



President's Subject Files  
(Nos. 729-2981).  
Northern Pacific Railway  
Company records.

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N. P. 1757  
6-24

OFFICE OF President

FILE NO. 1628

SUBJECT:

Auburn, Wash. yard facilities.

Purchase of the so-called Dieringer Site  
south of the Auburn Yard.

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NORTHERN PACIFIC RAILWAY COMPANY

FILE NO. 1628

CROSS REFERENCE

See File No. .... 197-21 ..... for correspondence in regard to  
(NP-GN)

AUBURN, WASHINGTON: FACILITIES: Meeting held by NP & GN officials for  
city & Business leaders, re. rail facilities to be retained at Auburn  
after merger. (1-30-68)

EXEC. DEPT.  
File 1628  
NOTED BY  
L.W.M. ✓  
H.J.S. ✓  
C.B.T. ✓

St. Paul, Minn., August 11, 1969

C.F. 25606

Mr. L. W. Menk:

Following is a summary of the situation involving land acquisition for the proposed classification yard near Auburn, as mentioned in footnote of Mr. Lorentzsen's letter of August 4 to Mr. Davies:

	Area	Cost
Land acquired or under option - - -	260	\$1,256,880
To be condemned - - - - -	237	1,634,000
To be acquired by negotiation - - -	137	860,500
Total Area & Cost- -	634 Ac.	\$3,751,380

All of the land "acquired or under option" has been purchased except one 17-acre parcel owned by Lee which is under option for a total cost of \$100,000. The \$1,000 option money has already been paid, and we will be paying an additional \$3,000 to extend the option for ninety days; therefore, the remaining \$96,000 will likely be paid out during December 1969 or January 1970.

It is probable that additional land not included in the totals above will have to be acquired at the north end of the project. The Engineering Department is preparing plans and will recommend for Mr. Lorentzsen's approval the additional areas which might be required for lead track into the yard. Until the plans are completed and the exact areas known, we cannot make an estimate of additional cost. We are not talking about a great deal of area; but there are a number of small ownerships, including some homes, which will be involved.

*G. F. Defuel*  
Vice President-Industrial Development

RAJ md

cc - Mr. N. M. Lorentzsen, VP-Optg.  
Mr. F. S. Farrell, VP & Gen. Counsel  
Mr. D. H. Shoemaker, Chf. Engr.  
Mr. J. O. Davies, Gen. Mgr., Seattle  
Mr. R. D. Larson, West. Mgr., Ind. Dev., Seattle  
Mr. R. G. Brohaugh, Asst. Chf. Engr., Seattle



EXEC. DEPT.  
File 1628  
NOTED BY

L.W.M. /  
H.J.S. /  
C.B.T. /

St. Paul, Minnesota  
August 4, 1969

4

Mr. J. O. Davies:

Please refer to your letter of June 25 and our recent discussion while on the west end with Messrs. Larson, Crosby, Brohaugh and others of the current situation regarding acquisition of land at Dieringer for classification yard.

Further in connection with progressing this matter, a meeting was held this morning with Messrs. Defiel, Juba, Krengel, Shoemaker and myself and it was the joint conclusion that we should continue progressing property acquisition. This includes starting condemnation procedures. You may advise Mr. Larson in line with the above.

N. M. LORENTZSEN

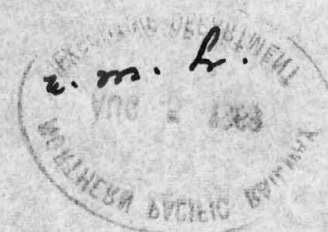
cc: Mr. L. W. Menk -  
Mr. F. S. Farrell  
Mr. G. F. Defiel -  
Mr. D. H. Shoemaker

As of about June 1, roughly 40% of the property involved has been acquired at a cost of about \$1,260,000. It now appears that about 40% of the total property may have to go to condemnation

and it was the joint view of all concerned that proceedings be started. The remainder of roughly 20%, it appears, can be acquired through negotiations and this is still continuing. As a matter of information, Mr. Defiel will prepare an up to date summary of the property status. It appears that condemnation proceedings may involve from 8 to 14 months depending on the courts calendar, so that pay out of cash will probably be sometime during the second or third quarter of 1970.

How Much?

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1st 1/2 1971  
3/4 ✓







St. Paul, Minnesota  
August 4, 1969

4

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DICTATED BY MR. LORENTZSEN

cc: Mr. L. W. Mank -  
Mr. F. S. Farrell  
Mr. G. F. Defiel -  
Mr. D. H. Shoemaker

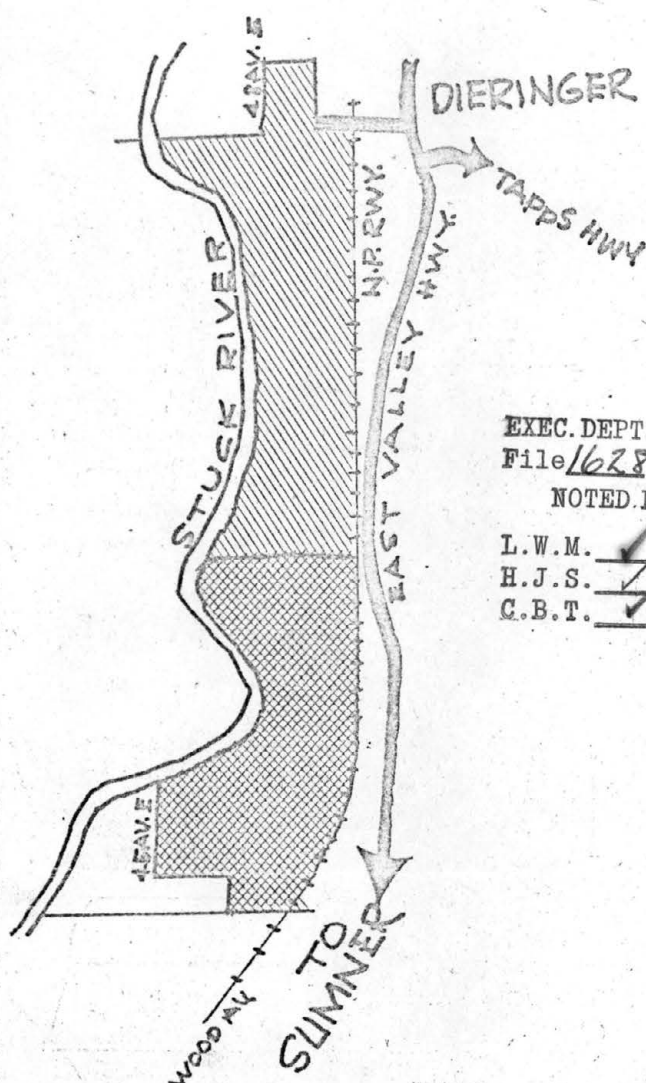
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Monday, July 21, 1969

## Speculators Buying Stuck River Land



EXEC. DEPT.

File 1628

NOTED BY

L.W.M.

H.J.S.

G.B.T.

**WHAT WILL IT BE?**—Land-buying activity in an area of rich farmlands between Sumner and Dieringer gives rise to speculation about the future of this region. The map generally outlines the area where buying activity has occurred. The land lies between the Stuck River and the Northern Pacific Railway right-of-way. The East Valley Highway, at right, will soon become a freeway.

The crops are growing beautifully this summer in the rich bottomland along the Stuck River, between Sumner and Dieringer.

But the fertile soil, some of which was probably among that tilled by Washington's earliest farmers, is taking on a new richness unknown to agriculture.

Recent land transactions in this area, marked as prime industrial land for the growing Puget Sound economy, have given rise to speculation that perhaps some of the land may be destined to become a freight marshalling yard for the Northern Pacific and Great Northern railways, should they merge.

The companies apparently have not been involved in the transactions, according to the public records. Spokesmen for the Northern Pacific say they can provide no information concerning the matter.

**Near Railroad Yards**

The land in question lies south of Dieringer a short distance from the Northern Pacific yards at Auburn. The land is between the Northern Pacific right-of-way and the Stuck River.

But the freight yard speculation is only one of the

ideas concerning the future of the area.

Many people believe that at least part of the area will some day be an industrial park.

During the past period of a little more than a year, buyers have acquired about 250 acres of farm land between the NP right-of-way and the river.

Several adjoining farms between the railroad and the river have been purchased by one buyer. According to records in the Pierce County auditor's office, a Seattle firm, Lambuth, Sill and Sprague, has purchased 10 properties in the area.

A spokesman for the firm said the land had been purchased for a client, but did not disclose the name of the client.

**Seattle Buyers**

Also according to the Pierce County auditor's records, a group of buyers from the Seattle area purchased some 100 acres comprising portions of two donation land claims lying farther south between the railroad right-of-way and the river.

One of the buyers, Bert McNae, of Bellevue, said the land was purchased for its prime industrial worth, anticipating the completion of the East Valley Highway, to which it will be adjacent.

According to the public records, the excise tax collected by the county on the series of land transactions totals \$15,668. The tax is figured at 1 per cent of the amount of the property sale, indicating that the sales totaled \$1,566,800.

July 23, 1969

Seattle, Washington

J. O. Davies  
R. D. Larson  
Roger J. Crosby

Copy of this July 20 article from the Tacoma News Tribune in the event you do not have one. Per our various telephone conversations on this subject last week, I did not tell reporter Marv Bidstrup one thing. He is apparently a diligent snooper. I doubt if this will go any farther than Tacoma but, if and when condemnation proceedings get under way, something will have to be said. When you reach that point, perhaps we can do something positive with a little bit wider range of interest.

Gary L. Sund, Assistant Manager  
Public Relations & Advertising

cc: L. W. Menk  
N. M. Lorentzen  
G. F. Defiel  
Bill Greer





EXEC. DEPT.  
File 1628

NOTED BY  
L.W.M. ☒  
R.S.M. ☒  
E.B.S. ☒  
F.H.C. ☒  
G.R.B. ☒  
R.L.K. ☒  
C.B.T. ☒

St. Paul, Minnesota  
May 28, 1968

cbt-k

Mr. N. M. Lorentzsen  
Vice President

Referring to your letter of May 23 about  
terminal yard requirements for the Puget Sound area:

Our people may proceed with acquisition of  
the so-called Dieringer site on the basis recommended  
in your letter.

(Signed) L. W. MENK

cc: Mr. C. R. Binger - With copy of Mr. Lorentzsen's letter.

L.  
Dieringer.  
Luzet Sound.

C/R on 197-21-A

EXEC. DEPT.

File \_\_\_\_\_

NOTED BY

L.W.M. \_\_\_\_\_

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E.B.S. \_\_\_\_\_

F.H.C. \_\_\_\_\_

C.R.B. \_\_\_\_\_

R.L.K. \_\_\_\_\_

C.B.T. \_\_\_\_\_

St. Paul, Minnesota  
May 23, 1968

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Mr. L. W. Menk:

Your attention is called to the subject of the terminal yard requirements for the Puget Sound area.

On January 27, 1968, you gave verbal approval to obtain options toward ultimate acquisition of the so-called Dieringer site which lies generally south of the present Auburn Yard between our tracks and the Stuck River, containing approximately 510 acres of land.

An industrial realty firm has been working steadily on this project since January, 1968. This firm has obtained options in the north end of the site for an average of \$3,640 per acre, and another option near the center of the property for \$4,733 per acre, and is presently working on obtaining options near the south end of the property which will be at something less than \$6,000 per acre. Reasonable prices for the remaining property at the north end, center, and the south end will thus be established. There is no evidence of any of the land owners being aware of our identity as proposed purchasers.

Our first 90-day option expires on June 3, 1968. It is an option for 43 acres at the north end at an average price of \$3,327 per acre. Attached for your reference is a map with the proposed property acquisitions outlined in orange and with the specific option mentioned shaded in yellow.

I believe that we are at a juncture in our negotiations and planning, where we should determine whether we want to proceed with the acquisition of the Auburn property. The Industrial Department feels that the options were obtained at the best prices possible, and this opinion is shared by the industrial realtor.

I recommend that we proceed with the acquisition of the Dieringer site and exercise the first option for 43 acres on the north end which expires June 3, 1968, at the average price of \$3,327 per acre. Exercising this option promptly and recording the conveyance should aid us in the future negotiations with other land owners.

May we have your approval to proceed with acquisition?

*2.000. [Signature]*



TO: THE BOARD OF DIRECTORS, NORTHERN PACIFIC RAILWAY

FROM: THE VICE PRESIDENT, NORTHERN PACIFIC RAILWAY  
SUBJECT: [Illegible]

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MAY 24 1968  
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Property  
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NOTED BY

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R.L.K. ✓

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St. Paul, Minnesota

January 26, 1968

Mr. L. W. Menk:

Attached hereto is study made by the Industrial Engineering Department in connection with the terminal yard requirements for the Puget Sound area.

The study has been reviewed and is based on facts as they currently exist. The study establishes for Northern Pacific (without merger) need for an expanded terminal yard facility in the Auburn area. Under merger, the need immediately is not as pressing; however, long term factors even now weigh heavily in favor of acquiring this property for future needs.

In summary:

1. Northern Pacific, without merger, should acquire the Dieringer site now.

2. Under merger, evidence indicates that additional terminal facilities will be required for the merged line within the Auburn area to support and meet the requirements of the expanding industrial area in Puget Sound at some future date.

3. The property in question is excellent for industrial purposes as well as for operating purposes and can be developed accordingly.

4. Possible Great Northern participation in the cost of acquisition of this property should be considered with the understanding that it would be reserved for operating purposes.

*W. M. Houtz*



## PROPOSED PUGET SOUND TERMINAL FACILITIES

### PURPOSE OF STUDY

The Industrial Engineering Department section has been engaged in a study to determine the yard requirements in the Puget Sound area for the Northern Pacific Railway Company. This includes the requirements in the event the merger is not consummated, and the compatibility of such facilities in the event of merger.

### BACKGROUND AND TRENDS

- A. The Northern Pacific yard facilities in the Puget Sound area (Auburn, Seattle and Tacoma) have only been moderately improved since their construction sixty years ago.
- B. Eighty percent of the traffic in this area is received or forwarded from stations south of the Seattle Tunnel to and including Tacoma. Twenty percent of the traffic is received or forwarded from north of Seattle Tunnel to and including Everett. This is depicted on Exhibit B attached.
- C. Carload traffic growth estimates for the Puget Sound area provided by the Traffic Department forecast the following percentage increases over the 1966 volume:

1970	-	13.2%
1975	-	21.7%
1980	-	28.4%
1985	-	36.1%
- D. The foregoing percentages may be conservative in light of the benefit which would be derived through improved service by providing better terminal facilities.

### SITE LOCATIONS

Exhibit A attached indicates the sites which may be available in the Auburn area as well as indicating the site near Snohomish which the Great Northern is planning to acquire. The following sites in the Auburn area were reviewed:

1. Meeker is located between Sumner and Puyallup at the junction with the Buckley line. The unit cost of land in this area may be the cheapest available account the distance from the present industrial expansion activity and also the fact that it is largely a one-owner tract. The Meeker site is objectionable because of the shape of the property available and the greater distance from the major industrial activity.



2. The Christopher site is three miles long and located between the Northern Pacific and UP/Milwaukee main lines. It is objectionable primarily because of the high land cost and the several road crossings and anticipated highway construction through the area. In addition, the Milwaukee Land Company owns considerable of the property and it is, therefore, felt that acquisition may be difficult.
3. Dieringer site provides adequate room for a large automated yard and when coupled with existing Auburn yard, provides an ideal classification facility. It carries the difficulties occasioned by a power plant tail race, large high-voltage transmission lines, and one important highway crossing. These objections can be overcome.

#### PROPERTY ADEQUACY AND COST

The three sites contain a minimum of 400 acres at Meeker to approximately 500 acres at either Dieringer or Christopher. The Meeker or Dieringer site can probably be acquired for less than 3.5 million dollars, whereas the Christopher site may cost 7.5 million. The overall cost of the Dieringer or Christopher yard would be 18 million dollars including land and peripheral activities for a 32-track classification yard with space for doubling the number of classification tracks. All three sites appear to have industrial potential in the event the property were acquired and not fully utilized for yard purposes.

#### EFFECTS OF MERGER

Exhibit C under Column 1 are the Northern Pacific daily averages developed by the IE Section, and cover a 7-day period in August, 1967. Columns 2 and 3 were received from the West End Merger Subcommittee (Dean Carlson, Chairman). This indicates that, due to shift in traffic, there will be a decrease in Northern Pacific traffic entering Auburn, but it will be largely offset by the increase in Great Northern traffic received from points southerly of the Puget Sound area. More significantly, the analysis shows that after merger there are more cars entering Puget Sound at the south gate, Auburn, than at the north gate (Everett). Exhibit A indicates the site between Snohomish and Everett now being considered for acquisition by the Great Northern Railway. Under merger, a yard at Snohomish would not be available to perform classification on cars received from points south of Tacoma and destined for the heavy industrial area between Seattle (south of tunnel) and Tacoma. If an electronic retarder yard is constructed at Hauser, it would appear an additional yard at Snohomish would serve very little purpose account blocking would be performed at Hauser for points west of the Cascade Mountains over the Great Northern main line. If a new yard were constructed at the Snohomish site, we would still be in need of improvement to the yard facilities near Auburn and, therefore, would be placed in the position of maintaining two separate power pools and two complete yard operations.

### CONCLUSIONS AND RECOMMENDATIONS

In order to provide a suitable terminal facility in the Puget Sound area, it is recommended that the 500-acre site at Dieringer be acquired for the following reasons:

1. Over 75 percent of the carloads received and forwarded are assignable to points between Seattle (south of tunnel) and Tacoma.
2. Dieringer provides the cheapest and most suitable site.
3. Adequate room is available for expanding the facility.
4. The Kent/Puyallup Valleys appear to be in a position for continued strong industrial expansion.
5. The Dieringer/Auburn terminal facilities will permit operations at Auburn to continue during construction of the new facility at Dieringer and will provide the possibility of utilizing certain facilities at Auburn in the final development.
6. Improved terminal facilities in the Auburn area are a necessity whether merger is consummated or not.

The recommended yard for construction at Dieringer would incorporate present Auburn yard into the facility, utilizing the present land area for receiving tracks, storage tracks, and peripheral facilities. The newly acquired 500 acres at Dieringer would provide the main yard and classification tracks, utilizing the present topography to permit a hump yard from the present main line onto the lower line 500-acre tract. Receiving and departure tracks up to 10,000 feet in length can be installed with the receiving tracks above the hump for direct shove into the classification yard. The plan contemplates relocating the present main line around the west side of the Dieringer property (geographical direction). This Dieringer/Auburn site appears to be the most suitable location for the Northern Pacific Railway Company as a separate organization and also to fit the needs of the merged company.

Director-Industrial Engineering  
St. Paul, Minnesota  
1-25-68

## EXHIBIT B

NORTHERN PACIFIC PUGET SOUND TRAFFIC BY STATION LOCATION  
GROUPED AS NORTH OR SOUTH OF SEATTLE TUNNEL

Total Carloads Received and Forwarded as Reported  
on Form 521 (Station Agent's Monthly Report)  
Interchange Cars not Included Unless Rebilled

	<u>1963</u>	<u>1964</u>	<u>1965</u>	<u>1966</u>	<u>1967</u>
<u>SOUTH OF TUNNEL</u>					
Seattle - 80% of total*	43,119	42,498	46,514	45,359	52,654
Renton	7,080	6,870	8,457	7,180	7,500 **
Kent	1,193	1,174	1,473	1,557	5,788 ***
Auburn	2,893	4,241	4,371	2,628	2,437
Sumner	1,335	1,465	1,478	1,425	1,400 **
Puyallup	530	468	449	680	587
Tacoma	<u>43,014</u>	<u>44,528</u>	<u>45,587</u>	<u>48,085</u>	<u>48,509</u>
TOTAL SOUTH	99,164	101,244	108,329	106,914	118,875
<u>NORTH OF TUNNEL</u>					
Seattle - 20% of total	10,780	10,624	11,628	11,340	13,163
Bothell	892	856	813	1,195	1,243
Woodinville	462	574	567	514	649
Kirkland	3,898	3,924	3,977	3,815	4,229
Snohomish	341	722	635	785	604
Everett	<u>13,026</u>	<u>14,218</u>	<u>14,633</u>	<u>13,356</u>	<u>14,313</u>
TOTAL NORTH	29,399	30,918	32,253	31,005	34,201
TOTAL PUGET SOUND	128,563	132,162	140,582	137,919	153,076
% OF TOTAL SOUTH	77.1	76.6	77.1	77.5	77.7

\* Breakdown of 80%-20% on Seattle traffic based on Accounting Department study of Seattle switching which included 1,686 Seattle industry cars.

\*\* Estimated figure - actual not available.

\*\*\* Note 272% increase at Kent in 1967 from 1966.



## EXHIBIT C

## NUMBER OF CARS ARRIVING PUGET SOUND AREA

<u>Location</u>	<u>Direction</u>	(1) NP Daily Average	(2) NP & GN Daily Average	(3) After Merger Daily Average
Auburn	S.B.-From NP Lake Washington Belt Line	160	153	43
Auburn	N.B.-from Tacoma/Portland	386	610	485
Auburn	W.B.-From Yakima etc.	<u>278</u>	<u>245</u>	<u>84</u>
	AUBURN TOTALS	824	1,008	612
Delta	S.B.-from Bellingham, etc.	-	154	231
Everett	W.B.-from Wenatchee, etc.	<u>-</u>	<u>210</u>	<u>293</u>
	DELTA/EVERETT TOTALS	-	364	524

- (1) Daily average from I.E. Department 7-day study period of August 7-13, 1967.
- (2) Daily average from West End Merger Subcommittee study of 10-day period of October 23 to November 1, 1967.
- (3) Provided as preliminary figures by West End Merger Subcommittee and based on 10-day sample adjusted to merged operations.

COMMENT - The above figures consider arrivals only and indicate that in this category a volume reduction of 26 percent (824 to 612) can be expected at Auburn after merger. Although a substantial increase in arrivals is indicated at Everett/Delta, the volume both before and after merger is greater at Auburn.

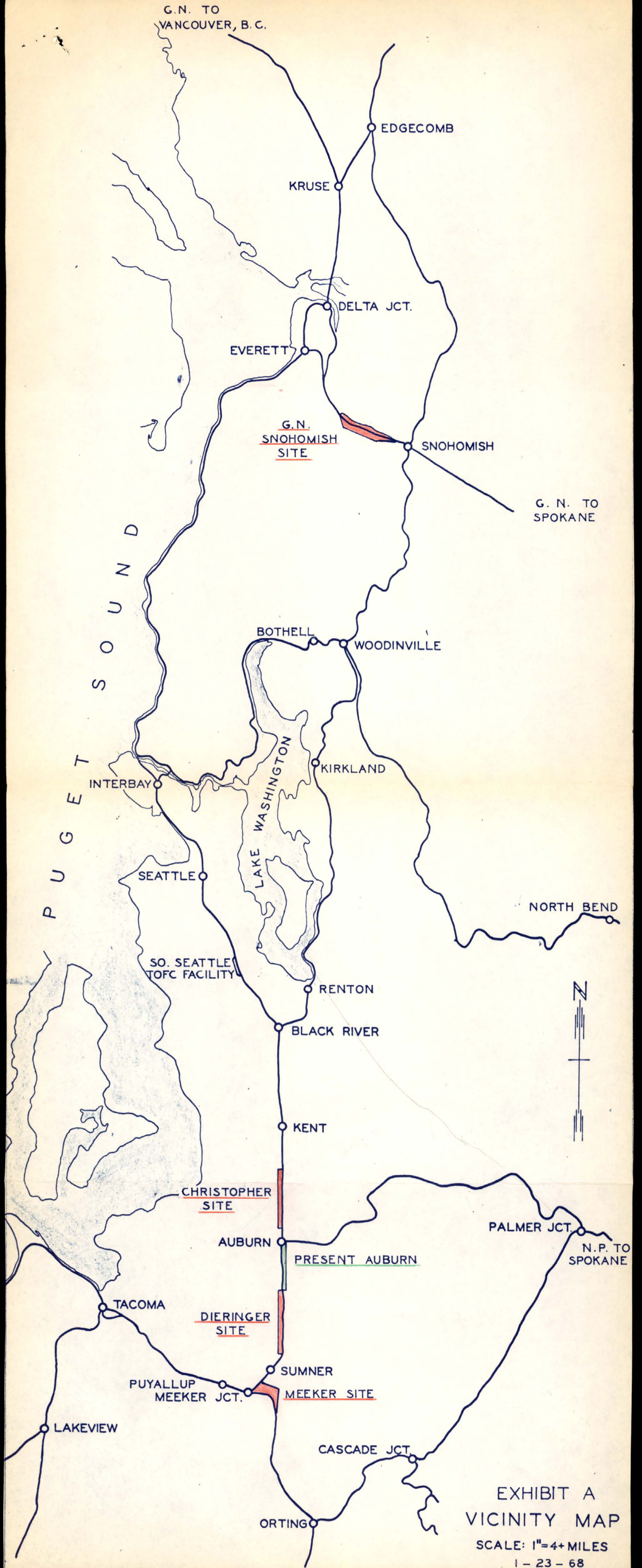


EXHIBIT A  
VICINITY MAP

SCALE: 1"=4+ MILES  
1 - 23 - 68



EXEC. DEPT.  
FILE 1628  
NOTED BY  
R. S. M. ☒  
L. W. M. ☒  
E. B. S. ☒  
F. H. C. ☒  
R. L. K. ☒  
C. B. T. ☒

1628  
St. Paul, Minn., May 5, 1967

Mr. Louis W. Menk:

Attached is a report from Jack Sprague of  
Iambuth, Sill & Co. who has been engaged to investi-  
gate the availability of property for a proposed yard  
near Auburn, Washington.

We will provide you with additional reports  
as they become available.

*George R. Powes*

General Manager, Properties  
and Industrial Development

KHM md

Att.

1.  
Aukua, Wash - yard.  
Lambert.  
Yard & yard Office - Aukua

E. L. LAMBUTH  
E. G. SILL  
JACK H. SPRAGUE  
AARON VEDEROFF  
RICHARD L. MATSON



"INDUSTRIAL  
PROPERTY  
SPECIALISTS"

SEATTLE, WASHINGTON 98104  
AREA CODE 206  
MAIN 3-3528

May 2, 1967

Mr. Richard D. Larson, Western Manager  
Industrial Development  
Northern Pacific Railway Company  
820 Central Building  
Seattle, Washington 98104

Dear Mr. Larson:

Re: Project Hump

This will be a summary of my report to you yesterday and of our meeting last week regarding our investigation of certain properties located west of your right of way in Section 36, Township 21 North, Range 4 East (King County) and in Sections 1 and 12 in Township 20 North, Range 4 East (Pierce County).

The acreage estimates of property under consideration which we have reviewed with you are as follows:

Section 36	59.93 acres
Section 1	299.40 "
Section 12	<u>125.50 "</u>

Total 484.83 acres,

say 485 acres exclusive of certain roads.

The foregoing area estimates were based on legal descriptions, assessor's records and from scaling. There have been no engineering calculations as to total area.

We have interviewed one of the principal owners, being Mr. Paul Mocerri, owner of about 136 acres in Section 1, lying south of 8th St. East and immediately adjacent to your right of way. After a long discussion with Mr. Mocerri he indicates that he would not sell the property for less than \$8,500 an acre.

We have also talked with Mr. and Mrs. Grow, owner of approximately 38 acres in Section 1, located north of 8th St. East. They have quoted a sale price to us of \$3,400 per acre.

INDUSTRIAL  
MAY 2 1967  
SEATTLE, WASH.



Mr. Richard D. Larson

5/2/67

Page 2

✓ We have written letters to two other major property owners in the area, being Parcel 1 (Brady) and Parcel 2 (Dawson). We have not yet heard from either of these owners.

✓ We have also contacted Mr. Kreisman, owner of Parcel 4, who states that he sold his property of 32 acres about ten days ago and that the transaction has now been closed. However, a search of the record title of Pierce County, last Friday, does not indicate any change in title. We hope to have a further report on this within the next few days. We believe it will be interesting to know the sale price.

There are three sales in Section 1, located just west of the area under consideration for Project Hump, which were in 1965 and 1966 and were from \$2,674 per acre to \$3,774 per acre.

It is perhaps too early to make a good estimate of the cost of acquiring all of the property in the project. However, we must realize that we will have the best chance of holding the price down by purchasing those parcels of land where there is a willing seller. In some cases we may be expected to pay from 10% to 50% in excess of market value in order to assemble the entire package. At this early stage of our study work I would estimate that we are looking at a total average purchase price of between \$5,000 and \$6,000 per acre, or say \$2,425,000 to \$3,000,000 for the total area, assuming that all of the properties can be purchased. There are approximately 20 separate ownerships varying in size from 5 acres to 136 acres each, with the average ownership being approximately 12 to 20 acres. Most of the smaller ownerships have some building improvements, particularly those in the southern area of Section 12 where there has been extensive bulb raising.

When the time has come that you desire that we make further progress we then believe that two steps will be desirable.

(1) Preliminary title reports in the form of a commitment for title insurance should be obtained on each property indicating the name of the record owner, legal description and other data which should be at hand before options would be obtained. In the event that the project is not completed, these reports can be cancelled for approximately \$26 each. We will probably require 25 to 30 title reports. These would also include easements of record.

(2) We suggest that a Civil Engineer be engaged for the purpose of reviewing the legal descriptions and preparing a map which would show all easements and property boundaries. The engineer would also determine

Mr. Richard D. Larson

5/2/67

Page 3

whether there are any gaps in the legal descriptions and whether abutting properties meet. We have frequently used the firm of Duffy, Lawver & Kumpf for this type of work and estimate this would amount to approximately \$1,000 to \$1,500.

We have obtained copies of the County Assessor's maps, copies of deeds to each property and certain other information for which we have engaged the services of the Commonwealth Title Insurance Company at Tacoma and the Pioneer National Title Insurance Company at Seattle.

We hope to give you an additional report on our additional contacts with other property owners within the next few days and will be glad to confer further regarding any questions which you may have pertaining to the project.

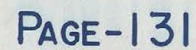
Yours truly,

LAMBUTH, SILL & CO.

  
Jack H. Sprague

JHS:bt







E. B. S.

This is what I wanted to talk to  
you about and will try to contact you when  
I get back from Chicago.

F. L. S.

5-1-67

A handwritten signature or scribble, possibly reading "Hick", written in dark ink and slanted upwards to the right.

EBG  
Seattle, Washington  
April 18, 1967

EXEC. DEPT.  
FILE \_\_\_\_\_  
NOTED BY  
R. S. M. \_\_\_\_\_  
L. W. M. \_\_\_\_\_  
E. B. S. \_\_\_\_\_  
F. H. C. \_\_\_\_\_  
R. L. K. \_\_\_\_\_  
C. B. T. \_\_\_\_\_

Personal

Mr. F. L. Steinbright:

Please refer to my letter of March 21 regarding possible yard location in the Auburn area, suggesting an area south of the Stuck River.

It is my opinion that an early decision should be made on acquiring this property. The Auburn-Kent area property is rapidly being developed by industries of varying types, all of them in a category where higher land values do not act as deterrents. As the utility of available area is depleted between Kent and Auburn, other property in the Auburn area will become more valuable. This will be true of the Dieringer property.

It is recommended that we proceed with the necessary property acquisition. From an economical viewpoint, we should not prescribe limits, but rather should purchase all of the land that can be acquired south and east of the Stuck River, up to approximately Curve No. 27 south of Dieringer. Depending on the ownership, etc., some variation may be desirable and, in fact, necessary. Actual determination of the property to be purchased can be made after Mr. Larson determines ownership.

*G. W. Steinbright*



NORTHERN PACIFIC RAILWAY  
MAY 2 1967  
EXECUTIVE DEPARTMENT

1628  
File

ad  
Seattle, Washington  
March 22, 1949

Mr. Denney:

With reference to the disreputable appearance at the east end of the Auburn yard, the Operating Department is planning to clean up this situation as soon as a bulldozer is available. It is the regular practice each spring to level off this accumulation of debris and clean up the premises.

John MacFarlane

Division of Pacific and Alaska  
PACIFIC RAILROAD  
MAR 25 1904

OFFICE OF THE PRESIDENT

APR 1 1904  
WASHINGTON



St. Paul, Minn., Nov. 10, 1944.

Mr. C. E. Denney:

Attached is Tacoma Division AFE ED 80 for new locker room facilities for car inspectors at Auburn.

The job was not a budget item but has been assigned to the blanket item for the proper classification.

Messrs. Bartles and Grimm agree that better facilities for the Auburn employes are necessary and I recommend approval.

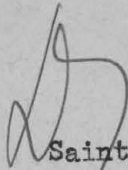
*H. C. Curtis,*

*A. F. E. signed by Mr. Denney today.*

*H. C. Curtis*  
*11/13/44*

RECEIVED  
NOV 18 1944

OFFICE OF THE SECRETARY

  
Saint Paul, July 25, 1942

Mr. C. E. Denney:

For your information I am attaching copy of exchange of teletypes with Mr. Bartles about status of the Auburn yard extension.

H. E. Stevens

18

8



T e l e t y p e

St Paul July 25 1942

Mr. F. R. Bartles  
Mr. Bernard Blum:

Mr. Derrig advises he finally located the papers covering Auburn yard in the review and approval department and has cleared them except through the issuance office. He will try and get them through that office before they are again misplaced. What is present status of arrangements for starting the work. S-255

H E S 106 PM

Mr. Stevens:

S-255. Grading complete. Portion of track work has been done. Held up for switch material and fastenings. B-253

F R Bartles  
207 PM

(Original on Pres. File 2927-1)

Extract from letter dated at Seattle, April  
26, 1942, from Mr. Stevens to Mr. Denney:

-----

Auburn: Additional yard trackage extension and re-  
arrangement, estimated cost \$55, 000. This  
improvement is very badly needed and I have  
instructed Mr. Bartles to get the work  
started. An AFE has been submitted.

-----

Auburn: Additional yard tracks and extensions to  
increase the capacity of both the inbound  
and outbound yard, estimated cost \$55,440.  
This is covered by AFE ED-64 which I have  
signed and return herewith. This item  
should go through promptly as it ranks next  
to Seattle in order of importance in all of  
the yard extensions proposed for the Western  
District. The AFE plan is not signed but I  
am asking Mr. Stotler to have another print  
made and passed around for signatures by the  
local officers. I have told Mr. Bartles to  
get this work started.





NOTED BY:

C.D. ☒  
R.W.C. ☒  
L.H.P. ☒  
E.M.W. ☒  
F.W.D. ☒

PRESIDENT  
1628  
FILE



St. Paul, Minn., April 18, 1927.

Mr. Charles Donnelly:

Attached is Seattle Division AFE ED No. 110 to cover construction of Bridge and Building Department spur and extension of rail yard tracks, Auburn, Washington, amount \$5907., with a charge to Additions and Betterments of \$5890. and to Operating Expenses \$17.

The Bridge and Building Department facility was necessary for the handling of emergency material. This track was constructed in 1922. The extension of the rail yard track was necessary due to considerable increase in rail received and handled from our Auburn Rail Yard. The work was completed in 1925

The attached AFE is submitted for record and accounting purposes. It does not apply against the 1927 budget.

*W. H. Harrison*

Signed APR 20 1927

*Mr. Cloff*

*Considering that this work was completed in 1925 and I feel think we need not add a charge to it.*  
*OK*  
*Harrison 4/19*

PRESIDENTS  
File 1628

NOTED BY  
C. D. ✓  
R. W. C. ✓  
J. H. P. ✓  
E. M. W. ✓  
A. M. G. ✓

St. Paul, Minn., March 26, 1926.  
El

Mr. F.E. Williamson,  
Vice President.

I have yours of March 21, and am deeply gratified to note the very important saving that you have been able to effect by the establishment of direct loading from Seattle and Tacoma, and the discontinuance of the transfer at Auburn.

(Signed) CHARLES DONNELLY

NOTED BY

C. B.

R. W. C.

J. H. P.

E. M. W.

A. M. G.

PRESIDENTIAL  
FILE 1628



On line, At Lewiston,  
March 21, 1926-wr

Mr. Charles Donnelly:

The transfer at Auburn was discontinued on January 10, 1926, and a system of direct loading from Seattle and Tacoma installed. There is some improvement in service as the result of this arrangement, and in the month of February the total net saving was approximately \$8,569. The total annual saving, I estimate, should amount to about \$105,000.

A handwritten signature in cursive script, likely of the person who wrote the letter.



NOTED BY

C. D. \_\_\_\_\_  
R. W. C. \_\_\_\_\_  
J. H. P. \_\_\_\_\_  
E. M. W. \_\_\_\_\_  
A. M. G. \_\_\_\_\_

PRESIDENTS

1628

Saint Paul, January 27, 1926.



MR. CHARLES DONNELLY:

Referring to question of closing the Auburn Transfer:

We discontinued the transfer effective January 11th and on that date commenced handling our in and outbound merchandise at Tacoma and Seattle freighthouses. The Agents at both points have now reduced their forces somewhat from the number first employed and are getting down to a bed rock basis.

At the Seattle freighthouse we complete loading and turn cars into the yard at approximately 4:50 p.m.; Tacoma is doing about as well under present conditions.

Due to business falling off at the latter point, the yardmaster is able to spot cars on the lead track about 3:00 p.m., so that it is not necessary to pull the house track or re-set it to clean up the day's loading. This only ties up the lead for about two hours and the continuance of this practice depends on the volume of business handled in the Tacoma yard.

I am giving the above to you as information as I believe you will be interested in knowing how this change is working out.

A handwritten signature, likely of E. M. W., written in dark ink.

PRESIDENT  
1628

On Montana Division, August 20, 1915. C-2.

MR. GEORGE T. SLADE,

First Vice-President.

Returning herewith letters from Messrs. McCullough and Allen of Seattle, in regard to the Auburn transfer and its effect upon business at Seattle:

These letters certainly seem to indicate that no mistake has been made, and while such perfect satisfaction is admitted, I hope we will be able to get along with the equipment we have, holding in reserve the matter of special dray car until the matter of service and expense has had a thorough trial.

I suggest that you have copies of these letters made and sent to Messrs. Woodworth, Blakeley, Still and Tinling. I think it would do them good to see them, and that they would perhaps work a little harder to make this arrangement a success.

Very truly yours,

encl.

(Signed) J. M. HANNAFORD.

St. Paul, April 1, 1915.

Mr. J. M. Hannaford:

I herewith enclose A.F.E.'s, Puget Sound Division Nos. 24 and 25, which cover the cost of providing a depressed track at Seattle and additional trackage at the transfer platform at Auburn, aggregating \$5502.00.

These are the improvements about which I spoke to you when we were on the line together recently. After carefully reviewing the situation on the ground with the General Manager, General Superintendent and Superintendent, I am satisfied that we can save the cost of these improvements in less than a year in a reduction of wages alone and that the incidental saving (reduction of lightly loaded cars) will at least amount to as much more.

The plan is to do on the Coast just what we are doing in the Twin Cities, i.e., load our freight direct into cars from the drays at Seattle and Tacoma, take it to Auburn

*signed 4/5*



Mr. Hannaford - 2

and consolidate it there. This was the plan we had in mind when the Auburn transfer was established, but we did not develop it because at the time there was some feeling in the minds of our traffic officers that loss of business might result on account of having a system for the handling of freight different from that of our competitors. This prejudice has now been fully overcome and our traffic officers fully approve the proposed arrangement. I earnestly advocate that these expenditures be approved.

A handwritten signature in dark ink, appearing to be 'L. G. S.', written in a cursive style.



PRESIDENT

File 1628

c

July 17, 1913.

7/27  
AP

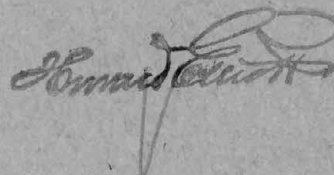
My dear Colonel Clough:

I enclose, for your information, some memoranda about the Auburn Transfer:

The saving of \$75,000 a year is 10% on \$750,000, or considerably more than we put into the Auburn yard, engine facilities, transfer, etc., so I think we can justly say that the Auburn terminal is justified, not only in producing economy, but also as an added facility in accordance with the capacity of the road.

Kindly return papers for file here.

Very truly yours,



encl.

Colonel W. P. Clough, Vice-President,  
Northern Pacific Railway Company,  
34 Nassau St., New York City.



MEMORANDUM

PRESIDENTS

1628

Approximate Saving as the result of Opening of Auburn Transfer.

Tacoma Division	107	Loaded Car Miles per day @ 10.28¢ -	\$11.00
Seattle, "	814	" " " " " " " " 8.43¢ -	68.62
Pasco, "	939	" " " " " " " " 5.41¢ -	50.80
Idaho, "	290	" " " " " " " " 5.74¢ -	16.64
Rocky Mountain, 200	"	" " " " " " " " 6.41¢ -	12.82
<hr/>			
2,350	"	" " " " " " " "	\$159.88
<hr/>			
26 days saving @ \$159.88	-		\$4,156.88
Saving in empty car mileage cost (1/2)			<u>2,078.44</u>
Total saving per month			\$6,235.32

715000  
715000

McCallister  
This will be more  
than realized in  
practice as we  
have only further  
dropped the  
transfer

GD  
1/16

22. 000



I shall  
 be  
 in  
 the  
 city  
 of  
 New  
 York  
 on  
 the  
 11th  
 of  
 the  
 month  
 of  
 June  
 next

St. Paul, Minn., July 14th, 1913

File C

Mr. Geo. T. Slade,

Third Vice President.

Dear Sir :-

Referring to attached :

The difference in the number of cars loaded at Auburn Transfer compared with previous loading at Tacoma and Seattle represents 2350 loaded car miles per day excepting Sunday, and during the greater part of the year it also represents 2350 empty car miles per day returning, as the movement is westbound except during the heavy grain shipping season;

The 2350 loaded car miles per day is divided up as follows:

Tacoma	Division	107
Seattle	"	814
Pasco	"	939
Idaho	"	290
Rocky Mtn	"	200
Total		<u>2350</u>

Yours truly,

*Wm. T. Tully*  
Supt. Transportation



PRESIDENTS  
File 1628

Tacoma, June 26, 1913.

Mr. George T. Slade,

Third Vice President.

Dear Sir:

Since starting the merchandise transfer  
at Auburn on May 17th we have saved an average of  
26 cars per day. This for your information.

Yours truly,



General Manager.

Copy to Mr. P. H. McCauley.

Idaho 5.74  
Pasco 5.41  
Seattle 8.43.  
Rm 6.41  
Tac. 10.28



1628  
Auburn - 6/23/13

Mr McCauley - For the month  
Auburn Transfer Station has been  
open, (5/17 to 6/17) 780 Mdse cars  
have been saved over old method of  
operation. This will be further  
increased, as service improves, by taking  
over L.C.L. cars for south of Tacoma and  
north of Seattle -

W. Hickman  
TUS

Copy I.B.R.

42  
26  
25  
84  
1092

2650  
x 6  
15900

210



1628  
Extract of letter dated Sept. 5, 1912,  
from Mr. Elliott to Colonel Clough.

(Original see Pres. File No. 1895)

AUBURN YARD.

"This work is going along well and the additional  
cash expenditure will probably not exceed \$100,000

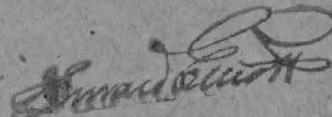
Saint Paul, August 7, 1912.

Mr. W. L. Darling,

Chief Engineer.

Replying to your letter of August 5th:

I return contract with the Healy Plumbing & Heating Company for plumbing etc., in the engine terminal facilities at Auburn. This letter, when filed with the Assistant Secretary, will authorize you to execute the contract for the Northern Pacific.



President.

Encl.

6  
1628  
Saint Paul, August 5, 1912.


Mr. Howard Elliott;  
President.

Dear Sir:

I hand you herewith for execution or authority for me to execute, contract with the Healy Plumbing and Heating Company for the heating, plumbing etc. of the engine terminal facilities at Auburn, Washington, authorized by your letter of June 10, 1912.

Bond in the sum of \$15,000, with the American Bonding Company as surety, has been furnished.

Yours truly,

  
Chief Engineer

WLD-D

Enc





PRESIDENTIAL

1628

Saint Paul, June 17, 1912.

RECEIVED  
JUL 1 1912  
U.S. DEPT. OF COMMERCE

Mr. Howard Elliott,

P r e s i d e n t .

Dear Sir:

Referring to your letter of the 10th instant,  
authorizing award of contract to the Healy Plumbing &  
Heating Company:

The best we were able to do with them was  
to get their bid on piping reduced \$200.00.

Yours truly,

*Healy*  
Chief Engineer

WLD-D

RECEIVED

*[Handwritten signature]*

WILLIAM A. HAYES

2nd DEPT. OF THE INTERIOR

WASHINGTON, D.C.

RECEIVED

DEPT. OF THE INTERIOR

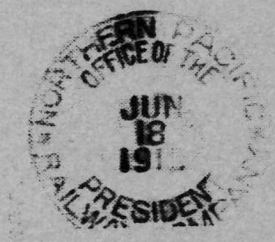
WASHINGTON, D.C.

RECEIVED

DEPT. OF THE INTERIOR

WASHINGTON, D.C.

WILLIAM A. HAYES



WASHINGTON, D.C.



Saint Paul, June 10, 1912.

Mr. W. L. Darling, Chief Engineer.

I have your letter of June sixth with statement of bids for steam heating and plumbing, including boiler plant, breeching and stack, etc., for the buildings at Auburn.

I am willing to accept your judgment in this and award the contract to the Healy Plumbing and Heating Company. I desire, however, to call your attention to the fact, that on a great many items they are higher than some other bidders and that their bid becomes the lowest because of the wooden water pipe. Is there any danger of our getting caught on this and of having to put the wooden piping in ourselves on force account and thereby lose money?

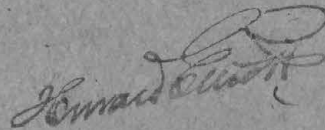
Healy is some \$400. higher on breeching and stack; he is higher on steam heating plant; he is \$3600. higher than the lowest bidder on piping; his unit prices for tile drain pipe are in

Mr. W. L. Darling - 2

many cases higher.

Can you not go back at him and insist on a reduction in some of the heavy items and say you will give him the contract at some round sum - like \$30,000.00?

Yours truly,

A handwritten signature in cursive script, appearing to read "Emma D. Clark".

President.

(Dict.)

1  
PRESIDENT'S  
1628

Saint Paul, June 6, 1912.

Mr. Howard Elliott,

P r e s i d e n t .

Dear Sir:

I hand you herewith schedule of bids received for steam heating and plumbing, including boiler plant, breeching and stack, etc. for the buildings at Auburn. The estimated cost is \$31,715.

Would recommend award of contract to the lowest bidder, the Healy Plumbing & Heating Company, of St. Paul, at \$31,437.90.

Your attention is called to the great discrepancy in the bids for wood water piping. The Railway Company is to furnish the material, of which there is about five lineal miles, so that the contractors' prices are for labor only. The Healy people have walked over the work, and their attention has been called to the fact that they have a very low bid, but they insist that although their price for laying the pipe is small, yet some profit can be made on the balance of the work, so that on the whole they are satisfied to undertake it at that price. They are good men, have done good work for the Great Northern and are now doing the same kind of work at Pasco.

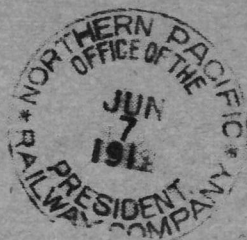
Yours truly,

*WLD*  
Chief Engineer

WLD-D

Enc





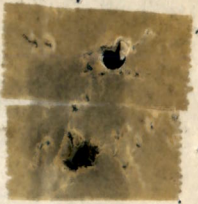


bids opened June 1912

31715



PRESIDENTS  
File 1628





PRESIDENT'S  
1628

ew

Saint Paul, June 1, 1912.

Mr. W. L. Darling, Chief Engineer.

Replying to your letter of May  
twenty-ninth, enclosing proposed contract with  
Rounds-Hursen Company, covering the erection of  
freight transfer shed, platform, etc., at  
Auburn, Washington.

This letter when filed with the Assis-  
tant Secretary will be your authority to execute  
the contract for the Northern Pacific.



President.

1628  
PRESIDENTS  
Saint Paul, May 29, 1912.

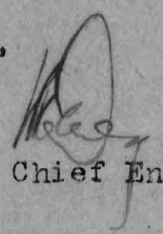
Mr. Howard Elliott,  
P r e s i d e n t .

Dear Sir:

Beg to hand you herewith for execution or authority for me to execute, contract with Rounds-Hursen Company for erection of freight transfer shed, platform, etc. at Auburn, Washington, at a total cost of \$12,900.00; authorized by your letter of the 27th ultimo.

Bond in the sum of \$10,000.00 with the Pacific Coast Casualty Company attached.

Yours truly,

  
Chief Engineer

WLD-D

Enc







Saint Paul, April 27th, 1912.

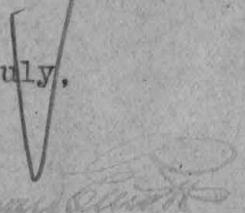
Mr. W. L. Darling,  
Chief Engineer,

Dear sir:

Referring to your letter of April 23rd about some additional facilities at Auburn which were not included in the former bid, - the facilities being a transfer shed and accessories to cost \$10,881.

You may arrange to award the contract to Rounds-Hursen & Company, on the basis of their bid, namely, \$12,900.

Yours truly,

  
President.



PRESIDENT'S

File 1628

Extract of letter dated April 26th, 1912,  
from Mr. Blanchard to Mr. Elliott.

(Original see Pres. File No. 397)

"Auburn engine facilities. Improvement is dragging, but Mr. Perkins advises me that he has been prodding the contractor almost daily, seeing him personally and sees him at least once each week and has promised to increase the force and hurry the work to completion."



1628

Saint Paul, April 23, 1912.

Mr. Howard Elliott,

P r e s i d e n t .

*OKH*

Dear Sir:

In connection with the construction of facilities at Auburn, there was authorized on Comptroller's Form a transfer shed and accessories to cost \$10,881.00. Mr. Slade wanted the transfer layout similar to that at Northtown only not quite so large. The matter was then taken up with Mr. Nutt, Mr. Richards and Mr. Roth, who agreed upon a platform 800 feet long, compared with the one at Northtown 1,000 feet in length, and plans have been prepared on that basis.

Bids have been received from the following contractors:

Kelly Bros.	\$14,436.00
Rounds-Hursen Co.	12,900.00
Pearson Construction Co.	13,982.00.

I recommend award of contract to Rounds-Hursen Company.

Copy of letter from Mr. Perkins, Engineer of Maintenance of Way, attached.

Yours truly,

*[Signature]*

Chief Engineer

WLD-D

Enc



Extract of letter dated April 20th, 1912,  
from Mr. Elliott to Mr. Blanchard.

(Original see Pres. File No. 354)

"Auburn Engine Facilities: force account April  
6th shows 8 foremen and 195 laborers. This  
work is going very unsatisfactorily and is in  
charge of Mr. L. M. Perkins, who is trying to press  
the contractors and make them do better work."



1628

St. Paul, Minn. April 19, 1912.

Mr. W. L. Darling,  
Chief Engineer

Dear Sir:-

I have requisition for 1700 barrels of cement to apply on improvement F.326-1911, for Auburn Terminals. I notice that the cement is to be charged to the Contractors by the Engineering Department.


I know nothing about the terms of this contract, and before going ahead with it would like to know whether the cement is to be hauled free of charge, or whether your bill against the contractors will include freight. I propose to order the cement from Trident, unless there is some reason why it should be bought on the Coast.

Yours truly,

FGP-L

Purchasing Agent.

CC to Mr. Howard Elliott,  
Mr. J. G. Woodworth.





Tacoma, Washington, April 4, 1912.

Mr. W. C. Smith,

Chief Engineer M. of W.

Saint Paul, Minn.

Dear Sir:

Referring to the matter of freight transfer platform, etc., at Auburn:

I have secured bids as follows for this work:

Kelly Bros.	\$14,436
Rounds-Hursen Co.	12,900
Pearson Construction Co.	13,982.

These bids do not include the furnishing of the scales, but do include placing them.

The amount allowed in estimate for the freight transfer platform is \$10,881.00. This, however, is a lump sum, and there is nothing to indicate whether it was on the complete layout or what the figures were based on. There is, as you know, an interlocking plant included in the estimate, which was omitted, making a saving of about \$14,000 on this item. Some of the balance of the work, also, was cheaper than in the estimate.

I would recommend that the contract be awarded to Rounds-Hursen Company on their bid of \$12,900.

Specifications covering the work on which the bids were based are next attached.

Transportation is based on free transportation west of Spokane, except for maple flooring, for which free transportation west of St. Paul is figured.

Yours truly,

L. M. Perkins,

Engineer Maintenance of Way

LMP-W enc



PRESIDENT  
No 1628  
EXTRA COPY.

The President reports that the following authority for expenditure has been approved for the following reasons:

Terminal yard facilities at Auburn, Washington, \$431,331.00.

The Executive Committee on May 19th 1911, authorized an expenditure in that year of not to exceed \$200,000.00. For various reasons the work was postponed and bids have not been received covering the construction and it is hoped to complete the facilities this year.

✓

*Original on file 1893*



ew

PRESIDENTIAL  
File 1628

Saint Paul, March 15, 1912.

Mr. W. L. Darling, Chief Engineer.

I have your letter of March 14th and return with this, proposed contract with Kelly Brothers covering the construction of buildings and structures at Auburn, Washington, in connection with the new terminal at that point.

This letter when filed with the Assistant Secretary, will be your authority to execute the contract for the Railway Company.



President.

encl.



1628

Saint Paul, March 14, 1912.

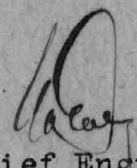
Mr. Howard Elliott,  
P r e s i d e n t .

Dear Sir:

Beg to hand you herewith for execution or authority for me to execute, contract in duplicate with Kelly Brothers, for the construction of the buildings and structures at Auburn, Washington; work let in accordance with your authority of October 6, 1911.

Bond in the sum of \$75,000 executed by the American Bonding Company, of Baltimore, attached.

Yours truly,

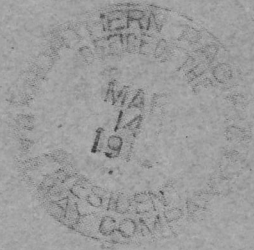
  
Chief Engineer.

WLD-D

Enc



*Post*





FILED 1628  
File

b

Saint Paul, December 29, 1911.

Mr. W. L. Darling,  
Chief Engineer.

Dear Sir:

In our discussion about general matters on  
Thursday we talked of the following important pieces of  
work:

1628	Auburn Yard,
1720	Centralia Yard,
1287	Pasco Yard,
902-f	Parkwater Yard, and
1073-f	Duluth Bridge.

All of these pieces of work are now under way  
and I would like to have you keep an eye on them and  
consult with Messrs. Smith, Perkins and Gibson from time  
to time, so as to make certain that the work is going on  
in the most proper and workmanlike shape and give to the  
Engineers of Maintenance of Way the benefit of your  
knowledge and experience in connection with the work?

Yours truly,

President.



PRESIDENT'S

File 1628

Ec

October 26th, 1911

Mr. F. L. Whitcomb, Vice-Pres't.,  
Griffin Wheel Company,  
Chicago, Illinois.

Dear sir:-

I have your letter of October 20th  
about Kelly Brothers bidding upon some of our  
work at Auburn.

I am glad to have this information  
and beg to advise you that contract has been  
awarded them.

Yours truly,



HOWARD ELLIOTT  
President.

Copy to W.G.Pearce.



PRESIDENT'S  
1628

FOUNDRIES  
CHICAGO (SACRAMENTO SQUARE  
STOCK YARDS  
KENSINGTON  
DENVER ST. PAUL  
TACOMA BOSTON  
DETROIT KANSAS CITY  
GENERAL OFFICES  
CHICAGO.

# GRIFFIN WHEEL COMPANY.

CHILLED IRON

## Car Wheels.

ADDRESS REPLY TO  
McCORMICK BUILDING  
CHICAGO, ILL.

CHICAGO, Oct. 20, 1911.

Mr. Howard Elliott,  
Pres., Northern Pacific Ry.,  
St. Paul, Minn.

Dear Sir:

Mr. W.G. Pearce advises me of the conversation which he recently had with you in Chicago, at which time you requested of him some information in regard to Kelly Bros. of Tacoma, who were the contractors in building our new Tacoma Plant.

Mr. Pearce has requested me to advise you direct in the matter, and I take pleasure in saying that the contract with Kelly Bros. for doing this work was handled by them in a very satisfactory manner to us.

If there is any further information desired, I will be very glad to supply it upon request from you.

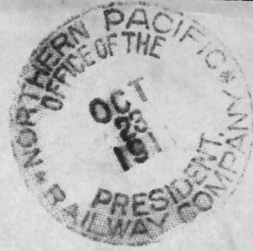
Yours very truly,

*A. H. Whitecomb*  
Vice President.

M-H

COPY TO W.G. PEARCE.





Saint Paul, October 17, 1911

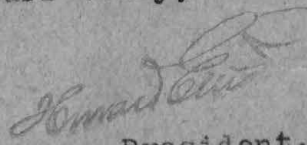
Mr. J. M. Hannaford,  
Second Vice President.

Dear sir:--

I enclose with this, copy of letter from  
Mr. Darling dated October 13th, also copy of my  
reply, about work at Auburn.

The letters explain themselves, and I will  
be glad if you will confer with the Chief Engineer  
about the Trident cement and also other classes of  
supplies.

Yours truly,

  
President.



PRESIDENT  
1628

Saint Paul, October 17th, 1911

Mr. W. L. Darling,

Chief Engineer.

Dear sir:-

Referring to your letter of October 13th, about contract with Kelly Brothers for construction of buildings at Auburn.

As per my conversation with you, I think Kelly Brothers will do good work, as I talked with two representatives of the Griffin Wheel Company and they said their relations with them, had been very satisfactory.

I think we should arrange to furnish cement from Trident, at the same price that Kelly Brothers could buy it from the plant on the Great Northern.

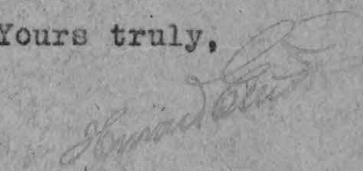
I am sending a copy of your letter of October 13th to Mr. Hannaford and a copy of this letter also, with instructions for him to take up with you, and arrange so that we can handle the Trident cement as suggested. At the same time, will you explain the whole situation to Mr. Hannaford, about purchases, so

W.L.D. #2

that he will understand that Kelly Brothers are to get the bulk of their purchases at Spokane and west, in connection with this new work?

As this is a very important job, we should have a very good man in charge, and I hope you will see that this is done and that the closest kind of supervision is given at all times.

Yours truly,



President.



WLD

## Northern Pacific Railway Company

St. Paul, Oct. 13th, 1911..

Mr. Howard Elliott,

P r e s i d e n t .

Dear Sir:-

Referring again to contract with Kelly Brothers for construction of buildings at Auburn. Contract was awarded them on the basis of free transportation west of Spokane with the understanding that they would purchase the cement at Trident. Kelly Brothers have a quotation of \$1.84 on cement delivered at Seattle. They cannot, of course, pay the Trident people more than that. The Trident Company quotes \$1.25 per barrel for cement delivered at Spokane. The freight from Spokane to the coast is 80 cents per barrel making a total of \$2.05.

Price for which the Northern Pacific can purchase cement at Trident,	\$1.00
-------------------------------------------------------------------------	--------

Actual cost of transportation on the basis of 4/10¢ per ton mile, Trident to the coast,	<u>.65</u>
-----------------------------------------------------------------------------------------------	------------

Total	\$1.65
-------	--------


The Northern Pacific could therefore earn a profit of approximately 19 cents per barrel by using

H E -- 2.

10-13-11..

Trident cement. I recommend that the Northern Pacific agree to furnish the cement at \$1.84 per barrel at Auburn making purchases wherever it desires.

Yours truly,

  
Chief Engineer.

Encl.



OK



1628  
St. Paul, Oct. 12th, 1911..

Mr. George T. Slate,  
Third Vice-President.

**COPY.**

Dear Sir:-

Referring to our conversation of the 10th relative to award of contract to Kelly Brothers for the building work at Auburn.

I have not yet advised them that they would be given the work, but will wait until you advise me further relative to the kind of cement which is to be used. I wired Mr. Perkins some days ago to take up with Kelly to ascertain what if anything additional would be charged providing we used Trident cement, instead of cement from the coast, and his reply is that Kelly will use Trident cement if we will pay the difference in cost. Quotation on this f. o. b. Spokane is \$2.05, this evidently being the best figure that Kelly could obtain. Market price of cement on the Coast, which Mr. Kelly used in making his bid is \$1.84 a barrel. This would make a difference that we would have to pay of 21¢ a barrel.

I make the suggestion that if we are to insist upon the contractor using Trident cement, that we say to him that we will furnish the cement and charge against his contract on the basis of the coast quotation, which appears to be \$1.84.

2.

Instructions are to award the contract on the basis of limited transportation, which provides free transportation between points west of Spokane. The amount of cement required on the work will probably be between 4000 and 4500 barrells.

I understand rate on cement from Trident to Spokane is 80¢ per barrel. Consequently, the price Mr. Kelly obtained f.o.b. Trident must have been \$1.25. Other contractors have been quoted a lower figure and I believe we can obtain it at \$1.00. All prices mentioned are net.

,Yours truly,

W C Smith.



PRESIDENT'S  
File 1628

Ew

Saint Paul October 7, 1911

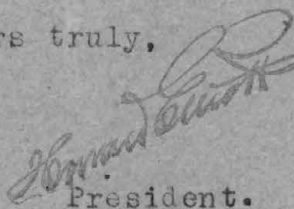
Mr. W. L. Darling,  
Chief Engineer

Dear sir:-

Replying to your letter of October 4th, enclosing proposed contract with Guthrie McDougal & Company, covering the grading for yard and buildings at Auburn.

This letter when filed with the Assistant Secretary, will be your authority to execute the contract for the Railway Company.

Yours truly,

  
President.

V

Ce

PRESIDENT  
File 1628

~~10/15~~

Saint Paul, October 6th, 1911

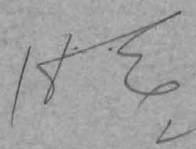
Mr. W. L. Darling,  
Chief Engineer,

Dear sir:-

Replying to your letter of October  
5th about Kelly Brothers bid for the Auburn  
work.

You may award contract on basis of  
recommendation in your letter.

Yours truly,



President.



PRESIDENTS  
File 1628

# Northern Pacific Railway Company

WLD

St. Paul, Oct. 5th, 1911..

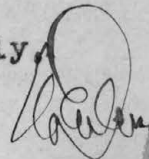
Mr. Howard Elliott,

P r e s i d e n t .

Dear Sir:-

Kelly Brothers bid for the Auburn work for free transportation \$76430, for limited transportation, that is free transportation west of Spokane only \$77321. Would recommend that contract be awarded them on the basis of free transportation west of Spokane only with the understanding that they will get their cement from Trident giving them free transportation on the cement <sup>Spokane</sup> from ~~Trident~~ West.

Yours truly,



Chief Engineer.

*R.W.C. I suggest you  
advise him his  
recommendation is approved  
1916*

PRESTON  
File 1628

h

Saint Paul, October 5th, 1911

Mr. W. L. Darling,

Chief Engineer

Dear Sir:-

In accordance with Mr. Elliott's instructions as the result of our conference last Sunday, I wired Mr. Nutt about Kelly Bros., who had bid on the Auburn work, and am just in receipt of a reply from him. Copies of my telegram and the reply are attached. In view of Mr. Nutt's recommendation I am sure if the President were here that he would decide to give the contract to Kelly Bros. and I will take the responsibility of asking you to do so. They should, of course, give us a bond in such sum as you think necessary.

Yours truly,

enc



**TELEGRAM.**

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending and receiving operators, call of sending office and name of receiving station must be entered on this blank.

After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

TRANSLATION    Portland, October 5, 1911    Thos. Cooper, St. Paul

Investigation shows Kelly Bros. are reliable and have done a good deal work in Tacoma aside from Griffin Wheel plant with entire satisfaction. They are not strong financially but are capable experienced men and if contract is awarded they can give bond. Perkins has gone over their figures with them and says he can see nothing wrong with them. I saw them yesterday and told them they were the low bidders but as we had found some discrepancies in their figures wanted to be sure they had made no mistakes. They assured me they had gone over their figures repeatedly and satisfied they were correct and made the bid low intentionally as they were anxious to have work even at a very small profit. Perkins says they are figuring on 5 per cent. I believe they can do the work for the figures submitted and recommend that we give them the contract.

H.C.Nutt

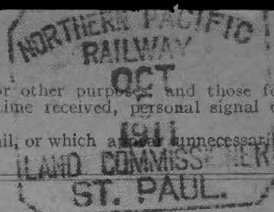


FORM 1386

**TELEGRAM.**

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending and receiving operators, call of sending office and name of receiving station must be entered on this blank. After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which are unnecessary long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

149 BY.Sc.A.



Portland Oct 5-1911.

Thos Cooper.

1628

ST. PAUL.

*K e L L* - *Bro* *reliable*  
 Investigation shows Pain herb pandect Pandect Borne docket are sparse  
 and have done a good deal blithe in unwashed aside from simony mistule  
*f f i m wheel*  
 influx influx misrule prudish auriga plant with entire satisfaction.  
*strong financially*  
 They are not ungodly intrepid but are capable experienced ponca and if  
*awarded* *Bored* *Parlous*  
 contract is demidoff they can give dismaying sagus has gone over their  
*figures*  
 intermix with them and says he can see nothing wrong with them. I saw them  
 yesterday and told them they were the low dilate but as *bidders* ~~we~~ had found  
 some discrepancies in their intermix wanted to be sure they had made  
*figures*  
 no mistakes, They *assured* decapitate me they had gone over their intermix repeat-  
*figures*  
 edly and satisfied they were correct and made the dilapidate low intenti  
*but*





FORM 1386

**TELEGRAM.**

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending and receiving operators, call of sending office and name of receiving station must be entered on this blank.

After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

*work*  
-only as ~~there~~ they were anxious to have blithe even at a very small

*perobit Perhaps*  
sequel, *figuring* sagus says they are intermix on cassia percent. I believe they  
*work*  
can do the blithe for the intermix submitted and Recommend that we give  
*contract*  
them the flasque.

H C Nutt.

13opm

# Northern Pacific Railway Company

WLD

St. Paul, Oct. 4th, 1911..

Mr. Howard Elliott,

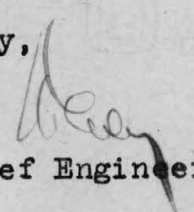
P r e s i d e n t .

Dear Sir:-

I hand you herewith for execution or for authority for me to execute contract with Guthrie, McDougall & Company covering the grading for yard and buildings at Auburn. Contract let in accordance with your authority of August 17th last.

It was not considered necessary to secure a bond in this case.

Yours truly,

  
Chief Engineer.

Encl.





FORM 1386

# TELEGRAM.

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending and receiving operators, call of sending office and name of receiving station must be entered on this blank. After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

St. Paul, 10, 2-11.

H.C. Nutt,

1628

Tacoma.

Kelly Brothers of Tacoma

~~Pain Herb Pandect Pandect Borne Docket unwashed~~ are lowest

bidders on Auburn work They have work  
~~dilate on deflect blithe. Vertical never done any blithe~~

for bid  
~~jaw us and their dilapidate~~ is so low we are doubtful about  
contract.

giving them the ~~flague~~. They did some work for Kitten

Griffin Wheel works

~~simony misrule influx influx misrule prudish auriga works~~

. Would like you to see Hilton and found out what he  
about them.

thinks ~~claw veracity~~, or get information about them from

any other source as to their experience and responsibility.

Mr. Elliott like

~~Russar~~ would ~~peddling~~ to give them the job if we are

reasonably safe.

Thomas Cooper.

1628

Mr. Elliott:

Mr. Darling has not wired about this yet.

W J B

00



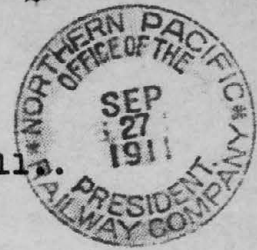
Mr. Darling will  
write about their  
two matters HE

10/2

# Northern Pacific Railway Company

WLD J

St. Paul, Sept. 26th, 1911.



Mr. Howard Elliott,

P r e s i d e n t .

Dear Sir:-

I hand you herewith schedule of bids received for the construction of the buildings for Auburn Terminals, together with copy of letter from Mr. Smith. The bids are somewhat surprising in that they are very much below the estimate and with the exception of bid of Kelly Brothers (Inc) the bids are very intelligent ones.

The reason for the low bids is that brick was estimated at \$8.00 per thousand - they can now be purchased for \$6.50; cement was estimated at coast prices; lumber was estimated at \$10.00 and can now be purchased for \$8.50.

I am in doubt as to whom the contract should be awarded. It should be to one of the two lowest bidders - Kelly Brothers at \$76,430.00 or E. G. Evensta at \$86986. From the best present data we can get an accurate cost of the work is approximately \$80,000 based on free trans-



9-26-11..

portation. Kelly Brothers therefore would stand to lose about \$3600.00 but they are their own superintendents and consequently are able to do their work cheaper than men who depend on superintendents to carry out the work. The attention of Kelly Brothers has been called to the fact that they are very much the lowest bidders. I understand that they have been over their bid again and maintain they are able to do the work at the prices given. They are good mechanics but have no capital.

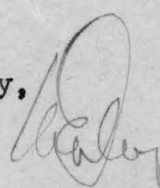
Dun's report states that "these men are in good personal standing, give their business close attention, and locally are advanced such favors as they require in connection with their contracts, but there is an inclination to restrict the account to some extent. They are worth about \$10,500." They recently constructed a building that cost \$60,000 for the Griffin Wheel Works and Mr. Perkins asked them to bid on a letter introducing them from the Griffin Wheel Works and from our Traffic Department.

I hesitate, however, to recommend award of contract to them unless you are willing to take some chances to save the \$10,000 which they are lower than E. G. Evensta. Mr. Smith recommends award of contract to Mr. Evensta and I think that is the safest course to pursue but we can of course, get a bond covering any

9-26-11..

losses and if you are willing it might be well to try them out if there is no particular rush for the work, but it should be on the basis of free transportation west of Spokane only. The Trident people therefore would have to compete with the cement plant north of Spokane and plants on the coast. The Traffic Department is trying very hard to get the contract for the cement, of which there is about 4500 barrels, for the Trident people.

Yours truly,



Chief Engineer.

Encl.



St. Paul, Sept. 25th, 1911..

Mr. W. L. Darling,

Chief Engineer.

Dear Sir:-

I submit herewith schedule of bids for the buildings of the Auburn engine facilities (Comptroller's No. 326 of 1911).

This set of bids is a revised list secured from the eleven lowest bidders who submitted figures upon a set of plans and specifications in which it was found necessary to make some changes and additions, consequently the matter was not submitted to you until revised figures were obtained.

The lowest bidder originally is still the lowest bidder on the revised plan.

Originally, the second lowest bidder was the Cast Stone Manufacturing Company of Seattle, but on the revised list they raised their figure and now stand 5th place on the basis of free transportation. You will note that they stand third on the basis of transportation limited to points West of Spokane, but I took the matter up in person with our General Agent's office at Seattle while I was there last week, and they advised me that these people were not known to them as shippers over our line.

My recommendation, however, is that the contract

be awarded to E. G. Evensta & Company of Minneapolis on the basis of free transportation, the sum of his bids aggregating \$86986, also that his unit prices for Additions and Deductions be approved with the exception of the figure for piling. If the contract is going to be awarded to him I am confident that I can secure a better figure from him for piling. It is probable that we will have to use a considerable quantity of it in the foundations.

I attach file of papers regarding the financial standing of Kelly Brothers. It looks as though they have simply bid to get the job.

Two or three of the contractors have advised me that they figure the cost price as between \$80,000 and \$81,000. Our estimate made last spring is \$102,080. The work has been made, however, somewhat more expensive since the estimate was prepared, as we have changed the plan of our machine shop and added considerable work thereto. We have also included a small blacksmith shop and a frame storage building, all of which additions have been approved by Fourth Vice President Nutt and Mechanical Department, as well as by Mr. Wilson.

Should it be decided to give the job to Kelly Brothers, it will mean considerable additional cost in superintendence, as it will be necessary to watch the financial, as well as the constructive end of the work much closer than in the case of Mr. Evensta, who is a



responsible contractor, he having just finished the freight house for us at Mandan, and who is engaged upon doing considerable work for the Great Northern, among which is an addition to their shops at Hillyard.

Mr. Evensta has based his bid upon securing cement from the plant on our line at Trident, and in fact, all of his material will be secured from the west end with the exception of some iron, hardware, roofing and a portion of the mill work and iron sash, which will be obtained from the east.

Yours truly,

W. C. Smith.



# SCHEDULE OF BIDS, AUBURN ENGINE FACILITIES:

Revised Bids Covering Changes in Plans, September 1911.

On Lines "F" Bids for Free Transportation over N.P. Lines

On Lines "L" Bids are for Transportation Limited to West of Spokane over N.P. Lines

Name of Contractor	Round House	Machine Shop	Turntable Foundation	Boiler House	Hot Well	Pipe Tunnel	Store House	Fuel Oil Cellar	Cinder Pk.	Two Track Coal Dock	Sand House	Lavatory	Two Store Pipe Pits	Frame Storage	Coaling Track	Board's Insurance	Total Free Transportation	Total Limited Transportation	Excavation Wet	Excavation Dry	Concrete "A"	Concrete "B"	Concrete "C"	Concrete "C" Reinforced	Reinforced bars	Anchor Bolts	Brick in Lime	Brick in Cement	Brick paving	Dimensional Lumber	One Inch Lumber	Piling	Waterproofing Floors	Waterproofing Walls	Total Unit Price, Work Estimated	GRAND TOTAL
Kelly Bros. Inc. Tacoma	F 41615		2684	7984	1050	1437	3518	573	496	5998	1849	691	339	700	1020	661	76430	77321	.38	.27	4.11	3.92	4.12	5.22	.07	.05	15.22	17.22	22.22	17.22	18.22	.22	.70	.30		
E. G. Evans & Co. Minneapolis	L 42750		2880	1210	1185	1663	3621	667	4637	6080	1870	713	339	700	1020	666	86986	94086	.38	.27	4.85	4.80	5.50	5.61	.03	.05	15.22	17.22	22.22	17.22	18.22	.22	.70	.30		
Libby & Nelson Minneapolis	F 47961	8081	2660	8639	1117	1674	3796	656	4772	7673	1747	511	320	676			90863	99700	1.22	.40	6.00	6.00	6.30	7.00	.02	.04	12.00	14.00	15.00	18.50	17.20	.24	1.10	.53		
Deeks, Deeks & Smith St. Paul	L 51950	8757	2977	9639	1258	2176	4207	817	5754	8733	1817	584	340	691			73046	103001	2.00	.50	6.50	6.50	6.50	7.00	.04	.04	14.50	17.20	15.50	28.00	25.00	.24	1.20	.45		
Cast Stone Mfg. Co. Seattle	F 53620.81	8649.38	2489.95	8814.14	858.50	1219.40	3748.80	750.63	5047.94	5865.98	2083.89	522.76	372.23	1060.17	1366.14		76690	96930	1.00	.30	8.50	8.50	8.00	7.50	.04	.06	15.50	17.20	15.00	20.00	30.00	.30	.50	.50		
Bourds Hurston Co. Seattle	L 53360.81	8632.08	2692.95	9076.74	911	1341.90	4053.80	792.13	5474.44	5977.98	2118.09	540.22	372.23	1060.17	1366.16		102810	109520	1.00	.30	6.50	6.50	7.00	7.50	.04	.05	16.15	19.00	2.00	23.00	25.00	.16	2.00	.50		
Portland Engr. Control Co. Portland	F 54600	9700	2500	9650	975	1550	4000	650	5000	7500	1950	475	410	1000	2850		95361	100536.50	1.00	.30	6.00	6.50	7.00	7.50	.04	.05	17.00	15.00	1.80	17.00	18.00	.30	1.30	.40		
Butler Constr. Co. Seattle	L 57850	10200	2700	10450	1100	1675	4175	750	5650	8175	2000	510	435	1000	2850		98840	108025	1.00	.30	6.00	6.50	7.00	7.50	.04	.05	17.00	15.00	1.80	17.00	18.00	.30	1.30	.40		
Hurley Mason Co. Tacoma	F 53620	9580	2560	9150	840	2250	4120	620	4910	6050	1900	600	450	770	1480		104964	112229	3.50	.70	8.50	8.50	7.00	7.10	.03	.03	22.00	25.00	2.10	30.00	35.00	.25	1.00	.60		
O.W. Johnson Chicago	L 50260	9730	2770	9450	910	2450	4220	660	5170	6150	1925	610	450	770	1480		89959	99108	3.50	.70	9.50	9.50	10.00	10.10	.03	.04	22.00	26.00	2.15	30.00	35.00	.25	1.50	.60		
Hoy & Elroy St. Paul	F 56751	9776	2472	9398	1294	2782	3901	714	5088	5371	1784	684	399	825	1470		89157	99157	1.00	.75	5.75	5.75	6.00	7.00	.06	.06	18.00	19.00	14.00	25.00	27.00	.20	2.00	.90		
Ry Co's Estimate	L 61766	10588	2759	10306	1473	3324	4032	840	5763	5831	1852	729	399	878	1495				1.00	.75	6.65	6.65	7.10	8.60	.03	.07	18.00	20.00	14.00	25.00	27.00	.25	2.00	.90		
	F 47176	8773	2200	8600	1200	1716	3684	576	3900	7000	1673	500	386	750	1825				1.00	.75	6.65	6.65	7.10	8.60	.03	.07	18.00	20.00	14.00	25.00	27.00	.25	2.00	.90		
	L 52176	9373	2450	9350	1325	2066	3934	676	4600	7750	1723	525	390	775	1975				1.00	.75	6.65	6.65	7.10	8.60	.03	.07	18.00	20.00	14.00	25.00	27.00	.25	2.00	.90		
	F 46957	8439	2085	8251	1833	1757	3746	818	3802	7237	1549	549	395	664	1699		89181	99157	1.00	.50	7.00	7.10	7.50	8.00	.03	.04	17.00	18.00	16.50	25.00	30.00	.26	1.60	.60		
	L 52280	9175	2356	9109	1987	2005	4018	924	4237	7764	1631	617	413	732	1809				1.00	.50	7.00	7.10	7.50	8.00	.03	.04	17.00	18.00	16.50	25.00	30.00	.26	1.60	.60		
																																				102080
	51000	12100	2600	8100	1100	1950	7100	700	3460	9700	1170	900	200																							

If contract is awarded on basis of free transportation west of St. Paul, deduct \$900 from total amount. This covering free transportation of iron and steel.

Deduct \$1200 for transportation of tools both ways.



PRESIDENTS  
1628



PRESIDENT

File 1628

f

August 22, 1911.

Mr. A. B. Stewart,

c/o Stewart & Holmes Drug Co.,

Seattle, Washington.

My dear Mr. Stewart:

Yours of the 19th instant in regard to Mr. Downey is to hand and I had previously received a similar communication from another Seattle party in regard to Mr. Downey which I referred to our Chief Engineer and asked him to give it consideration when the awards are being made for the Auburn work. I will take similar action on your letter and hope that Mr. Downey will be successful in getting the work.

Yours truly,

Mr. Downey, please  
note

9/27 Note for 9/3

am Cooper

We have no bar from

Also must call on

W. H. C. 9/28



PRESIDENT'S  
File 1628

August 21, 1911.

PERSONAL

Mr. J. D. Farrell,

Vice Pres., & Gen. Mgr., O.-W.R. & N. Co.,

Seattle, Washington.

Dear Mr. Farrell:

Yours of the 14th instant in reference to Mr. Downey is to hand and I have asked Mr. Darling to consider same at the time the award is made on the Auburn work.

Yours truly,

1628

## Northern Pacific Railway Company

St. Paul, Minn., August 21, 1911.

Mr. W. L. Darling,

Chief Engineer.

Dear Sir:

Please note attached copy of letter from Mr. Farrell in reference to Mr. A. S. Downey, whose firm, the A. W. Quist Company, has made a bid on our improvements at Auburn. Will you please consider Mr. Farrell's letter when the time comes to make the award?

Yours truly,

*John C. Ryan*

Enc.

*John C. Ryan**John C. Ryan  
9/23*



St. Paul, Minn., August 21, 1911.

Mr. W. L. Darling,

Chief Engineer.

Dear Sir:

Please note attached copy of letter from Mr. Farrell in reference to Mr. A. S. Downey, whose firm, the A. W. Quist Company, has made a bid on our improvements at Auburn. Will you please consider Mr. Farrell's letter when the time comes to make the award?

Yours truly,

Enc.

PRESIDENT  
1628  
AUG 22 1911  
ST. PAUL

# STEWART & HOLMES DRUG CO.

WHOLESALE DRUGGISTS

207-209-211 THIRD AVENUE SOUTH

SEATTLE, WASH.

Aug. 19, 1911.

Address all correspondence to the firm,  
not to individuals.

Mr. Thomas Cooper,  
% N. P. Ry. Co.,  
St. Paul, Minn.

Dear Mr. Cooper:-

Mr. A. S. Downey of the firm of A. W. Quist & Co. informs me that they are figuring with your company on building or constructing some buildings at Auburn, and asks me for a letter of recommendation.

I have known Mr. Downey a great many years. In fact he is a distant relative. He is a man of excellent qualities and the work they have done in this district has been very satisfactory to the owners. I have no hesitation, therefore, in recommending him in the highest degree, and sincerely hope he will be successful in securing the contract he is now seeking.

With kind regards, believe me,

Very truly yours,

ABS

*M. B. Wood*



b

Saint Paul, August 17, 1911.

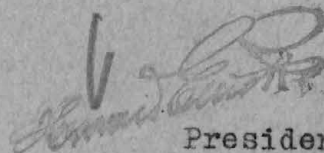
Mr. W. L. Darling,  
Chief Engineer.

Dear Sir:

I have your letter of August 15th enclosing  
schedule of bids for certain grading in the Auburn Terminal  
Yards.

This letter will be authority to let the 30,000 yards  
of grading to Guthrie, McDougall & Company on the basis of  
the price named.

Yours truly,



President.

## Northern Pacific Railway Company



Saint Paul, August 15, 1911.

Mr. Howard Elliott,  
President.

Dear Sir:-

I hand you herewith schedule of bids and letter from Mr. Smith dated the 15th instant, for grading that portion of the Auburn terminal yards that can be done by contract.

The total amount of work is approximately 30,000 cubic yards. In addition to this there will be between 4,000 and 5,000 yards of gravel that will have to be hauled and spread on wagon road that is provided for by right of way conditions. It will require considerable haul and the best bid that Mr. Smith was able to get for it was 75 cts. per yard. The price seems exorbitant and I believe it can be done much less by force account, the Company hauling the material and distributing along the side of the wagon road by train haul and then distributing and putting it on the road by teams paid for by the day.

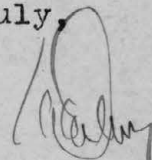
I would recommend award of contract for the 30,000 yards of grading as well as the necessary clearing grubbing to Guthrie, McDougall & Company at a price of 20 cts. per cubic yard, clearing at \$35.00



Mr. Howard Elliott:- -2- 8/15/11.

per acre and grubbing at \$1.00 per square rod.

Yours truly,



Chief Engineer.

Encl.

PRESIDENT'S  
File 1628

# Northern Pacific Railway Company

Saint Paul, August 15, 1911.

Mr. W. L. Darling,  
Chief Engineer.

Dear Sir:-

Comptroller's No. 326 of 1911 covering the grading, etc., at the Auburn terminal yards, provides an amount of \$27300 for the necessary filling. It is proposed to do about 30000 yards of the work with teams, the balance of the material to be brought in with trains.

Mr. Perkins has secured bids for the team work, and I attach herewith schedule. There is a little clearing and grubbing involved, and prices for this work are also included. There will be some force account work in grading the new road. Prices for teams including driver and equipment and laborers were secured from the two lowest bidders; namely, Taylor & Maquire and Guthrie, McDougall & Company.

I recommend award of contract to Guthrie, McDougall & Company, the revised bids secured making them the lowest bidder, on basis of \$35 per acre for clearing, \$1.00 per square rod for grubbing and 20¢ for grading. The estimate for this latter work is 21¢.

They also quote 60¢ per hour for teams and equipment and 22¢ per hour for labor. This <sup>rate</sup> of course, can be included in <sup>the</sup> contract, or not, as you think best.

Yours truly,

*W. L. Darling*



NORTHERN PACIFIC RAILWAY COMPANY  
SEATTLE DIVISION

STATEMENT OF BIDS FOR GRADING, ETC., AT AUBURN TERMINAL YARDS,  
Comptroller's Improvement No. 326 - 1911.

CLASSIFICATION	QUANTITY	ESTIMATE	Taylor & Maquire	McQuaid & Moore	John Nolan	Keasal Construction Co.	Guthrie McDougall & Co.	Cross & Wolff	Nelson Bennett	Anderson Const'n Co.
		Price Amount	Price Amount	Price Amount	Price Amount	Price Amount	Price Amount	Price Amount	Price Amount	Price Amount
Clearing	20 acres	(+)	\$60 \$1200	\$35 \$700	\$125(°)\$2500	\$40 \$800	\$35 \$700	\$125 \$2500	\$55 \$1100	\$85 \$1700
Grubbing	800 sq. rods	(+)	1 800	2 1600		1 800	1 800	5 4000	6 4800	200(°) 1000
Grading, haul up to 600 feet	30000 cu. yds.	21¢	(") \$6300	19.9¢ 5970	21¢ 6300	24½¢ 7350	29¢ 8700	20¢ 6000	21¢ 6300	37¢ 11100
Teams & Driver & Equipment, per hr.		(+)	\$6300 \$7970	8600	9850	10300	7500	12800	17000	22950
Laborers, per hour,		(+)	70¢	22½¢			60¢			
							22½¢			

Total amount authorized for grading, \$27300.

(#) per acre

(°) includes grubbing

(") itemized in estimate as 7+3+6+5 = 21¢

(+) not included in estimate.

Office of Engineer of Maintenance of Way,  
Tacoma, Washington, August 3, 1911.

Revised Office of Chief Engineer Maintenance of Way,  
St. Paul, August 15, 1911.



PRESIDENTIAL 1628  
*Oregon-Washington Railroad & Navigation Company*

LINES BETWEEN PORTLAND, GRAYS HARBOR AND SEATTLE

*Oregon and Washington Railroad Company*

J. D. FARRELL,  
VICE PRESIDENT & GENERAL MANAGER,  
SEATTLE, WASHINGTON.

IN REPLY REFER TO  
NO.

PERSONAL

Seattle, Washington,

August 14, 1911.

Mr. Thomas Cooper,  
Asst. to the Pres., N.P.Ry. Co.,  
Saint Paul, Minnesota.

Dear Sir:

Mr. A. S. Downey, Civil Engineer, of this City, probably known to you, came in this morning to say that his firm, A. W. Quist Company, 404 Bailey Building, Seattle, Washington, had submitted bid on your Auburn improvements, through Mr. Cook, I believe, and that he was very anxious to have his tender given good consideration.

I told him that it would be a pleasure for me to write you, testifying to his high ability and integrity.

He understands, of course, that the figures are the controlling consideration.

Thanking you in advance for anything that you may be able to do in his interest, and ~~is~~ consistent with the interest of your Company, I am

Yours very truly

*J. D. Farrell*



PRESIDENTS  
1628  
File

EXTRA COPY.

J

Saint Paul, June 13, 1911.

Mr. Thomas Cooper,  
Assistant to the President.

Original in  
file 257 B

Dear Sir:-

I think we better arrange to transfer to the  
Northern Pacific the ownership of property at -

Everett costing up to April -	\$ 53,550.04
at Cosmopolis costing -	17,501.05
and at Auburn costing -	137,289.01

While Mr. Martin is here, will you check this over with  
him and arrange to clear the accounts of the Northwestern  
Improvement Company; have proper deeds prepared, and  
close up the transaction?

I have given copies of this letter to Messrs.  
Gray and Martin.

Yours truly,

President.

Copy to Mr. H. A. Gray,  
Mr. M. P. Martin.

PRESIDENTIAL

File 1628

b

Saint Paul, June 7, 1911.

Copy on File No. 1278

Mr. Thomas Cooper,

Assistant to the President.

Dear Sir:

I enclose for your information copies of letters sent to Messrs. Darling and Slade about the Auburn Yard, and copies of letters sent to Messrs. Cannon and Slade about the Spokane situation.

Yours truly,



President.

encl.



PRESIDENT'S

1628

b

Saint Paul, June 7, 1911.

Mr. W. L. Darling,

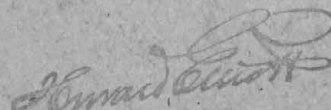
Chief Engineer.

~~EXTRA COPY~~

Dear Sir:

I enclose for your information copy of letter  
sent to Mr. Slade today about the Auburn yard.

Yours truly,



President.

encl.



b

Saint Paul, June 7, 1911.

Mr. George T. Slade,

Third Vice President.

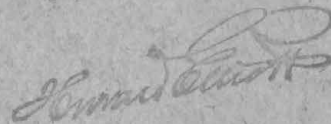
Dear Sir:

Referring to various conversations that we have had about the Auburn Yard.

I have signed the A. F. E. and advice will go forward in the usual manner. It was the idea of the Committee that we would spend not to exceed \$200,000 this year, and, of course, it will be impossible to spend even that much. I think, however, arrangements should be made to get started at once so as to get the benefit of this summer's good weather.

I am giving a copy of this letter to Mr. Darling, whom I would like to have you consult with as to the best method of having the work prosecuted. I have also given a copy to Mr. Cooper, who has already taken up the question of road crossings with Judge Reid.

Yours truly,



President.



PRESIDENT'S  
FILE 1628

b

Saint Paul, May 31, 1911.

Mr. Thomas Cooper,

Assistant to the President.

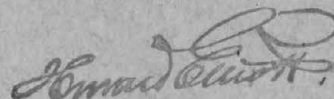
Dear Sir:

At the last meeting of the Executive Committee in New York the expenditure on account of the Auburn Yard was authorized to the extent of \$200,000 in the year 1911.

It will probably be necessary to make some arrangements about county roads, crossings, etc., and this matter should be taken up between you, Mr. Slade and Mr. Darling, so as to see that the company's interests are properly protected.

Copies of this letter have been sent to Messrs. Slade and Darling.

Yours truly,



President.



PRESIDENT'S  
No. 1628

b

Saint Paul, May 31, 1911.

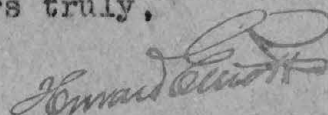
Mr. W. L. Darling,  
Chief Engineer.

Dear Sir:

I enclose for your information copy of letter  
to Mr. Cooper about the Auburn Yard.

I will have a conference with you Mr. Cooper  
and Mr. Slade in a few days and go over the details.

Yours truly,



President.

encl.

Copies of both letters to  
Mr. George T. Slade for his  
information.



EXTRA COPY

Original see  
Pres. File 532.

PRESIDENT  
FILE 1628

Jc

Saint Paul, January 26, 1911.

Mr. Thomas Cooper,  
Assistant to the President.

Dear Sir:-

I handed you today four releases duly executed by the various trust companies as follows:

- 1695 { Release to City of Tacoma of Tide Lands.  
Consideration \$270,850.
- 1762 { Two tracts of land in Everett sold to the  
Chicago, Milwaukee & Puget Sound Ry. Co.  
Consideration of \$38,000.
- 1625 { Released to F. H. Conant of certain land X  
in King County, Wash. in exchange for  
other land.
- 532 { Release to Pittock & Leadbetter Lumber  
Co. of certain lands in Vancouver, Wash.  
Consideration of \$6,000.

Yours truly,

H. W. CLARK.

President's Secretary.



PRESIDENT'S  
File 1628

EXTRA COPY.

EXTRA COPY

Jo

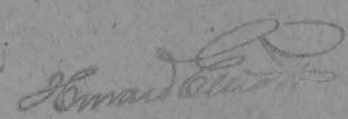
January 26, 1911.

Mr. George H. Earl, Secretary,  
Northern Pacific Railway Company,  
34 Nassau St., New York City.

Dear Sir:-

I beg to acknowledge receipt of your letter  
of January 24th and the four releases mentioned in your  
letter.

Yours truly,



President.



1628

NORTHERN PACIFIC RAILWAY COMPANY.

EX-104 COPY

New York, January 24, 1911.

Howard Elliott, Esq., President,  
Northern Pacific Railway Company,  
Saint Paul, Minn.

Dear Sir:-

I return herewith duly executed releases signed by the Mercantile Trust Company and the Farmers Loan & Trust Company under the Prior and General Lien mortgages, as follows:-

1. Release to City of Tacoma of Tide Lands.  
Consideration \$270,850.
2. Two tracts of land in Everett sold to the Chicago, Milwaukee & Puget Sound Ry. Co.  
Consideration of \$38,000.
3. Release to F. H. Conant of certain land in King County, Wash. in exchange for other land.
4. Release to Pittock & Leadbetter Lumber Co. of certain lands in Vancouver, Wash. Consideration of \$6,000.

Yours very truly,

Geo. H. Earl

Secretary.



PRESIDENT  
File 1628

f

December 29, 1910.

Mr. George H. Earl,

Secretary, Northern Pacific Ry.,

34 Nassau Street, New York, N.Y.

Dear Sir:

I enclose mortgage release papers for usual action covering a tract of land at Auburn, Wash., recently conveyed to F.H. Conant.

The following is an explanation of the transaction:

When the Company sold the NE $\frac{1}{4}$  NE $\frac{1}{4}$  of Sec. 25, 21N-40E, it reserved a 400-foot right of way strip. In connection with the new yard to be established at Auburn it was necessary to re-purchase that portion of the 40-acre tract colored green on the map enclosed. As a part of the consideration we agreed to convey to Mr. Conant that portion of the 400-foot strip reserved for right of way which is colored in red on the map, and the papers enclosed are to secure the release of the mortgages on said strip.

This, being on the line between Puyallup and Seattle, is not a part of the charter right of way, therefore, can be disposed of. The strip being conveyed is not required for railroad purposes.

Yours truly,

Enc.

President



PRESIDENT'S  
File 1628

# Northern Pacific Railway Company

IN YOUR REPLY PLEASE

REFER TO FILE \_\_\_\_\_

Saint Paul, December 28, 1910.

Mr. Howard Elliott,  
President.

Dear Sir:-

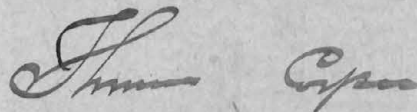
I hand you herewith the following papers for releasing the property recently conveyed to F. H. Conant, at Auburn, from the prior and general lien mortgages, viz:

Two sets of release papers, one for each of the mortgage trustees, the certificate to each set having been signed by the Chief Engineer and which should also be signed by you.

A third set of the papers for Secretary Earl.

A release of mortgage to be signed by the mortgage trustees, which please return to me for delivery when executed.

Yours respectfully,



Land Commissioner

JLW-H

enclosures







PRESIDENT'S

File 1628

J. M. M. 3  
Papers relating to the purchase of this  
property have been transferred to

R/W file # 1791

10/24

J. M. M.  
✓

Noted

10/24

J. M. M.



## Northern Pacific Railway Company

S

At Tacoma, Washington,

July 4, 1910.

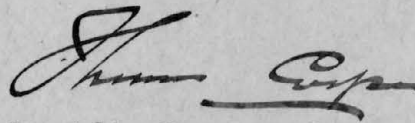
My dear Mr. Elliott:

I have your personal letter of the twenty-eighth ultimo, and brought with me the file relating to the new terminal matter, which I intended to handle on this trip. I will discuss it further with Messrs. Slade and Nutt and then make arrangements before I go East to pick up the necessary property.

I had a very arduous trip, but stood it first rate, and arrived here yesterday morning, feeling very well, and found my family all well and comfortably located. The weather here is delightfully cool.

Have not seen Messrs. Nutt and Blakeley since I arrived; therefore, have not had opportunity to discuss with them about crop and business conditions in Washington. Will write you later about this, after I have more information.

Yours very truly,



Mr. Howard Elliott,  
President, Northern Pacific Ry.,  
Saint Paul, Minnesota.



*Extra Copy*

PRESIDENT'S  
File...1628

W

Saint Paul, March 1, 1910.

Mr. George T. Slade,

Third Vice-President.

Dear Sir:

This will acknowledge receipt of your letter of February twentieth written from Seattle about South Tacoma shops; also, about yard facilities at Tacoma, Black River, and so on. Since then, your letter of the twenty-third has come, from which it appears that you agree with me that it will be better to try to work out a yard at Auburn, rather than at Black River.

Yours truly,

President.

PRESIDENT'S

File 1628

W

Saint Paul, March 1, 1910.

Mr. Thomas Cooper:

Herewith correspondence about certain matters  
in the West, particularly about Auburn yard. I want  
to talk with you about this.

Howard Elliott

Encl.



PRESIDENTS  
FILE 1628

Form 290 TW

## Northern Pacific Railway Company

S

At Tacoma, Washington,

July 4, 1910.

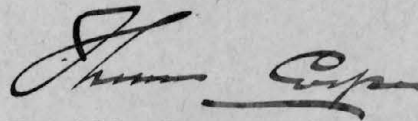
My dear Mr. Elliott:

I have your personal letter of the twenty-eighth ultimo, and brought with me the file relating to the new terminal matter, which I intended to handle on this trip. I will discuss it further with Messrs. Slade and Nutt and then make arrangements before I go East to pick up the necessary property.

I had a very arduous trip, but stood it first rate, and arrived here yesterday morning, feeling very well, and found my family all well and comfortably located. The weather here is delightfully cool.

Have not seen Messrs. Nutt and Blakeley since I arrived; therefore, have not had opportunity to discuss with them about crop and business conditions in Washington. Will write you later about this, after I have more information.

Yours very truly,



Mr. Howard Elliott,  
President, Northern Pacific Ry.,  
Saint Paul, Minnesota.

*Enter Copy*

PRESIDENTS  
File...1628

Saint Paul, March 1, 1910.

Mr. George T. Slade,

Third Vice-President.

Dear Sir:

This will acknowledge receipt of your letter of February twentieth written from Seattle about South Tacoma shops; also, about yard facilities at Tacoma, Black River, and so on. Since then, your letter of the twenty-third has come, from which it appears that you agree with me that it will be better to try to work out a yard at Auburn, rather than at Black River.

Yours truly,

President.



PRESIDENT'S

File 1628

W

Saint Paul, March 1, 1910.

Mr. Thomas Cooper:

Herewith correspondence about certain matters  
in the West, particularly about Auburn yard. I want  
to talk with you about this.

Howard Elliott

Encl.

## Northern Pacific Railway Company.

*Yak West  
2c.  
37*

At Arlington, February 23, 1910.

Mr. Thomas Cooper,  
Assistant to the President.

Dear Sir:

I herewith enclose a blue print showing some land we want to get for yard purposes at Auburn. In addition to that blocked out on the print, we also wish to secure the corner south of our wye, circled with pencil marks. I understand that in order to get the property we require, it will be necessary for us to buy some entire places which will extend outside of the limits of the proposed purchase. It is thought by a former right of way agent who looked into the situation a couple of years ago that the land could be purchased for something in the neighborhood of \$1,000. per acre.

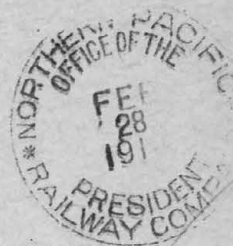
Could you not arrange to have options taken on this property and let me know what it will cost? I expect to submit to Mr. Elliott a plan for yard development at Auburn and would like to see whether or not we can get the property before drawing up our final plans.

Yours truly,

*George T. Davis*



## Northern Pacific Railway Company.



At Arlington, February 23, 1910.

Mr. Howard Elliott,

P r e s i d e n t.

Dear Sir:

With reference to that part of your letter of February 18th which refers to the Auburn yard situation, I beg to say, that I have given this a good deal of thought and have discussed it thoroughly with the local officers.

When the Point Defiance Line is finished and we have double track all the way from Tacoma to Vancouver, I think that all business originating at points south of Tacoma for points on our line east of Pasco should go via the S. P. & S. The distance from Tacoma to Spokane via Portland is 492 miles and via our line is 400 miles. Very little business for the East originates right at Tacoma and most of it at points in the territory 25 or 30 miles south. We would, therefore, not increase the distance we haul our freight to exceed ten per cent if we move everything from points south of Tacoma via Vancouver. I agree that the freight business between Seattle and Tacoma should be handled by transfers, and think that the plan to keep the road crews out of the cities is distinctly desirable.

Auburn would appear to be the ideal point for the terminal yard for the following reasons:

1. The value of the property necessary for the terminal yard will be less than the property required in either Seattle or Tacoma.
2. At Auburn we can secure a practically unlimited supply of good water at low cost. At Black River, for example, it would be necessary to take city water which is expensive.
3. By having all of the freight crews operate ~~between Ellensburg~~ <sup>and Auburn</sup>, we can make very much better use of our power than we do now operating them partly from Tacoma and partly from Seattle.
4. There will be a great advantage secured through the shortening of our freight district between Ellensburg and the Sound. With the terminal at Auburn, our engine run over the mountain will be 100 miles.
5. With the terminal at Auburn, the distance to the terminal points, such as Bellingham, Sedro Woolley, etc., north of Seattle, will be better distributed for engine runs.
6. With the terminal at Auburn we will consolidate our freight from Tacoma, Seattle and Northtown Transfer there and make up all of our way freights for points north of Seattle and so eliminate a large amount of work in the crowded Seattle terminal. We will also improve our merchandise carload and merchandise distribution and time even for the territory south of Tacoma, the business between Auburn and Tacoma being handled by transfers.
7. The location at Auburn can cause no complications in Seattle or Tacoma because it equally divides the distance between those points.



There can consequently be no criticism of our consolidating our merchandise there or making that the terminal for crews.

8. Auburn is a nice little town where our employes can secure pleasant and cheap homes with good educational advantages.

9. Auburn being nearer to the source of our coal supply than either Seattle or Tacoma, the expense of handling company coal will be very much reduced.

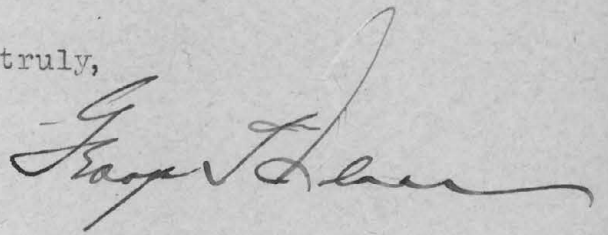
A proper terminal at Auburn would give immense relief to the present terminals at Seattle and Tacoma. Unquestionably it will be necessary for us to provide at both of those points improvements, if we do not select some central point instead. We have really nothing to throw away now in either Seattle or Tacoma if we make this arrangement. Our round house at Seattle should be abandoned in any event and a suitable round house provided for the handling of our passenger and switch power. At Tacoma, our present round house if relieved of the freight power will do nicely for the passenger and switch engines.

I have written Mr. Cooper sending him a map showing the property we will require for a ~~yard~~ terminal at Auburn and asking that he secure options on it so that we will know just what it will cost us to get the land required for our terminal yard. When we know what property we can get, then we can work out the plans for the yard development. In the main they will not be very dissimilar

- 4 -

from those suggested for Northtown.

Yours truly,

A handwritten signature in cursive script, reading "George T. Lane". The signature is written in dark ink and is positioned to the right of the typed phrase "Yours truly,".



"Extract of letter from Mr. Slade to Mr. Elliott,  
dated February 20, 1910, from Seattle".

"TERMINALS AT TACOMA"

"On the morning of Saturday the 19th we made a very thorough inspection of the Tacoma terminals. Mr. Hogeland and Mr. Stewart, of the Great Northern, who happened to be in Tacoma, accompanied us as well as Mr. Plummer, Mr. Rice and others. We certainly have a magnificent terminal property in Tacoma and one which ought to be easily modified to meet the requirements of our increased traffic from time to time. Our round house and Head of the Bay yard facilities are somewhat deficient, and the local officers feel that a more economical operation would be possible by the construction of some additional tracks at the Head of the Bay yard, which will enable us to use that exclusively for a train yard. The Half Moon yard is now partly used as a train yard but ought I think be used as a distributing yard for industrial work only. As a permanent solution of the freight terminal situation, I am inclined to believe, however, that we will find it more satisfactory from a Traffic Department standpoint and more economical from an Operating Department standpoint to provide freight terminals with a consolidating freight station at Black River where we have already acquired valuable property well located for such uses. Auburn, of course, would be better geographically, but there are a good many complications there which would make the yard construction more expensive and the yard operation less economical than at Black River."

Extract of letter from Mr. Elliott to Mr. Slade  
dated February 18th, 1910.

"I do not know whether I spoke to you about the question of a yard at Auburn. I think while you are west you better discuss with Nutt and Palmer how we are going to handle our business in the long run from Seattle and Tacoma when the Point Defiance line is finished and we have double track all the way to Vancouver. It may be that it will be better for us to take even the Ballard Lumber business to Pasco by way of Vancouver rather than over the Cascade Mountains. Should that be done, the question of where is the best place to have a yard should be taken up now. I have had some discussions at times about this with Messrs. Levey and Nutt, but we never came to any conclusion. It may be that freight business between Seattle and Tacoma will eventually be handled practically as a switching proposition, keeping all the road crews out of the two cities."



*Amber yard  
facilities**New file*

W

Saint Paul, February 18, 1910.

Mr. George T. Slade,  
Third Vice-President.

Dear Sir:

I have yours of February twelfth from Seattle about your trip from Spokane to Cle Elum. I am glad to know that in that district we are furnishing cars fairly well. I should judge the chief difficulty now is that there is more business going into Seattle than consignees can unload either with the labor at their command or with the facilities that they have. This brings up the question about which I made a memorandum to you; namely, whether we could not create some sort of a hay warehouse into which hay could be put. It also raises the question as to whether we need any additional space for handling merchandise cars and team track freight.

The worst track, as I recollect it, is

Mr. George T. Slade - - - 2

between Spokane and Trout Creek. I think our western people overdid in economies in 1908 when we put the knife in. In other words, with a very laudable desire to carry out the wishes of the management to cut expenses closely they went a little too far in certain directions.

As to the bridge situation, our policy has been for four or five years to do our small bridge renewals, such as are going on in Montana, beginning at the east end of the road and working west.

There is a great deal of work to be done on the branch lines, and especially north of Seattle in order to make our railroad first-rate, and yet we have felt that on account of the changes it was supposed the S., P. & S. would bring about, that certain things could be allowed to drift.

I think Mr. Palmer is wrong when he says there is no cause for alarm about Seattle. We have too many cars tied up, and as I wired you our earning



Mr. George T. Slade - - - 3

capacity is limited I believe, now, by our ability to release our cars and to get long-haul business. Mr. Woodworth ought to urge the entire freight force at Seattle to devote their attention to showing consignees why it helps the whole situation if they will dispose of freight promptly.

There is a very large amount of work to do on the west end, just as there is everywhere, and the question of our organization is of great importance. It is always hard to get the right man in the right place, and we have to do the best we can with the material at hand.

I telegraphed you Thursday as per copy of message enclosed. I had quite a talk with Mr. Hill on this general subject, and he now seems to be agreeable to making some arrangement that will permit relief to the Northern Pacific between Pasco and Spokane. It seems to me, therefore, that we should try to run one and two, three and four, over the S., P. & S., and maybe some other trains; that we also

Mr. George T. Slade - - - 4

might run some of our time freights that way, and this would help out in making time between Spokane and Puget Sound. Mr. Hill felt that if we made a car haul rate for Northern Pacific business generally it might be used as an argument before the Commission or any other places why we should make the same rate for other people, but raised no objection to having a car haul rate made on Northern Pacific company material. My recollection is that we have about eighty cars of coal a day coming east from Pasco, and these could be used as fillers for S., P. & S. trains and help them out, or one solid train a day might be given to them. My thought has been that ten cents a car a mile would be fair for loaded cars, and five cents for empties, and that seventy-five cents a train a mile would be fair for other trains. Mr. Hill seemed to think a freight train should pay a little more, but if the S., P. & S. only pay the Northern Pacific seventy-five cents between Spokane and Marshall, I do not know why the



Mr. George T. Slade - - - 5

Northern Pacific should pay more between Marshall and Pasco. The Great Northern are, also, only paying us fifty cents for freight trains in some of our eastern territory.

I do not know whether I spoke to you about the question of a yard at Auburn. I think while you are west you better discuss with Nutt and Palmer how we are going to handle our business in the long run from Seattle and Tacoma when the Point Defiance line is finished and we have double track all the way to Vancouver. It may be that it will be better for us to take even the Ballard Lumber business to Pasco by way of Vancouver rather than over the Cascade Mountains. Should that be done, the question of where is the best place to have a yard should be taken up now. I have had some discussions at times about this with Messrs. Levey and Nutt, but we never came to any conclusion. It may be that freight business between Seattle and Tacoma will eventually be handled practically as a switching proposition, keeping all the road crews out

Mr. George T. Slade - - - 6

of the two cities.

We are making some progress here at Minneapolis, but it goes very slowly, and the heavy storm in Montana and Dakota has, of course, checked things.

I am probably going back to New York Sunday or Monday to take up the question of the use of our line at Tacoma by the Union Pacific.

Yours truly,



Encl.

President.

*We must prepare for possible  
high water - with all snow that  
is falling*



## Northern Pacific Railway Company. File .....

At Seattle, February 12, 1910.

Mr. Howard Elliott,  
P r e s i d e n t.

Dear Sir:

On the tenth accompanied by Mr. Carroll and his guest, Mr. Clark, we went from Spokane to Toppenish where we spent the night. We stopped at all stations and interviewed all agents. The track on the first district of the Pasco Division is fairly good in some places and poor in others. It seems that on many parts of our track we should have better drainage. The ditches are filled up, the ties boxed in and the track in places is in poor line. I was surprised to find such a large number of wooden bridges on this division. Apparently, however, they have not been permanently renewed because so many grade and line changes have been contemplated.

On the second district the track is generally better than on the first, although it is open to similar criticism.

I was agreeably surprised to find that the car supply generally between Spokane and Toppenish on the main line is ample and that none of the agents felt that we were now losing any business on account of not supplying sufficient equipment. Of course, in places the Puget Sound is cutting into our business.

The people of Toppenish are greatly excited about the new

depot and there have been a good many views expressed as to the proper location for it. I think that we have worked out a plan which will satisfy the majority and meet all of our own requirements. Mr. Carroll went west on one of the night trains as his engagements would not permit him to stay with me any longer.

On the 11th we left Grandview in the morning and stopped at all stations between there and Cle Elum, making the side trip to Roslyn. We inspected the terminals at Ellensburg. The work on the new depot there was discontinued for the winter and is just about to begin again.

The track between Ellensburg and Cle Elum is fair but with the good rail and the ballast now available it seems to me can be put into good shape without much labor.

Mr. Menzies met us at Cle Elum and showed us over the outside parts of the mines in the Roslyn field. Mr. Claghorn was unable to meet us. He will do so today. The car supply at the mines has been fairly good and, while there were some reports of loss of hay business in the Ellensburg territory due to the Milwaukee competition, it does not appear that these losses have been very extensive or serious.

I saw Mr. Donald at North Yakima. The people there are very much pleased with the new depot which is one of the best of its kind that we have built. What I saw of the Yakima Valley fully



realized my expectations.

At Cle Elum we had a talk with the switchmen who sent out on strike two or three days ago. They are now very penitent and have promised to go to work this morning. A little too much whiskey I imagine was at the bottom of that strike.

Mr. Palmer feels that the situation at Seattle is improving and that there is no cause for alarm on account of the conditions there. The business being delayed is of a class which can stand the delay, and the trouble is not he claims with our service so much as with the consignees. We are receiving more than they can dispose of. The difficulty in placing an embargo is that if we place one in the territory competitive with the Milwaukee, that company will take the business over to Seattle and we will have to switch it any way, and if we select certain localities and place embargoes against their traffic, it would seem very much like discrimination.

I expect to spend Sunday in Seattle with Mr. Samuel Hill, and will probably arrange to meet Mr. Woodworth in Tacoma on Monday and make some trips with him on the branches on the Coast. My present plan is, after seeing all of our lines pretty thoroughly, to spend some time in the principal terminals, first on the coast and then working back to Spokane.

Yours truly,

