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Northern Pacific Railway
Company records.

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N. P. RY. CO.

OFFICE OF

President

FILE NO.

1337

SUBJECT:

*Auburn - proposed
division terminal
facilities.*

Northern Pacific Railway Company

992
1337

St. Paul, Minnesota, August 11, 1906.



Mr. W. H. Gemmell,

Your letter in regard to Auburn property:

It does not seem to me as though we could make a plan at Auburn for a terminal with the future operation of the North Bank. I have no recommendation to make at this time.

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

b enc

3552
NORTHERN PACIFIC
RAILWAY
AUG
10
1906
GENERAL MANAGER
ST. PAUL

It is from you
you

Pls let me have your
views on this also so
I can have the whole
matter ready for Mr
Elliot's decision when
he returns
Very truly
yours

9/1/0

Northern Pacific Railway Company

WLD-B

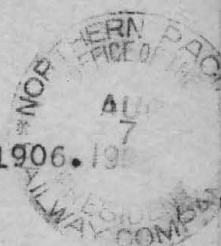
St. Paul, Minn. Aug. 6th, 1906. 1906

Memorandum.

Mr. Howard Elliott:-

Referring to Mr. Gemmell's notation on Mr. Cooper's letter of the 3rd instant relative to additional property at Auburn. I have always been an advocate of the Auburn scheme and I still believe it is the place to establish a large terminal yard. Probably as the Portland & Seattle situation develops it may not hold true.

W. L. Darling.



Northern Pacific Railway Company.

THOMAS COOPER,
Land Commissioner,
ST. PAUL, MINN.

LAND DEPARTMENT.

G. H. PLUMMER,
Western Land Agent,
TACOMA, WASH.

NOTICE—All prices quoted subject to change
and lands subject to sale without further
notice.

Tacoma, Washington, August 3rd, 1906.



Mr. Howard Elliott, President,

St. Paul, Minnesota.

Dear Sir:—

I suggest for your consideration whether we should not purchase additional property at Auburn, if we have any idea of carrying out the project which has been more or less discussed for several years, of establishing a large terminal yard at that point.

Yours truly,

Land Commissioner.

TC-W

*not taking to
any suggestions
on this
8/6*

Northern Pacific Railway Company.

Office of the General Manager.

W. S. COOPER,
GENERAL MANAGER.

St. Paul, Minn. June 23, 1903.



C. S. Mellen, Esq.,

P r e s i d e n t.

Dear Sir:-

With regard to the terminal facilities at Auburn, authorized to be put in this year: We are experiencing considerable difficulty in purchasing the necessary right of way. There are four property owners with whom we have to deal, and their attitude is as follows:

From one of them we require twenty one acres. He owns fifty three and insists that we shall purchase all of it at \$10,000. We estimate that we can sell the surplus land for about \$4,000. leaving the net cost of the twenty one acres at \$6,000.

Another owner agrees to sell at a price which is not unreasonable, but makes a condition that we must give him an outlet to the county road, which would mean either a grade crossing across our entire yard, which is out of the question, or else an overhead bridge, which would be quite expensive and decidedly objectionable.

Another owner refuses to sell at any price, which would mean condemnation proceedings.

The remaining owner is willing to sell us a small portion of what we want, but this portion would be enough to get along with

for several years; but asks \$500. per acre, which is about twice its value, and also insists that we must give him either a grade crossing or a bridge across our yard, so as to connect the two tracts of land which he will continue to own.

When on the Coast I looked into this matter, discussed it with the real estate agent whom we have employed to acquire the right of way, and satisfied myself that he has been handling it as well as he could under the circumstances, and that we are face to face with the best terms that we can make on the purchase.

It is evident that the real estate will cost us a great deal more than anticipated, perhaps twice as much, and we will also be burdened with two highway bridges across the yard. Our alternative is to condemn, in which event I believe the damages would be very high.

I have given this matter careful consideration, have discussed it with the local officials, and have reached the conclusion that our best plan is to drop all idea of doing anything at Auburn this year.

Besides the right of way difficulty above referred to I find that the Superintendents of the Pacific and Seattle Divisions are by no means satisfied that a terminal can be operated at Auburn to advantage. At all events they counsel the Company to go slow in the matter until the Belt Line is completed and has been operated for

a while and we see how it works. The Superintendent of the Pacific Division is afraid that with the terminal at Auburn he will lose the big advantage he now has in being able to use the Buckley line as an alternate when business is heavy, and it is true that as a practical operating proposition with the terminal changed from Tacoma to Auburn he would lose a great deal of the advantage he now has of the alternate line.

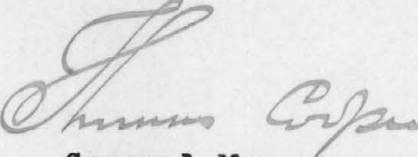
The wheat from the Central Washington which will be delivered to us at Snohomish by the Great Northern, and practically all of which will be destined to Tacoma, should be hauled straight through from Snohomish to Tacoma by the same engine and crew. It would be a mistake to stop this at Belt Line Junction, Auburn, or any other intermediate point. The forest products from the Seattle Division would come down over the Belt Line, can be set out at Belt Line Junction and the balance of the train go on into Seattle, and the business picked up at Belt Line Junction by a Pacific Division freight running from Seattle to Ellensburg.

The operating officials have never been a unit on the Auburn terminal, and while I do not like to "back and fill" on any proposition, I would rather do so than make a mistake and have, therefore, concluded to ask you to authorize the postponement of the entire project until next year, which will give us an opportunity to see how it actually works after the Belt Line is completed, and

C.S.M. #4

we certainly can do as well, if not better, next year in the matter of acquiring the right of way than we can do this year.

Yours respectfully,


General Manager.

W.

992

Northern Pacific Railway Company.

Office of the General Manager.

THOMAS COOPER,
GENERAL MANAGER.

St. Paul, Minn. March 3, 1903.



C. S. Mellen, Esq.,

P r e s i d e n t.

Dear Sir:-

It has taken some time to work out all of the details of the plan for terminal facilities at Auburn, but we have at last gotten it complete in a form satisfactory to all of the operating officers and the Chief Engineer, and improvement requisition to cover is enclosed herewith, the aggregate cost being \$111,066.00. Of this amount \$17,165.00 is for real estate, of which, however, \$7,440.00 is all that is required at present, the remaining \$9,725.00 being to provide for future expansion.

It is proposed to make Auburn an assembling and distributing yard for all of the business north and south. When the Lake Washington Belt Line, and the double track between Auburn and Black River are completed, both of which have been authorized, Auburn will take the place of Seattle for handling the large amount of eastbound business which originates on the Seattle Division north of Woodinville, accomplishing the very desirable purpose of eliminating the passage of this traffic through Seattle.

Our present method of operation is to make up trains at Tacoma, also at Seattle, which are taken to Ellensburg, and there made

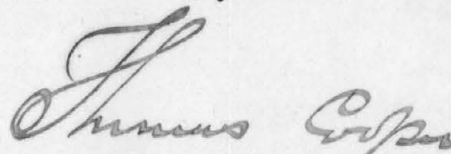
up into solid through trains for the eastern terminals, and for the Burlington at Billings. The facilities at Ellensburg are miserably inadequate, and we must either spend considerable money at that point, or else move the division terminals to Clealum as has been suggested, which would involve a large expenditure, or else carry out the plan now proposed of enlarging the yard at Auburn.

To illustrate the amount of business we are now handling at Ellensburg: I find that in the ten days from January 29th to February 7th we handled at that point 1068 through cars of forest products, and 536 through cars of other traffic, making a total of 1604 through cars, or an average of 160 cars per day. During the period referred to business was light, and in the busy season we handle as many as 250 through cars per day.

We can, of course, get along in a kind of a fashion without this improvement, but I am satisfied that it will show a decided economy, and recommend that it be authorized and put in this year.

I know of no place where the Company can spend money to better advantage than in extending and remodeling its yards. As a rule they are too small, inconvenient for operation, and in consequence our switching expense is very heavy.

Yours respectfully,



General Manager.

W. Enc.