



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

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Northern Pacific Railway Co.

OFFICE OF

President

FILE NO. 2738-11

SUBJECT:

Construction of additional rail
yard tracks at Auburn, Wash.

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

PRESIDENTS
File 2728-11
SCHEDULE

Saint Paul, July 25, 1922

H-3

Dear Sir:

Referring to Puget Sound Division
A.F.E., E.D. 78, covering rail yard tracks at
Auburn:

This A.F.E. is approved and you may
proceed accordingly. Formal approval will
reach you soon.

Yours truly,

(Signed) CHARLES DONNELLY

Mr. J. M. Rapelje,
Vice President.

Approved

JUL 25 1922

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L
If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.	

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L
If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.	

RECEIVED AT 332 ROBERT STREET, ST. PAUL, MINN.

SX SPRINGFIELD MASS 25

1922 JUL 25 PM 1 36

CHARLES DONNELLY

550

NORTHERN PACIFIC RY ST PAUL MINN

LETTER NINETEENTH PUGET SOUND A F E SEVEN EIGHT TRACKS FOR RAIL
YARD AT AUBURN ALL RIGHT TO GO AHEAD

HOWARD ELLIOTT.

NOTED BY

C. D. ☒

R. W. C. ☒

L. M. P. ☒

J. H. P. ☒

A. M. G. ☒

PRESIDENTS
File 2728-11

July 19, 1922. D3

My dear Mr. Elliott:

Replying to your letter of July 11 in regard to AFE Puget Sound Division ED No. 78 - tracks for rail yard at Auburn.

I have had a check made of the changes suggested by you in this connection. The arrangement which you suggest would involve somewhat more cash expenditure on our part at this time than the arrangement proposed in the AFE, although the trackage is much shorter. This is due to the fact that at the southerly end of the Auburn rail yard the ground is much lower and much more grading would be required than by following the plan originally proposed. In addition, we have a considerable amount of rail stored along a portion of the track which would have to be removed and this storage space would be lost to us just at the time we are in need of it, as would also the space between the point marked "E" on your blueprint and the southerly end of the ice house, as well as the storage space directly in back of the ice house, for which the second track is put in in that location.

Taken altogether, the changes you suggest would not result in reducing the cost and would materially restrict the storage space which is needed very badly just at this time.

I hope you can see your way to give approval to the AFE as submitted.

Very truly yours,

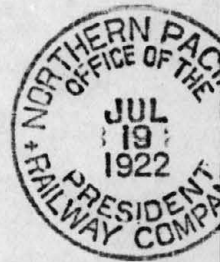
encl.

(Signed) CHARLES DONNELLY.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Co.,
34 Nassau St., New York City.

PRESIDENTS
FILE 2728-11

St. Paul, Minn., July 18, 1922.



Mr. Charles Donnelly:

Referring to your letter of July 14th in connection with Puget Sound Division A.F.E. ED No. 78, rail yard tracks at Auburn, and returning the print which you sent me.

The plan suggested would be all right, except that we need, at present, the additional storage space provided by the red layout, leaving in place the existing rail yard spur and, in addition, there is a large amount of grading involved in making the connection between points "A" and "B". The ground drops off rapidly towards the southerly end of these tracks, and to bring them up to a connection with the existing ladder track would involve more grading and expense than we care to recommend at the present time, especially so in view of the fact that we could get better space for the time being without making this connection.

I looked this situation over on the ground on one of my recent trips west, and would again recommend approval of the A.F.E. as submitted.

A handwritten signature in dark ink, appearing to read "J. M. Carey".

NOTED BY

C.D. ☒

R.W.C. ☒

L.M.P. ☒

J.H.P. ☒

A.M.G. ☒

PRESIDENTS

File 2728-11

7/26

St. Paul, Minn., July 14, 1922.

A-3

Dear Sir:-

Referring to your letter of July 7th, and also your letter of June 24th, transmitting Puget Sound Division A.F.E. E.D. No. 78, Rail yard tracks at Auburn:

In looking this over, it would seem as though some changes might be made and the desired results accomplished by reversing the situation, putting in at this time the future proposed tracks, marked "A", "B", and "D" on the attached print, and not at this time building the tracks from "E" to "F". This would result in considerably less trackage which, of course, would mean a less maintenance cost so long as the tracks are not in place.

Will you have this suggestion considered and return the print to me with your reply as promptly as possible.

Yours truly,

(Signed) CHARLES DONNELLY

Mr. J. M. Rapelje,
Vice President.

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L
If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.	

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L
If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.	

RECEIVED AT

NAA130 16

MB NEWYORK NY 13 915A

R W CLARK

255

ASST TO PRES NORTHERN PACIFIC RY CO STPAUL MINN

CHAIRMAN WROTE PRESIDENT ELEVENTH PUGETSOUND AFE SEVENTY EIGHT MAKING
CERTAIN SUGGESTIONS LETTER SHOULD REACH YOU TODAY

E A GAY.

192 JUL 13 AM 8 40
FILE 2-728-11

CLASS OF SERVICE DESIRED	
Telegram	
Day Letter	
Night Message	
Night Letter	

Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Paid
Time Filed
2:50 PM

Send the following message, subject to the terms on back hereof, which are hereby agreed to

St. Paul, Minn., July 12, 1922.

E. A. Gay, Secretary,
Northern Pacific Railway Co.,
34 Nassau St., New York City.

NOTED BY

C. D. _____

R. W. C. _____

L. M. P. _____

J. H. P. _____

A. M. G. _____

Your telegram tenth regarding Puget Sound
APE seventy-eight. Have you located and has the work been
approved?

R. W. CLARK.

Charge NP Ry Co.,
Executive Dept.

File 2728-11

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it REPEATED, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeatable message rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED MESSAGE AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any UNREPEATED message, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any REPEATED message, beyond fifty times the sum received for sending the same, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure messages.
2. In any event the Company shall not be liable for damages for any mistakes or delays in the transmission or delivery, or for the non-delivery, of this message, whether caused by the negligence of its servants or otherwise, beyond the sum of FIFTY DOLLARS, at which amount this message is hereby valued, unless a greater value is stated in writing hereon at the time the message is offered to the Company for transmission, and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent. thereof.
3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other Company when necessary to reach its destination.
4. Messages will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.
5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.
6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.
7. Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms.
8. No employee of the Company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. Day Letters shall be written in plain English. Code language is not permissible.

C. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver.

D. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

No employee of the Company is authorized to vary the foregoing.

NIGHT LETTERS

Accepted up to 2.00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

B. Night Letters shall be written in plain English. Code language is not permissible.

C. No employee of the Company is authorized to vary the foregoing.

Northern Pacific Railway Company

Office of the Chairman

HOWARD ELLIOTT
CHAIRMAN



July 11, 1922.

My dear Mr. Donnelly:

I have yours of July 1st with AFE covering change in tracks at the rail yard at Auburn, at an estimated charge of \$6391. of which, however, \$2800. is labor and ties, the other material being on hand.

An examination of the blueprint raises the question whether our people could not accomplish the result they are after by reversing the situation and putting in at this time the future proposed tracks that I have marked "A", "B" and "D" on the print, taking up the track from "B" to "C", and making a connection with the rail yard spur at "B", then not building the track at the present time from "E" to "F". This would save something in first cost, would give two tracks for handling the rails and would save future maintenance. Every time you put down a foot of track, you must figure on a certain number of cents per annum for maintenance.

Kindly have this re-examined and let me have it back.

Yours very truly,

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

Encl.

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION



TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT 332 ROBERT STREET, ST. PAUL, MINN.

NAB142 43

DA NEWYORK NY 10 537P

R W CLARK

882

ASST TO PRESIDENT NORTHERN PACIFIC RAILWAY CO STPAUL MINN
 PRESIDENTS TELEGRAM CHAIRMAN EIGHTH ABOUT FUGET SOUND IMPEACH
 78 ~~435~~ 972
 BEAR TRACKS RAIL YARD AUBURN THIS IMPEACH WAS RECEIVED BUT NO
 TRACE OF IT CAN BE FOUND IN OFFICE MR ELLIOTT WILL RETURN
 TOMORROW AND WILL ADVISE YOU FURTHER LIKELY HE HAS IT WITH HIM
 E A GAY.

TELEGRAM OFFICE
 JUL 10 PM 5 32
 PRESIDENTS
 FILE 2728-11

CLASS OF SERVICE DESIRED	
Telegram	XX
Day Letter	
Night Message	
Night Letter	
Patrons should mark an X opposite the class of service desired; OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM	

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

Receiver's No.
Check
Paid
Time Filed

Send the following message, subject to the terms
on back hereof, which are hereby agreed to

St. Paul, Minn., July 8, 1922.

Howard Elliott, Chairman,
Northern Pacific Ry. Co.,
34 Nassau St., New York City.

Sent you July first Puget Sound AFE Seventy-eight
tracks in rail yard at Auburn. Can you advise if approved?
Will make difference in distributing rail taken up in relay.

Charles Donnelly

Chrg. Executive Dept.
Nor. Pac. Ry. Company

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it REPEATED, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeatable message rate is charged in addition. Unless otherwise indicated on its face, THIS IS AN UNREPEATED MESSAGE AND PAID FOR AS SUCH, in consideration whereof it is agreed between the sender of the message and this Company as follows:

1. The Company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any UNREPEATED message, beyond the amount received for sending the same; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any REPEATED message, beyond fifty times the sum received for sending the same, unless specially valued; nor in any case for delays arising from unavoidable interruption in the working of its lines, nor for errors in cipher or obscure messages.

2. In any event the Company shall not be liable for damages for any mistakes or delays in the transmission or delivery, or for the non-delivery, of this message, whether caused by the negligence of its servants or otherwise, beyond the sum of FIFTY DOLLARS, at which amount this message is hereby valued, unless a greater value is stated in writing hereon at the time the message is offered to the Company for transmission; and an additional sum paid or agreed to be paid based on such value equal to one-tenth of one per cent. thereof.

3. The Company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other Company when necessary to reach its destination.

4. Messages will be delivered free within one-half mile of the Company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the Company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.

5. No responsibility attaches to this Company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the Company's messengers, he acts for that purpose as the agent of the sender.

6. The Company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the Company for transmission.

7. Special terms governing the transmission of messages under the classes of messages enumerated below shall apply to messages in each of such respective classes in addition to all the foregoing terms.

8. No employee of the Company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY

INCORPORATED
NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2.00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard Night Letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special "Day Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

a. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

b. Day Letters shall be written in plain English. Code language is not permissible.

c. This Day Letter may be delivered by the Telegraph Company by telephoning the same to the addressee, and such delivery shall be a complete discharge of the obligation of the Telegraph Company to deliver.

d. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

No employee of the Company is authorized to vary the foregoing.

NIGHT LETTERS

Accepted up to 2.00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rate for this special "Night Letter" service, the following special terms in addition to those enumerated above are hereby agreed to:

a. Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

b. Night Letters shall be written in plain English. Code language is not permissible.

c. No employee of the Company is authorized to vary the foregoing.

PRESIDENTS
2728-11



St. Paul, July 7, 1922.

Mr. Charles Donnelly:

Referring to my letter of June 24th enclosing
Puget Sound Division A.F.E. No. 78 covering the construction
of additional rail yard tracks at Auburn.

I now enclose Mr. Stevens' letter of July 6th in
this connection and recommend prompt approval of the A.F.E.

J. M. Rice

Saint Paul, July 6th, 1922.


PRESIDENTS
File 2728-11

Mr. J. M. Rapelje:

On June 24th I forwarded Puget Sound Division ED-78, covering additional storage tracks for handling sale rail at Auburn, a matter which we checked up on the ground, and it is my understanding it was the general opinion that we should proceed at once with the work.

Can you advise if we are likely to get prompt approval, or if for any reason the approval is likely to be withheld perhaps indefinitely? This information is necessary in order to line up our shipping program. If we can get the tracks promptly we will bill to that yard material now being removed from tracks. If we do not get the tracks it will be necessary to unload and store this rail at some of our division yards, and this will necessitate a rehandling for shipment to the coast when space is available and there is a possibility of making a sale.

As explained to you, we can get a much better price and movement on the rail and save considerable money in rehandling if the second hand rail is delivered at Auburn where prospective purchasers can examine it for themselves.


Chief Engineer.

HES-ar

REC'D 17th JUL 1883

THE UNIVERSITY OF CHICAGO

NO. OFF. JUL 7 1922

ON 1970 3477 I 1748 6126 30

ED-18, covering activities and plans planned for 1967 and 1968.

NOTED BY

C.D. ☒
R.W.C. ☒
L.W.P. ☒
J.H.P. ☒
A.M.G. ☒

PRESIDENTS

File 2728-11

July 1, 1922.

A-3

My dear Mr. Elliott:

I attach third copy of Puget Sound Division A.F.E. E.D. No. 78, recommending a net expenditure of \$6,391.00 and a charge to Additions and Betterments of \$6,331.00 for additional tracks in the rail yard at Auburn, Washington. This was not included in the 1922 Budget.

The expenditure proposed includes an out-of-pocket expense of about \$2,800.00, which is principally labor and ties. The reasons given are, to facilitate the handling of rail in the rail yard where we are receiving this year about 150 miles of released rail, largely light rail, which will be sold. It is impossible to say just what saving will accrue from these tracks, but it is quite certain that it will give us a very large return on the out-of-pocket expense of \$2,800.00, and I think, therefore, that the A.F.E. should be approved.

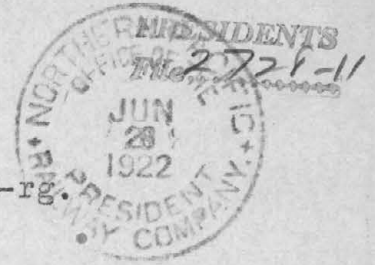
Yours very truly,

(Signed) CHARLES DONNELLY.

Mr. Howard Elliott, Chairman,
Northern Pacific Railway Company,
34 Nassau Street,
New York City.

Encl.

At Spokane, June 24, 1922-rg.



Mr. Charles Donnelly,
P R E S I D E N T.

I am handing you herewith Puget Sound Division AFE ED 78 covering the construction of additional tracks in rail yard at Auburn, at an estimated cost of \$6391.

The narrative on the AFE fully explains the need for this improvement. I am also leaving attached Mr. Stevens letter of transmittal of June 24th, from which you will note that the actual out-of-pocket expense for this improvement will be approximately \$2800.00, and that it is felt that with this improvement we will save enough in handling charge alone to pay a very good rate of interest on the small investment involved.

I looked this situation over yesterday on the ground with Mr. Stevens, Mr. Yager, Mr. Lantry and Mr. McCullough, and believe that we are fully justified in making this expenditure, and I would recommend that this AFE be approved.

A handwritten signature in dark ink, appearing to read "J. M. Yager". The signature is fluid and cursive, with a long horizontal stroke extending to the right.