
released by the Army Hospital

at Fort Devens on Sept 1st and will be released to the Boston Port Trans. Office after which I am to await orders to proceed to Auburn Wash for work in connection with the Operation of the Seattle Base Installation. This set up being under the Transport and Storage Div of the Trans Corps. I expect to report by Sept 15th for actual operation by Oct 15th. I have been told to send a few days at Boston Port, New York Port, Frisco and Seattle. I am happy about this as I feel that I will in part work with Northern Pacific officers in this assignment.

I will drop Mr Judson a note about this and will you kindly outline Mr Stevens of my plans as outlined above.

Again I state that I am sorry to have missed

Have a nice trip East.
With kindest regards
I am
Sincerely
Lt Col Corbett W Cid

PRESIDENT'S
795-19

NOTED BY
C. E. D.

BUILDINGS FOR BIG ARMY DEPOT UNDER WAY SOON

Construction of major buildings and installations for the $11,000,000 Army depot on a 500-acre tract near Auburn will start early in September, the Seattle district office of the Army Engineers announced yesterday.

Contracts are expected to be awarded about August 1.

Because of the urgent need for the depot, through which Lend-Lease supplies will flow, two daily work shifts of 10 hours each may be necessary during construction, Capt. Leonard W. Bindon, project engineer, said.

Residents Move

Clearing and grading are well under way, and all farm buildings in the project area north of the Hall Road had been moved by last night. In the remainder of the area, residents are being given additional time to move.

The contract for the work already started is held by the West Coast Construction Company, with 135 workers employed in the preliminary operations.

Land Condemned

"Transactions for payment of the land condemned from Auburn residents are moving rapidly," Col. H. J. Wild, executive officer of the Seattle Engineer District, declared yesterday.

"Appraisals have been made and in approximately two-thirds of the cases have been accepted by property owners. Negotiations for the balance of the cases will be completed within the next few days. Auburn people have expressed themselves as well satisfied with the treatment given them by the Army in this difficult undertaking."

this clipping also sent to Secretary by Mr. Clark

esident-Assistant to President

NORTHERN
PACIFIC RAILWAY COMPANY
JUL 30 1943
OFFICE OF THE PRESIDENT

295-19

Seattle, Wash., July 16,1943

Mr. C. E. Denney,
President.

Concerning the Auburn Reconsignment and Holding Depot:

A combination of Italian contractors, including the Northwest Construction Company, Fiorito Brothers and Thomas C. Scalzo, have the grading contract and are at work. They are still bringing in additional equipment and have been hauling some gravel for the roadways.

Contract has not yet been let for any of the buildings or track work.

This for your current information.

Robert S. McFarlane

NORTHERN
PACIFIC RAILWAY COMPANY
JUL 1 9 1943
OFFICE OF THE PRESIDENT

PRESIDENT'S File 295 - 19

June 28th, 1943

Dear Mr. Fischer:

I thank you for writing me on the twenty-sixth in regard to the Auburn reconsigning station.

I realize the facts which made it impractical for you to put over the high site at Auburn, which I agree is the better from the standpoint of time and cost.

I enjoyed our visit and hope to see you again before long.

With kindest regards,

Sincerely,

(Signed) C. E. DENNEY

Mr. R. O. Fischer
Office of the Chief of Transportation
Army Service Forces
War Department
Pentagon Building
Washington, D. C.

PRESIDENT'S
File 295-19

WAR DEPARTMENT
ARMY SERVICE FORCES
OFFICE OF THE CHIEF OF TRANSPORTATION
WASHINGTON, D. C.

26 June 1943.

Mr. C. E. Denney,
President, Northern Pacific Ry.,
St. Paul, Minn.

Dear Mr. Denney:

I was unable to put over the high site at Auburn. The Engineers did not back up their original recommendation. They had received information that the low site was favored and had spent their preliminary efforts on it. Statement was made that there would be a further delay of a month to six weeks developing needed data, etc, on the high site. It was on this score that Mr. Martyn decided to go ahead on the low site.

With best regards, I am

Sincerely yours,

R. O. Fischer

R. O. FISCHER

NORTHERN
PACIFIC RAILWAY COMPANY
JUN 28 1943
OFFICE OF THE PRESIDENT

PRESIDENT'S
File 295-19

Seattle, Washington
June 26, 1943

Mr. C. E. Denney:

Herewith copy of revised layout for Site No. 1, Auburn. I understand this is fully approved. I am also informed that a Col. Douglas from Marietta, Ohio, is due out here shortly and will have charge of this operation when completed.

rsm/em
enc.

Robert S. Macfarlane

Mr. Denney
We have come
to an agreement
[illegible]

N.E.S.

To note & return
you got another
print

NORTHERN
PACIFIC RAILWAY COMPANY
JUN 29 1943
OFFICE OF THE PRESIDENT

NORTHERN
PACIFIC RAILWAY COMPANY
JUN 3 1 1943
OFFICE OF THE PRESIDENT

WAR DEPARTMENT

CORPS OF ENGINEERS U.S. ARMY

Northern Pacific RR
W.O.R. Mon. 30-A5
Northern Pacific RR
C.M. St.P. (Electric)
Dock House
Ticket Station
Carretaria
Substation
Water Tks.
Telephone Line
Telegraph Line
Water Pass.
Water Tower
Water Tank
Depot
Express
Baggage
Waiting Room
Toilets
Ticket Office
Coal Chute
Sand House
Water Tank
Water Pass.
Water Tower
Water Tank
Water Pass.
Water Tower
Water Tank
Water Pass.
Water Tower

PRESIDENT'S
File 295-19

St. Paul, Minn., June 21, 1943.

Memorandum

Ted Field spoke to Mr. Scandrett and me about the contract for the construction of the proposed Government holding yard at Auburn.

One of the bidders will be Jerome C. Boespflug, of Seattle, in co-partnership with the S. J. Grove Company of Minneapolis, and Mr. Field thought that, as these people had contractors' equipment which could be used right away, they stood a good chance to obtain the contract. Mr. Field had already spoken to these people about the routing of the contractors' equipment, and they have agreed that, if they get the contract, the Northern Pacific will receive the haul on all of it that we are able to handle. They are, of course, anxious to have the equipment delivered at Auburn in as short a time as possible after the contract is let. I told Mr. Field that we could get it out as fast as any of the other lines, and Mr. Field told me that this was satisfactory to both Boespflug and Grove. It will not be necessary for our traffic solicitors to call on these people. They will advise me when they are ready to ship.

cc-Mr. R. W. Clark

PRESIDENT'S
FILE 295 - 19

TELEGRAM

V 38 CF O

STPAUL JUNE 15/43

C E DENNEY

CAR 2 PORTLAND

HAVE BEEN TOLD THAT SITE NUMBER ONE AT AUBURN HAS BEEN FINALLY DECIDED UPON AND THAT CONTRACT WILL BE LET JUNE SEVENTEENTH

J H POORE

942 AM

TELEGRAM

N. P. 1386 12-24

TELEGRAM—BE BRIEF

PRESIDENT'S FILE 295-19

TIME FILED M.

StPaul Minn June 15 1943

C E Denney
c/o N P Car No 2
Portland

Have been told that site number one at Auburn has been finally decided upon and that contract will be let June seventeenth.

J H Poore

cc-Mr. H. E. Stevens.

PRESIDENT'S
File 295 - 19

MR. C. E. BENNEY:

Mr. Blum, Mr. Derrig, and I drove practically all of the passable roads on sites 1 and 2 at AUBURN last Sunday.

The attached memorandum summarizes our conclusions as to the relative advantages and disadvantages of the two sites for the construction of a large Government holding and recongisnment yard.

- H. E. Stevens
6/4/43
SP&S train 4

cc-Mr. R. S. Macfarlane
Mr. R. W. Clark
x

PRESIDENT'S File 395-19

AUBURN: PROPOSED HOLDING YARD
U. S. GOVERNMENT

ADVANTAGES AND DISADVANTAGES of sites 1 and 2:

Site 1

ADVANTAGES:

1 - Accesible for short direct connections from tracks of UP-Milwaukee on the west, and tracks of NP and its tenant, GN. on the east. From the standpoint of convenience and economical operation of the four limes considered as a whole there can be no question that site 1 is superior to site 2.

2 - Large part of area leveled off; and clearing comparatively inexpensive.

DISADVANTAGES:

1 - Practicability of draining satisfactorily is questionable. Army engineers claim westerly half of area north of Algona Road is underlaid with peat. (We have made no test pits). Army engineers estimate an average of 3' of gravel fill needed to give proper subgrade; and this we think may run 3,000,000 c.y. or more.

2 - Large part of area cultivated; and improved, with many individual ownerships. R/W would be much more expensive than for site 2.

3 - Expansion of original layout would cross Algona Road, which is quite an important highway. As the ground slopes quite sharply to the south expansion in that direction will heavily increase the amount of filling required for a satisfactory layout. The latest plans are to allocate to the Aeronautics Division the block bounded by Algona Road, Hall Road, road on section line between 25 and 36, and NP right of way. The road on the section line between 25 and 36 is about 12' lower than the Algona Road.

Site 2

ADVANTAGES:

1 - Principal advantage is the topography. The central part of the area lies higher than our tracks. Has good drainage, both surface and sub. Indications are that a large part of this site is underlaid with coarse gravel.

2 - Original layout could be expanded without involving serious additional expense for either fill or right of way. The area is partly

AUBURN HOLDING YARD (continued)

SITE 2 (continued)

under cultivation, there being some excellent garden tracts on this site, and apparently a good many individual owners, as there are small dwellings spotted throughout the entire area.

3 - If necessity should develop, a change could be worked out in primary state highway 5 which would permit further expansion in a northerly direction. This highway could be crossed by a lead which would give access to the NP gravel pit property which at one time was selected by Mr. Impett as a holding site.

4 - Site 2 is about a mile closer to the Auburn reservoir and high-pressure main than is site 1.

DISADVANTAGES:

1 - Although NP and GN can readily serve this site it is proposed that the UP and Milwaukee reach it through an interchange with NP interchange tracks to be located between the tracks of the UP and NP. This would involve switching across our main line and through our yard. Unquestionably some delay would be involved in handling UP-Milwaukee business through this interchange. It has been suggested that the government build a connection to the UP-Milwaukee trackage, crossing under NP main lines at a point southerly of the highway underpass on the section line between sections 25 and 36. From the surface of the highway to the NP base of rail is approximately 15'. About 10' added clearance would be necessary for a railway undercrossing. NP tracks can be raised at this point about four feet. The railway grade would therefore be about 6' below the present grade of the highway, and probably below the high-water level of the Stuck River.

It would be rather impracticable to drain this depression in railway grade, particularly in view of the fact that the Stuck River is only about 1000' away and the underlying stratum is supposed to be gravel; and in view of the further fact that this is a country of heavy rainfall.

This connection with the Milwaukee trackage would be approximately two miles long; and if the interchange trackage with the UP-Milwaukee were laid parallel to their main line, the cost to the Government for switching will be increased substantially. Delay in operating this connection would approximate the delay incurred under the Milwaukee-UP-NP interchange plan, but if as now predicted the gross business amounts to only 80-100 cars daily, divided equally between the four lines, the delay under either the interchange or the direct co nection plans is not in my opinion a controlling factor.

Disadvantages:

2 - A substantial part of site 2 is cut-over logging land, and overgrown with second-growth hardwood and brush. The stumps of the old logging operations, many of them of large size, still remain; and clearing would be much more expensive than on site 1.

S U M M A R Y

To sum up: The physical advantages of site 2 from the standpoint of grading and drainage are pretty much offset by the superior accessibility of site 1 from the standpoint of railway service.

The local army engineers prefer site 2. The ODT - particularly Mr. Kenney - prefer site 1. Col. Nicholson, representing the Treasury Department, states that his recommendation will be for the site which is the least expensive, which we think will be site 2.

--oo--

All of the foregoing advantages and disadvantages - including the underpass railway connection - have been under discussion for the past month or six weeks. A meeting of all interested departments has been set tentatively for June 11. So far as we have been advised, railway representatives have not as yet been invited to participate; but presumably they will be invited by the ODT as has been the case heretofore.

- H. E. Stevens
6/3/43
at Portland

295-19

St. Paul, Minn., May 29, 1943. A3

Mr. R. W. Clark,
Vice President.

For your information, I attach copy of Mr. Williams' letter to me of May 26, in regard to proposed site for Army supply depot at Auburn, Washington.

(Signed) J. H. POORE

PRESIDENT'S File 295 - 19

MEMORANDUM.

Seattle, May 26,1943.

Via airmail.

Mr. J.H. Poore,

Referring again to the proposed army supply depot at Auburn, there is still controversy among the army divisions over the choice of a site.

The Transportation Division has advocated selection of Site No. 1 and the army engineers prepared development plans and, I assume cost estimates, providing for 16 warehouses each 180 ft. x 960 ft., holding railroad yard for 800 cars, classification yard and outside surfaced storage of about 2,000,000 sq. ft. These figures may not be definitely accurate because I only had opportunity to glance at the plans. The land area to be taken would be all the area between the two railroads, bounded on the north by the north line of section 24 and on the south by the Algona Road, with additional provision for the Air Corps taking about 80 acres south of the Algona Road on the east side. U.S. Engineers called on Mr. Alsip and Mr. Stotler for suggestions and corrections on the track layout and final report is to be submitted to Washington.

Mr. Wiley, Chief Land Appraiser, has been called upon for report which he is now making and has called upon me several times for land information and also to assist him to get other information bearing on the site selection. He states that the Engineers originally recommended Site No. 2. That ordinarilly before any such project gets under way a site board is selected, consisting of representative of the Transportation Division, Engineers, Land Division and any other Army Divisions directly interested. No such board was set up in this case and attempt has been made by the Transportation Division to make site selection without giving weight to the advice of other interested Divisions. Mr. Wiley is opposed to Site No. 1 because he claims the land costs would be about $300,000 less on Site No. 2, that the Engineers are of the opinion construction costs on Site No. 2 would be less and it is safe to say that the excessive cost over all on Site No. 1 would be at least $500,000 and might considerably exceed that figure. A substantial part of the area on Site No. 1

Read to Mr Denney JHP
5/30

NORTHERN
PACIFIC RAILWAY COMPANY
MAY 27 1943
OFFICE OF THE PRESIDENT

is peat land where considerable filling would have to be done and it is not suitable land for buildings or railroad yards and there is also an expensive problem of drainage. The soil and drainage conditions on Site No. 2 are ideal, expansion opportunities would be better since the land is not agricultural land and its clearing and development would increase its value, while the land on Site No. 1 would be permanently destroyed for agricultural use. Another important feature is that the army is pressing for action expecting to get the depot ready for at least some use by the middle of October, and possession of Site No. 2 could be secured at once while it would take at least 30 days time to get possession of Site No. 1 and Mr.Wiley estimates on Site No. 1 there are growing crops having a value of about $100,000.

Another item of importance is that on Site No. 1 as the development is now planned the Grange Livestock Marketing Association's layout will be taken and Mr. Carstensen, President of the Grange, is making vigorous protest and Mr. Wiley thinks Carstensen's protest will have to be regarded and he is covering it fully in his report.

Yesterday, at the request of Mr. Wiley, I arranged for him to go over the matter with Mr. Alsip for operating information and today he discussed with Messrs. Burnham, Kopp and Cleveland about the rate questions,since Mr. Wiley for his information in connection with his report wants to know from the government's standpoint whether or not the government will be in as good position on Site No. 2 as on Site No. 1 and his conclusion seems to be that while lines other than the Northern Pacific will have to absorb some switching cost, that there would be no difference in the government's operating cost so far as transportation is concerned and that a large saving can be made in land, construction and maintenance costs on Site No. 2 and he does not think a choice in sites will be made on the recommendation of the Transportation Division, disregarding the recommendation of the Engineering and Land Divisions.

I thought this detail might be of some interest to you.

V. E. Williams.

VEW-L

PRESIDENT'S
File 295 - 19

St. Paul, Minn., May 19, 1943.

Mr. C. E. Denney:

Information has been received from Mr. Bartles that he was advised by Mr. Iverson's office that the hold and reconsignment yard at Auburn was to be ready for service September 30th of this year and that while it was not certain, it was thought that Site No. 1 would be selected. That, as you know, is the one between the Northern Pacific and the Milwaukee.

While we have nothing definite, the burden of evidence seems to be in favor of Site No. 1.

H E Towns.

NORTHERN
PACIFIC RAILWAY COMPANY
MAY 20 1943
OFFICE OF THE PRESIDENT

PRESIDENT'S
File 295-19

Seattle, May 13,1943.

Mr. J. H. Poore,
Executive Assistant,
St. Paul, Minnesota.

Yesterday I talked to Mr. Sherman B. Green, Field Office Manager Real Estate Branch of North Pacific Division U. S. A. Engineers, who said that the army engineers here are working up plans for the Auburn storage depot on Site No. 1 but that no directive had come through either for land acquisition or the construction project and he understands the directive will not be issued until plans and estimates for the project are completed.

Mr. Green has not yet completed his land estimate and asked for the information we have since he just found out that we had previously prepared a preliminary estimate.

H. E. Williams
Industrial Agent.

VEW-L

cc Mr. R. S. Macfarlane.

Copy sent to Mr. H. E. Stevens

18

8

NORTHERN PACIFIC RAILWAY COMPANY
MAY 17 1943
OFFICE OF THE PRESIDENT

PRESIDENT'S
File 295-19

St. Paul, Minnesota,
May 13, 1943.

Mr. C. E. Denney,
President.

I asked Mr. Burnham what developments had occurred with respect to developing Site No. 1 at Auburn for storage and holding depot, and he replies as follows:

> "Apparently some difference of opinion between U. S. Engineers and Treasury Department. Latter advises plans being drawn for Site No. 1 increasing covered storage from one to two million feet. Open storage two million feet same as originally proposed but track storage increased to 800 cars and classification tracks 400 cars also that construction should start late this month or early in June. However Land Office, U. S. Engineers, advises directive not yet received from Washington and until then no land purchases are possible nor will size of plant be known."

cc: Mr. H. E. Stevens

1f

8

NORTHERN
PACIFIC RAILWAY COMPANY
MAY 14 1943
OFFICE OF THE PRESIDENT

PRESIDENT'S
File 295-19

St. Paul, Minn., May 2, 1943,

Mr. C. E. Denney,
President.

Referring to letter my office sent you May 1 about the Treasury Department site at Auburn:

At Washington Thursday Colonel Nicholson advised me very definitely that Site No. 1, lying between the tracks of the Northern Pacific, Union Pacific and Milwaukee had been selected; that he personally had preferred Site No. 2, lying east of our line, but it was concluded to take Site No. 1 even though the latter site would cost the Government about one million dollars more than Site No. 2.

cc: Mr. H. E. Stevens
Mr. J. L. Burnham

NORTHERN
PACIFIC RAILWAY COMPANY
MAY - 3 1943
OFFICE OF THE PRESIDENT

PRESIDENT'S File 295-19

(Original on President's file # 295 - 3)

St. Paul, Minn., May 1, 1943

Mr. C. E. Denny,
President.

The following letter from Mr. J.L.Burnham, dated April 28, is quoted for your information:

"Mr. Iverson gives me the following information as to Army developments which are pending;-

"The Treasury Department is figuring on taking over the Commercial, Shaffer and McCormack docks at Tacoma for the handling of lend-lease business. The Commercial dock has been under lease to Henry Collins and there is now stored on it some Russian flour. The McCormack dock has been used by the Seattle-Tacoma Shipyard Company and will soon be vacated. The Shaffer dock has been handling some of this government material.

"O.D.T. Director Kenney has reported to us definitely, as has also Mr. Impett of the Treasury Department, that the Government has selected a site at Auburn between the two lines, but this is not a fact because some transportation engineer from Washington was here this week and is going into the matter further.

"Mr. Impett has recommended that they take over our Tacoma coal bunkers and fix them up so as to store about 6000 tons."

/s/ R.W.Clark

cc Mr. H.E.Stevens

PRESIDENT'S
File 295-19

Seattle, Wash., April 23,1943

Mr. C. E. Denney,
President

At a meeting of railroad representatives with Mr. Kenney of the ODT yesterday, he stated that he had received definite advice from Washington that Site No. 1 at Auburn had been selected for the proposed storage and holding depot.

As you will recall, Site No. 1 is between the Northern Pacific and Milwaukee main lines.

Robert S. MacFarlane

Copy sent to:
Mr. H. E. Stevens
Mr. R. W. Clark

NORTHERN
PACIFIC RAILWAY COMPANY
APR 26 1943
OFFICE OF THE PRESIDENT

PRESIDENT'S
File 295 - 19

St. Paul, Minn., April 20, 1943.

Mr. C. E. Denney:

For your information I am attaching copy of Mr. Kenney's letter to Messrs. Baths and Harstad about proposed storage yard at Auburn.

NORTHERN
PACIFIC RAILWAY COMPANY
APR 21 1943
OFFICE OF THE PRESIDENT

PRESIDENT'S
File 295-19

C
O
P
Y

OFFICE OF DEFENSE TRANSPORTATION
Division of Railway Transport
5523 White-Henry-Stuart Bldg.
Seattle, Washington

April 19, 1943

Air Mail - Special Delivery

TO: Mr. J. M. Baths
Mr. O. N. Harstad

FROM: Mr. C. T. Kenney

I am supplementing my wire sent to you today in connection with the Auburn site. As explained in the wire, I met with Colonel Park's executive officer of the Army Engineers and several of the members of the Army Engineers staff and the staff of the Real Estate Division.

At the outset of the meeting they were quite strong in their opinion that Site 2 should be the site selected but in going over their plan I showed them where they had their rail yards located in a manner in which a switch engine working in the classification yard of the hold yard could hold on to about 18 to 20 cars when he pulled out on the lead for head room.

I also pointed out that working from one end of the yard he would have to cross a highway at grade when he was doing any switching and they finally admitted that they had not laid out the plan on Site 2 with any particular thought in mind to switching operations or rail transportation.

After an hours' meeting every one in the room concurred in the following opinion:

That Site 1 was far superior to Site 2 from a transportation standpoint,

That Site 1 was the better site if 2 million feet covered and 2 million feet open was all that would be needed,

That expansion could be made on Site 1 but that the cost would be very high,

That site 2 would be about ten percent less in cost over Site 1,

That site 2 had an easier drainage problem but that the drainage was taken into consideration in the difference in cost,

That Site 2 could be expanded at a cheaper cost than could Site 1,

That if Site 2 were chosen we must include the railroad grade separation for the lead to the Milwaukee-Union Pacific connection.

To further sum up, it boilded down to this: That if the ten percent additional cost of Site 1 over Site 2 was not the deciding factor and that if the figure of 2 million covered and 2 million open was about all that would be needed, then Site 1 was the most preferable site.

I might also add here a few words I could not put in the wire. The Army Engineers and the Real Estate Division had rather set themselves against Site 1, the reason being that in a previous Air Corps Site location they had gone out 100 percent for Site 2 without making any study of Site 1 and the Engineers themselves have not given any thought to the fadt that this is a transportation installation and that the smooth operation of the installation depends upon both a workable and well-arranged facility for the operation and handling of the Government engines within the limits of the plant as well as an easily-handled facility for distribution of cars to the railroads and receiving of cars from the railroads.

I went into this matter more thoroughly with them and they finally agreed with me that outside of the above-mentioned differences there was no comparison in the two sites. They stated that it was not up to them to either recommend or to make any decision and, of course, I agreed that you people and thosepresent at the meeting in Washington were the only ones who would decide as to whether the additional cost should be taken into consideration in favor of Site 2.

In closing, I will add that I believe that a good protion of the additional original cost of the location of Site 1 over Site 2 will be saved in a years' operation to the Government by having a more workable and cheaper operated transportation facility on Site 1,

Very truly yours,

C. T. Kenney
Assistant Director
Rail Terminals

CTK:FM

PRESIDENT'S FILE 295 - 19

St.Paul, April 10, 1943

Mr. C. E. Denney:

Your memorandum about proposed Government storage depot at Auburn. For your information I am attaching copy of Mr. Judson's teletype to Mr. Bartles, Mr. Bartles' reply and Mr. Judson's memorandum about conversation he had with Mr. Harstad of the ODT.

cc Mr. R. W. Clark

NORTHERN
PACIFIC RAILWAY COMPANY
APR 12 1943
OFFICE OF THE PRESIDENT

(COPY)

PRESIDENT'S
295 - 19
File

MEMORANDUM FOR FILE

Mr. Harstad of the ODT called me on the phone from Washington and said that the War Production Board were to consider tomorrow, site for storage depot at Auburn. The ODT favors site No. 1 due to its location between the main line of the railways, which results in saving of switch engine time as compared with site No. 2. The Army favors site No. 2, solely, as I understand it, because of the higher and better ground at site No. 2 location.

Mr. Harstad asked me to develop what the difference would be in switching time to site No. 2 as compared with site No. 1.

Messrs. Blum, Smith and I figured out from Mr. Bartles' teletype that switching in total to site No. 2 would be about double to that of site No. 1.

This information was given to Mr. Harstad on the phone this afternoon and I explained to him that although the map for site No. 1 looked as though all four railroads could set out directly on the interchange track from the main line, such was not the case as far as the Northern Pacific was concerned, because Northern Pacific trains enter Auburn yard and cars for site No. 1 would have to be handled across the main line to the interchange track.

W. W. Judson

4/9/43

PRESIDENT'S
file 295-19

(copy)

-Peletype- St.Paul, April 9, 1943

Mr. W. W. Judson:

J-92 Referring to plans site one and two. You will note plan for site one provides interchange tracks on Milwaukee line where their cars and those of UP may be set out. Government engine to handle. Likewise provides for interchange tracks along our double track where GN cars may be set out for Government engine to handle. However, cars on our line will go into our yard and have to be switched across double track to site one, on other hand, at site two three GN and NP cars could be handled direct from our yard to Government interchange while our engine would have to cross double track and handle Milwaukee and UP cars from proposed interchange across double track again to reach site two and empty cars in like manner. In other words, if site two selected it is more accessible and requires less NP switching hours but more time handling cars to and from Milwaukee and UP. However, based on regular schedule for interchange either once or twice a day, the time and engine expense would about offset as regardless of location NP engine would have to make the movements outlined. Advantage of site two for NP and GN is that special switches when necessary could be performed in less time than from Milwaukee-UP interchange. Roughly time required to deliver from our yard to site two would be 30 minutes and from Milwaukee and UP about one hour and engine expense relatively same. K-93

F. R. Bartles

PRESIDENT'S
SEC. 295-19

(copy)

St.Paul, April 9, 1943

-Teletype-

Mr. F. R. Bartles:

Am advised by ODT that consideration will be given by WPB tomorrow to the selection of site for storage depot at Auburn. ODT in Washington would like to know what the difference in switching time and expense would be for site two as compared with site one. Please give me this information soon as possible as I have told them I would give them this information between three and four o'clock this afternoon. Also give me any other comments you have to make in addition to the switch items asked for. Mr. Stevens is out of town. J-92

W. W. Judson

12:30 PM

PRESIDENT'S FILE 295-19

PERSONAL

St. Paul, Minn., April 10, 1943. A3

Mr. H. E. Stevens,
Vice President.

Mr. R. W. Clark,
Vice President.

For your information, I quote as follows from a letter I have received from Mr. Macfarlane with respect to proposed Government holding depot at Auburn, Washington:

> "Mr. Impett of the Treasury Department confidentially advised Mr. Williams that Site No. 1 had been selected for the Auburn storage and holding depot, and that the Government would start buying the necessary property on April 16th."

(Signed) C. E. DENNEY

P

C O P Y

Pres. File 295-19

(Original on Ind'l Com'r. File #7)

MEMORANDUM

Seattle, April 9, 1943.

Mr. J. H. Poore,

Attached for your information is letter of April 7th from Mr. Bone at Aberdeen. I had not seen any announcement about Mr. Kaiser's plan to build a new airplane factory in the northwest. This would hardly seem possible in view of the labor situation. However, if such should be undertaken Aberdeen would seem to be the best location since they have no substantial defense plants in that territory and they do not seem to be worried any more here over the question of bombing.

Another matter that has no relation to the above, Mr. Impett told me yesterday that the government is going ahead on the proposed new warehouse layout at Auburn, have selected Sit No. 1 and will commence acquisition of the land April 18th. I do not know how reliable Mr. Impett's information is since we have heard nothing more on the subject from any other source.

/s/ V. E. William.

VEW*L

encl.

PRESIDENT'S
File 295 - 19

St. Paul, Minnesota,
April 9, 1943.

Mr. C. E. Denney,
President.

For your information and file, in connection with consideration of the subject of a storage yard at Auburn to be built by Lend-Lease appropriation, I attachethe following:

1 - Copy of minutes of meeting held March 18 prepared by Mr. Bartles.

2 - Copy of letter from Mr. Impett, Inspector in Charge at Seattle, to Col. Nicholson.

3 - Copy of memorandum dated March 19 at meeting held that day signed by the four Western Traffic representatives in attendance.

RWT

NORTHERN
PACIFIC RAILWAY COMPANY
APR 10 1943
OFFICE OF THE PRESIDENT

Copy

PRESIDENT'S File 295-19

Meeting in Mr. Bartles' Office, March 18, 1943.

MINUTES OF AUBURN DEPOT MEETING

Meeting was called to order by Mr. Baths who explained that we were called to discuss a possible depot to be located in Auburn, Wash., where in-transit privileges could be established for the use of various Government agencies. The Government to handle their own switching. Colonel Nicholson explained that there was a need of about 300,000 square feet of covered space for the F.S.C.C. and a like amount for the Treasury Procurement. The Army Air Force had signified a need of 600,000 square feet and the Army Quartermaster had indicated a need of several hundred thousand feet, and he also understood that the Navy might be interested. With all this in mind he felt that plans should be worked out for a depot with a starting capacity of 1,000,000 square feet of covered storage and 2,000,000 feet of open storage with a holding yard of about 400 cars and provision for a classification yard of about 200 cars, the whole project to be laid out to allow for expansion.

There was some discussion about the in-transit privilege and it was felt that a Section 22 quotation could be applied.

Two possible sites were discussed. Site #1 which is located south of the Auburn city limits and between the NP-GN main line and the Milw-UP main lines with about 750 acres available. Site #2 is located east of the NP main line and their Auburn yard and is also known as the Army Air Corps Site with about 400 acres.

It was the consensus that Site #1 would lend itself to a much better development than Site #2, it being easily accessible to all lines.

The Port Agency expressed doubt about the necessity of any site at Auburn and suggested everything be shipped back to Pasco. This opened a discussion as to its merits, and it was the consensus that the project should be located at Auburn.

Mr. Baths appointed a committee made up of the General Managers of the four lines, Mr. Kenney and Mr. Iverson to meet as soon as possible and submit their recommendations on the two suggested sites or any other plan they might work out. Another committee made of the traffic heads of the four rail lines, Mr. Kenney, Mr. Impett and Mr. Payne to meet as soon as possible and offer a plan for the in-transit privilege to apply to all Puget Sound and Columbia River Ports. Both committees to report direct to Colonel Nicolson in Washington and Mr. Baths in San Francisco.

The following were in attendance at the meeting:

J. M. Baths	O.D.T.
N. S. Laidlaw	O.D.T.
L. M. Nicolson	O.D.T.
C. T. Kenney	O.D.T.
Robert Mlander	O.D.T.
Leslie M. Rudy, Lt.Col.	T.C., U.S. Army
Otto Kopp	N.P. Ry.
A. F. Stotler	N.P.Ry.
V. E. Williams	N.P.Ry.
J. F. Alsip	N.P.Ry.
F. R. Bartles	N.P.Ry.
H. M. West	U.P.Ry.
C. W. Evers	U.P.Ry.
M. C. Williams	U.P.Ry.
M. H. McEwan	Milwaukee RR.
J. F. Grier	Milwaukee RR.
B. B. Crane	Milwaukee RR.
L. F. Donald	Milwaukee RR.
D. R. Ostrander	G.N.Ry.
Thos. Balmer	G.N. Ry.
A. B. King	G.N. Ry.
L. F. Dixon	G.N. Ry.
W. G. Impett	U. S. Treasury
I. P. Iverson	Transportation Corps
Don M. Parriss, Lt.Col.	Dist. Transportation Officer
Carl D. Payne	P.S.C.C.

Copy

705 Alaska Building
Seattle, Washington

March 19, 1943

Col. L. M. Nicholson
Director, Division of Storage
Office of Defense Transportation
Interstate Commerce Commission Bldg.
Washington, D. C.

Dear Sir:

At a meeting held in the office of Mr. V. G. Impett, Inspector in Charge, Area 12 on March 19, 1943, the development of Auburn as a Reconsignment and Holding Point from a traffic standpoint was discussed. The following conclusions were developed for your further guidance and consideration in connection with the full development of this point for use by the U. S. Treasury Department, Procurement Division, Lend-Lease Section, Federal Surplus Commodities Corporation, U. S. Army, Air Corps, U. S. Navy, Bureau of Supply and the War Department, Service of Supply.

(1) The Auburn Holding & Reconsignment Point for the holding and storage of traffic from Eastern transcontinental points of origin, by reason of its proximity to Northwest ports and its development for the necessity of drilling cargo to shipside, the export rates be applied to this point as though it were a port of export. The Ports to be served as final points of export destination from this point are:

Anacortes, Washington	Aberdeen-Hoquiam, Washington
Bellingham, Washington	Longview, Washington
Everett, Washington	Vancouver, Washington
Seattle, Washington	Portland, Oregon
Tacoma, Washington	St. Helens, Oregon
Olympia, Washington	Camas, Washington
Astoria, Oregon	Washougal, Washington

(2) The inbound movement to the Point will control the outbound movement, inasmuch as the line haul carrier used inbound shall be the line haul carrier used outbound except that to such ports not served by the inbound carrier, the legally applicable export rate from transcontinental origins is to be made applicable by all routes through the Point of Auburn.

(3) The export rate developed as noted above so applied to freight movement to this Point should exclude any reference to land grant privileges.

(4) The rate so applied as noted above should be a one stop privilege for storage at Auburn.

The purpose of this meeting was to acquaint railroad traffic men in this territory of the Government's needs and it was understood that the Government application would be made from Washington through regular channels.

Yours very truly,

(sgd) V. G. Impett
Inspector in Charge
Area 12

VGI-hm
cc JMBass
Otto Kopp, N.P.
Carl Payne,FSCC
CTKenney,ODT
CGKing,G.N.
MDMcEwen,Milw.
CWEvers,U.P.
Lt.Col.Rudy

Copy

M E M O R A N D U M

Seattle, Wn., March 19, 1943

Referring to the enclosed record of meeting held in the office of V. G. Impett, Procurement Division, Treasury Department, this morning, at which we were informed of the desires on the part of the government agencies present to establish a holding and reconsigning depot at Auburn, and what they have in mind with respect to a Section 22 quotation to cover the movement of freight to and from the depot, formal application for which will be made by Colonel Nicholson in Washington.

Two sites are being considered. Number 1 is that area lying between the joint Milwaukee-Union Pacific line on the west and the joing Northern Pacific-Great Northern line on the east, and running in a soubherly direction from the south city limits; the other, and approximately the same in area, lies east of the Northern Pacific yard. It was stated that present plans contemplate the construction of six warehouses, each of a size 180' wide by 960' long, a classification yard with a capacity of from 240 cars to 320 cars, a holding yard with a capacity of 400 cars, and two set-out tracks for each of the four lines, each set-out track to have a capacity of approximately 35 cars. The warehouses will have a storage capacity of approximately 1,036,000 square feet, and the open storage within the hold yard to have a capacity of approximately two million square feet.

It was indicated that the U. S. Army Engineers favor the site east of the N. P. yard because of its elevation and freedom from flooding and surface water, although the Treasury and O.D.T. representatives were opposed to it because of its restricted area which prevented expansion, and also for operating difficulties. In the event, however, that this site should be selected, carload traffic moving between the depot and the U. P., the Milwaukee, and apparently also the G. N., must be handled by the N. P. as an intermediate switch line. General Freight Agent Kopp of the Northern Pacific Railroad stated his company is agreeable to establishing the point of interchange at Auburn, it being understood that the federal government is to provide the interchange tracks without cost to the N. P. The Treasury Department, O.D.T. (Messrs. J. M. Bath and C. T. Kenney) and Col. L. F. Nicholson, Chief of Warehouse and Storage Section, O.D.T., Washington, appeared to favor the site between the two joint lines because it lends itself more to their liking than the site east of the N.P. yard tracks. In their opinion it will permit more efficient and economical operation and will permit of expansion should that later become necessary. Regardless of the site chosen, the government will perform, with its own power, all switching within the area from and to set-out tracks.

Memorandum. 2 Seattle, March 19, 1943

The meeting covered by the attached memorandum was called by Mr. Impett, who acted as Chairman. At the direction of Mr. J. M. Bath, Deputy Director, Rail Transportation, O.D.T., San Francisco, Mr. Kenney was present to participate in the discussion. A committee, consisting of the General Managers of each of the four lines was also appointed by Mr. Bath, and to confer with them in behalf of the government he designated Mr. I. P. Iverson of the Seattle Port Agency and Mr. Kenney. The Operating Committee was requested to submit its report direct to Colonel Nicholson, with copies to Messrs. Bath and Lt. Col. Rudy, U. S. Army, District Transportation Office, San Francisco. Similar instructions were issued to the Traffic Committee.

Their application apparently will seek the protection of the export rate from eastern transcontinental origins to Auburn, and later when traffic is forwarded from Auburn to any of the North Pacific Coast ports enumerated in the memorandum they will expect the direct line through export rates to be protected from origin to destination. While the memorandum is silent as to whether or not they expect to pay a transit penalty for the storage privilege, from the remarks that were made by the government officials we do not anticipate they will object to paying a transit penalty of 3½¢ per Cwt. They are cognizant of the fact that all lines do not enjoy through rates via Auburn to all destinations, but yet they are going to insist that the through rates be protected; for example, the Milwaukee handles a car from the East to Auburn, which is later billed to Portland, Oregon. The Milwaukee does not reach Portland, Oregon, but they will expect the through rate to Portland from point of origin to be protected. The same is true when the export point is Anacortes, when lines other than the Great Northern are handling the shipment, Anacortes being a local Great Northern point. This same principle applies via one or more lines on business exported via Olympia, Hoquiam, Aberdeen, etc. If the interested lines are agreeable to protecting such through rates, it, of course, will be necessary that divisional arrangements be agreed upon by the interested carriers.

The question of demurrage charges under the export rates was not discussed. However, it is our opinion that the domestic two-day free time allowances only should be permitted at Auburn, both on inbound and outbound movements. The practice that is being followed by all lines in this territory is that where cars are spotted on a dock adjacent to the waterfront, the export free-time allowance is made, but where cars are spotted for delivery back away from the waterfront, demurrage is computed on the domestic basis, and it is our opinion the same policy should be pursued on traffic unloaded or loaded at Auburn.

Memorandum. 3 Seattle, March 19, 1943.

None of the traffic representatives present made any commitments with respect to the traffic subjects presented at the meeting.

(sgd) C. W. Evers
Traffic Manager - Union Pacific RR.Co.

(sgd) M. H. McEwen
Western Traffic Manager,- Chicago, Milwaukee, St.Paul & Pacific R.R.Co.

(sgd) Otto Kopp
General Freight Agent - Northern Pacific Ry. Co.

(sgd) B. S. Merritt
Western Traffic Manager - Great Northern Ry. Co.