

10-25-16 5M RP

N. P. RY. CO.

OFFICE OF

GEO. T. REID

FILE NO.

E-491

SUBJECT:

C. M. & St R Ry Leo
temporary use depot,
etc., Tacoma while
Puget Sound River Bridge
is out.



Telegram—Be Brief

Time Filed

M.

Tacoma, Wash. December 15, 1917.

I. B. Richards,
On Line East #3.

Pile abutment of Milwaukee bridge over Puyallup River near Reservation washed-out and bridge about three feet out of line. We have loaned them Pile-Driver #7 to use in re-driving abutment and they have requested privilege until bridge can be put in commission of running overland passenger trains, two trains in either direction, into and out of Tacoma Union Station. This has been authorized by Judge Reid. No. 16 to leave 8:55 AM, No. 18, 6:30 PM, No. 17 due to arrive 9:55 AM, No. 15 9:30 PM. This probably necessary only today and tomorrow.

W.C. Albee.

cc- I.B.R.
Tacoma.

File A.

cc-G.T.R.
Tacoma

Tacoma, December 20, 1917.

Mr. J.M.Hannaford,

President, St.Paul.

Dear sir:

Referring to our exchange of wires about temporary use by the Milwaukee Company of our tracks in the Union Station on account of damage to their bridge over the Puyallup River.

The Milwaukee Company was at work trying to strengthen their bridge so they could use it again but the flood became much worse as you doubtless know and resulted in the total collapse of the bridge, the steel span falling into the river. This of course will make it more difficult for the Milwaukee to prepare to use their own station and I presume it would be in line for us to accommodate them until they can get another bridge over the river so as to reach their own station.

I have been wondering if the Milwaukee people might not make application for the permanent use of our station. They have as you know only a make shift station and as they are pretty hard up their officers can doubtless foresee that it will be a good while before they will wish to spend much money for a permanent station in Tacoma. I

Mr.Hannaford---2

think that for small expense we could arrange to accommodate them with ease at the Tacoma Station and personally I see no objection to it. I have never received the slightest hint from the Milwaukee that they have any such a thing in mind but thought that this condition might bring it up. I am mentioning it to you so that you may be thinking about it.

Yours truly,

GEO. I. REID

**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 in proper spaces in every instance. 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.

NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.		M.			M.		

FROM Tacoma, Dec. 20th, 1917.

TO J M Hamaford,

DATED

AT St Paul

As you have probably been advised, the Milwaukee bridge over the Puyallup River entirely collapsed after I had wired you of its being weakened. This will necessitate its being rebuilt which will probably take several weeks. Milwaukee Company has asked us if we will allow them to connect their line with our switch track, two points of connection being respectively in Lot 12, Block 7533 and Lot 12 Block 7530, to enable them to reach their

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FROM

TO

DATED

AT

2.

local freight sheds and to transfer freight business from the Tacoma Eastern to their main line, using our track from the point of connection in Block 7533 to the point where the O-W connect with our Point Defiance Line at Reservation. Considering the circumstances, all West End Officials think this will be proper thing for us to do. Connection would require a considerable amount of work by the Milwaukee Company, and we should give them a prompt answer.

Geo. T. Reid



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 in proper spaces in every instance. After transmitting telegrams which in their judgement 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.

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Telegram—Be Brief

Time Filed

M.

281 NP V

St Paul Dec 21 1917

Geo T Reid

Tacoma

We see no reason why should not make an arrangement with the Milwaukee for using trackage to reach their local freight sheds and to transfer freight business from Tacoma Eastern to their main line Terms should be arranged with Mr Blanchard's approval and fair return for the use agreed upon

J M Hannaferd

520 PM

Copy sent JBR

12/22-1917



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

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Geo. T. Reid



Telegram—Be Brief

Form 1386

Time Filed

M.

J M Hannaford, St Paul

Dec 22, 1917

Since Milwaukee people have found they will have to use our depot until they can rebuild their bridge over Payallup River they would like to make arrangement for having us sell their tickets and check their baggage at Tacoma instead of makeshift plan at present in force where their passengers go to their depot buy tickets check their baggage and then are transported in autos to our station. I rather anticipated this and wrote you December 20 on the subject. I think we should do this and would rather do it than to allow them to run their passenger trains to their own depot by using the track covered in my wire yesterday which referred to their freight movements for to run passenger trains on that route would make a

Form 1386



Telegram—Be Brief

Time Filed

M.

great number of crossings of our head of the bay main line and be quite objectionable in the opinion of Mr Blanchard and Mr. Richards Mr Blanchard has started for St Paul but Mr Richards agrees with me that we should allow full use of our depot pending time Milwaukee can rebuild their bridge

Geo T Reid

cc-IBR



Telegram—Be Brief

M.

179 NP V

St Paul Dec 22 1917

Geo T Reid

Tacoma

Your telegram in regard to the Milwaukee using our station during their embarrassment Personally I think this is all right they should of course make proper compensation however Mr Slade is out of the city and I suggest in the meantime that you take matter up with Farrell and Great Northern our tenants stating that it is satisfactory to us but would like to have their consent

J M Hannaferd

216 PM



Telegram—Be Brief

M.

190 NP V

St Paul Dec 22 1917

Geo T Reid

Tacoma

In the matter of Milwaukee using our station during their embarrassment I have read over the telegrams that passed between us December fifteenth on this subject and copies of those telegrams were sent Messrs Farrell and Gruber and I think they cover the changed conditions in your telegram today and are broad enough to cover the ticket and baggage proposition and you can so arrange it I have advised tenants what we have done

J M Hannaferd

244 PM



Form 1386

Telegram—Be Brief

Time Filed

1150~M.

Tacoma, Dec 24, 1917,

J J M, Seattle,

We have agreed to check baggage and sell tickets for the Milwaukee at our Tacoma Depot. Arrange accordingly as soon as you are ready. Get in touch with Mr J F Richards. He will arrange to turn over to your baggage force a man who understands their checking and tariffs, whom you will put on your pay roll. They will furnish tickets and baggage supplies at once.

I B R.

Copy GTR ECB

Form 1386



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Geo T Reid

cc-IBR

December 24, 1917.

Mr. J. D. Farrell, President,
Oregon-Washington R.R. & N. Company,
Portland, Oregon.

Mr. J. H. O'Neill, General Superintendent,
Great Northern Railway Company,
Seattle, Washington.

Dear sir:

On the 15th of this month the high water in the Puyallup River weakened the Milwaukee bridge which they thought could be corrected in a day or two and they asked permission to start and stop their trains at the Union Station until they could strengthen their bridge. This permission was given to them and I think President Hannaford wired Mr. Farrell and probably took the matter up with Mr. Gruber in St. Paul. The flood increased and on the morning of December 18th the bridge entirely collapsed and fell into the river which will necessitate a new span being erected and this may cause the delay of a month or two. When the Milwaukee only expected to use our Union Station for two or three days they said they would sell tickets and check baggage at their own station and then transport passengers and baggage by automobiles and trucks to the Union Station where they could take the trains but now that the use of the station will of necessity continue considerably longer, they

want to arrange to have their tickets sold and their baggage checked at the Union Station until they can get straightened around. We have assumed that this would be agreeable to the tenants and have told them that they may arrange to handle the matter in that way.

I am writing this letter so that if President Hannaford's wires did not make the matter entirely clear you will now understand the situation.

We have not discussed terms yet for there has really been no opportunity, Mr. Earling being in the east but have no doubt that that detail can be adjusted satisfactorily.

Yours truly,

GEO. I. REID

Union Pacific System

J. L. Farrell, President
Oregon-Washington Railroad & Navigation Co.

Portland, Oregon.

December 26, 1917.

Mr. George T. Reid,
Assistant to the President,
Northern Pacific Railway Company,
Tacoma, Washington.

Dear Sir:

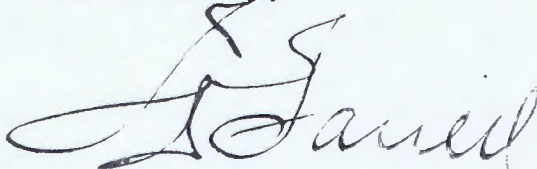
Your joint letter twenty-fourth instant to Mr. O'Neill and myself, relating to temporary use of joint facilities, Tacoma, Washington, by the "Milwaukee", came in this morning.

Please feel entirely free to extend such accommodations to our neighbors who find themselves in distress as your good judgment dictates. We shall not raise the question of jurisdiction or discretion.

I am sending a copy of this letter to President Hannaford, who wrote me outlining the temporary arrangement, also sending a copy to Mr. O'Neill.

Yours truly,

CC-Mr. J. M. Hannaford
-Mr. J. H. O'Neill



67118 SVB 114
use UP depot etc
Tacoma

Tacoma, December 28, 1917.

Mr. J.M.HannaFord,

President, St.Paul.

Dear sir:

Superintendent Richards of the Milwaukee Road has advised us that on account of the time it would take to get suitable baggage checkers and supplies so as to sell their tickets and check their baggage through the Union Station, they have abandoned for the present at least the idea of doing so and will continue to handle their baggage and passengers as heretofore, that is, they will convey the passengers and baggage from their station to the Union Station.

Yours truly,

Wm. A. Smith

cc- Mr. J.D.Farrell.
Mr. J.H.O'Neill.

Tacoma, Wash., December 29, 1917.

Mr. Geo. T. Reid,
Western Counsel, Tacoma.

Mr. E. C. Blanchard,
General Manager, Tacoma.

Dear Sirs:-

The Engineer of the Milwaukee advises that they contemplate re-driving their crossing of the Puyallup River, leaving one 50-ft. opening, the balance to be pile bridge with (I take it) approximately 15-ft. spans.

They are, of course, held up just at present by the renewed high water.

It seems to me that we should protest against this construction as leaving insufficient opening and increasing the likelihood of damage to our property by reason of drift catching on the structure.

Yours truly,

Engineer of Maintenance of Way.

LMP-w

December 29, 1917

Mr. W. B. Earling, Vice President,

Chicago Milwaukee & St. Paul Railway Company,

Seattle, Washington.

Dear sir:

Our engineer, Mr. Perkins, advises me that your company proposes to redrive your bridge across the Puyallup River leaving one fifty foot opening, the remainder of the structure to consist of pile bridge with presumably 15 foot spans. It is the opinion of our engineer that such construction would be a menace to our property because there is every probability that a pile bridge would obstruct drift wood and tend to back the water up and cause us great damage.

Presumably such a bridge would be of a temporary nature but inasmuch as you are now afforded facilities for reaching your property on the west side of the river, it seems to me that you are hardly justified in putting in a structure that may cause very serious damage to your neighbors.

Yours very truly,

GEO. T. REID

cc- ECB, LMP

Chicago, Milwaukee & St. Paul Railway Co.

Puget Sound Lines

OFFICE OF VICE-PRESIDENT.

SEATTLE, January 14th, 1916. W.

Mr. George T. Reid,
Ass't to the President, N. P. Railway,
Tacoma, Washington.

Dear Sir:

Referring to your letter December 29th:

We have decided, on the representations contained in your letter, to defer putting in any temporary work and we are taking the necessary steps to restore the permanent bridge at the earliest date possible. You understand, of course, it is rather awkward and quite expensive to handle the freight business going South of Tacoma through the present channels and we want to get away from it as soon as we can.

We appreciate the attitude of your Company in permitting us to use the route for both our freight and passenger business during this time, and wish to thank you for the further suggestion as contained in your letter of the 29th.

Yours truly,

H. A. Smith
Vice-President.

GREAT NORTHERN RAILWAY COMPANY.

OFFICE OF GENERAL SUPERINTENDENT.

Seattle, Wash., January 18th, 1918.

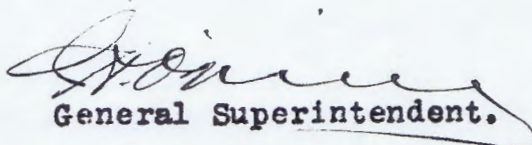
Mr. George T. Reid,
Assistant to the President,
Northern Pacific Ry. Co.,
Tacoma, Washington.

Dear Sir:

Replying to your letter December 24th, in connection with the Milwaukee using joint facilities Tacoma, Washington, temporarily account high water affecting their line.

I see no objection to the Milwaukee using the Union Station, charging them their proportion of the cost of operating the station during the period they use these facilities.

Yours truly,


General Superintendent.

CC-Mr. J. D. Farrell.

Chicago, Milwaukee & St. Paul Railway Co.

Puget Sound Lines

OFFICE OF VICE-PRESIDENT.

SEATTLE, January 30th, 1918 W.

Puyallup River Bridge

Mr. George T. Reid,
Ass't to the President, Northern Pacific Ry.,
Tacoma, Washington.

Dear Sir:

Again referring to your letter of December 29th
and mine of January 14th:

We find it will take four or five months to replace the truss across the Puyallup River and are planning to temporarily put in two 50 foot girders, or longer, with 20 foot spans approaching same which will provide clear openings. Our engineers consider that with this construction there is no likelihood of your property being damaged.

Yours truly,

H. R. Ewing
Vice-President.

JW with prs.

Tacoma, Wash. April 9, 1918.

Mr. H. E. Stevens,
Chief Engineer,
St. Paul, Minn.

Dear Sir:-

I am handing you herewith letter received from District Engineer at Seattle with reference to application made by the Milwaukee to cover their temporary bridge over the Puyallup River at Tacoma.

I have taken this up with the Division Engineer of the Milwaukee who states that it is their intention that this should be a temporary location pending a decision as to what disposition is to be made of the Puyallup River within the city limits of Tacoma and after this decision is made the securing of the necessary steel by them for construction of a permanent bridge.

The definite decision as to the disposition of the river inside of the city limits is a matter which is going to be along time, I believe, reaching final settlement as there are so many interests involved and the result will be that this structure in the ordinary course will probably stay in place not less than one year and more likely two years. It has already been erected, taking the place of the bridge which was washed out in December.

It seems to me that this structure contains considerable hazard for us as the Puyallup River at high water carries a great deal of drift, some coming from the Stuck River, but the greater part coming from the Puyallup River proper where there is nothing to intercept. With this condition comparatively short spans form more or less of a hazard. If the structure is blocked it will result in flooding our yards and the approach to them around the station reservation.

I believe we should object to the permit being granted for maintenance longer than up to the first of November of this year.

Will you kindly advise what reply you wish made to the District Engineer.

Yours truly,

Engineer of Maintenance of Way

IMP-111

C Geo. T. Reid. ✓

E-491

April 16, 1918.

Mr. W.T. Preston,
District Engineer,
War Dept.,
Seattle, Wash.

Dear Sir:-

Referring to your letter of April 5th, addressed to Mr. Stotler, and returning the attached blue prints with reference to the application of the C.M. & St. P. Ry. Co. for authority to construct railway bridge across the Puyallup River, I beg to advise as follows:

We consider this bridge as now constructed objectionable on the grounds that the short spans invite an accumulation of drift or a repetition of conditions such as occurred in December when the longer span at the same point was washed out, backing water up over our property and causing interruption of traffic and considerable damage.

We realize, however, that the Milwaukee Railway probably require this connection under existing

W.F. Preston

-2-

conditions for operation and that it is impossible for them to secure steel for longer span immediately. We, therefore, waive our objections, provided that the permit be granted with the understanding that the present structure is to be maintained only so long as is reasonably necessary to permit its replacement with a structure giving a fullsize opening.

Yours truly,

Engineer of Maintenance of Way

W.F.P.

CC H.S. Stevens
 Geo. A. Reid
 A.C. Blanchard
 A.S. Stoller.

8-491
ADDRESS REPLY TO
THE DISTRICT ENGINEER
P. O. BOX 1809
SEATTLE, WASH.

REFER TO FILE NO. _____

WAR DEPARTMENT
UNITED STATES ENGINEER OFFICE
SEATTLE, WASHINGTON

PUBLIC NOTICE

November 25, 1919.

*Approved
November 25, 1919
at Seattle*

A public hearing will be held in the rooms of the Tacoma Chamber of Commerce and Commercial Club at 11:00 A.M. December 2, 1919, in connection with an application of the Chicago Milwaukee and St Paul Railway for approval of plans for construction of a bridge over the Puyallup River near Tacoma.

The object of the hearing is to give all parties interested, an opportunity to view the plans and to be heard relative to changes in plans or locations considered necessary or desirable in so far as the interests of navigation or flood control are concerned,

It is requested that any statements or recommendations in this connection be submitted in writing so they may be properly presented to the Chief of Engineers and Secretary of War, however, oral evidence will be heard.

The proposed bridge is a modification of the plans previously approved by the department for the same locations, but has in addition to the 180 foot span previously authorized, a 75 foot span near the right bank of the river which will provide additional area for the discharge of flood waters.

Respectfully,

J. A. WOODRUFF,
Lt. Col., Corps of Engineers.

8-491
Dec. 1st, 1919.

File
Mr. H. B. Earling, General Manager,
Chicago, Milwaukee & Saint Paul R. R.
Seattle, Washington,

Dear Sir:-

Acknowledging receipt of your favor of the 22nd ult., concerning the charge for mileage for the use of our line by your trains between Reservation and the "Z" Street connection, and between Reservation and the 25th Street or Tacoma Eastern connection, in which you state that we have been billing on you at the rate of \$5.00 per train movement, assuming that this is on the basis of the detour agreement, will say that your assumption is correct as that was and is the only contract or agreement in effect and therefore was the only one that could be applied.

I note you state that the distance from the connection at Reservation to the connection at "K" Street is approximately 3500 feet, suggesting a rate of \$1.00 per train mile covering this movement; and that the distance from the Reservation connection to the 25th Street connection is 3000 feet farther, and that you are willing to agree to a rate of \$1.25 per train mile for every move made, based on 3500 feet from Reservation to "K" Street, the additional 25¢

per move to cover the cost of maintenance and your occasional use of the additional 3000 feet to 25th Street.

The exact distance from Reservation to "K" Street connection is 3653 feet, the distance from Reservation to the Tacoma Eastern connection mentioned in your letter is 6380 feet.

We do not think it would be fair to charge you at the rate of only \$1.00 per train mile for the first distance between Reservation and "K" Street (3653 feet), which, on the train mile basis, would amount to only 86¢ per train movement; and from Reservation to the Tacoma Eastern connection, a distance of 6380 feet, would cost your company \$1.51 per train movement.

I agree with you that it would be difficult and inconsistent to undertake to keep a record of all the traffic over these lines for the purpose of proper division of maintenance cost, but I believe that it would be proper and fair for us to take one-half of the detour contract rate of \$5.00, and make the rate \$2.50 for each movement between Reservation and "K" Street, and also between Reservation and the Tacoma Eastern connection, this rate to include maintenance and all other items.

If this seems fair to you, and you approve and will

-3-

so advise me, I will then take the matter up with our Management as it will require the approval of our Federal Manager before it can be made effective.

Yours truly,

W. BLANCHARD.

cc Judge Reid,
Mr. Richards,
Mr. Wales,

8-491
Tacoma, January 24, 1920-

Mr. H. B. Barling,
General Manager CM&StPRR,
Seattle, Washington

Dear Sir:

Referring to exchange of letters relating to charge for use of our tracks between Reservation and K Street, and also Twenty-fifth Street, by your freight trains:

I have discussed this matter with our General Manager in Saint Paul, who agrees with me that the flat rate of \$2.50 per movement between Reservation and K Street and between Reservation and the Twenty-fifth Street connection, is a very reasonable charge.

In this connection, it is interesting to note that for the past nearly one year, while we have been repairing Garrison Tunnel and using your line for a distance approximating 2300 feet, we have paid you \$5.00 for each train operating over that track in addition to the salaries for staff signal operators in handling the operation.

If on further consideration you find the rates named above satisfactory, will you kindly so advise, and we will make them effective. Your Company to, of course, assume all the usual

HBE - 2

operating responsibilities that apply in such cases.

Yours truly,

Assistant General Manager

GTR
IBR

Tacoma, January 30, 1920

Mr. J. M. Hannaford,
Federal Manager,

Mr. Charles Donnelly,
Executive Vice President.

Mr. H. B. Earling called on me today to ascertain whether I thought our company would look with favor upon admitting the Milwaukee Company to the use of the Union Station at Tacoma after the period of Federal control. I told him that there seemed to be an abundance of room in the Tacoma terminal and I saw no reason on principle why his company might not be admitted on an equal basis with the other companies.

As to the course of procedure immediately after Federal control ceases, I told him that we were all so well scrambled that we would have to be in my judgment a little lenient with each other about our respective rights and obligations during the unscrambling process and that I did not think our company would object at least to the Milwaukee continuing to use the station until they could make arrangements to move back to their old place or it could be developed whether or not they could continue to use the station permanently.

It would unquestionably be an economic waste for the Milwaukee Road to have to build a new station in Tacoma for the present station is ample to take care of all the

roads for an indefinite period and I am quite sure the public here would very much prefer to have the roads all in one station than to have the Milwaukee go off by itself even if it did build a new and imposing building.

It may be that Mr. Byram will take this matter up direct with you and I am merely telling you of my preliminary talk with Mr. Earling.

Yours truly,

GEO. T. REID

St. Paul, February 5, 1920. G-2

Dear Judge:

Acknowledging your joint letter addressed to Mr. Donnelly and myself January 30, advising of the interview that you had with Mr. H. B. Earling as to admitting the Milwaukee Company to the use of the Union Station at Tacoma after the period of Federal control:

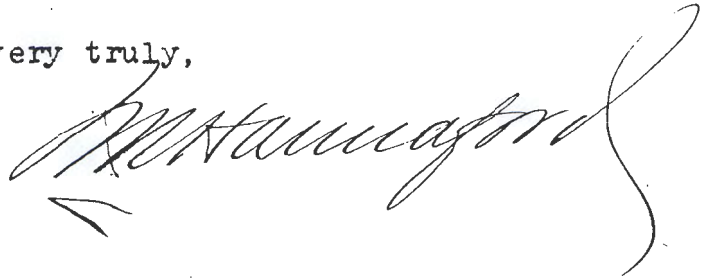
I have discussed this matter with Messrs. Donnelly, Rapelje and Blanchard and we can see no reason why the position outlined in your interview with Mr. Earling should not be our policy; in other words, we will be willing to allow the Milwaukee to remain in the station after the first of March by paying the same proportionate rental and operating expenses that are paid by the other tenants together with any rentals for trackage used in connection with their operation; this based on the theory that a permanent contract will be made as soon as practicable.

It is understood that we do not care to clean their cars, but that they will continue to do that as they have been doing.

It is along these lines that I shall discuss this matter with Mr. Byram, if he takes it up with me. Therefore, if anything occurs to you that should be in-

cluded in our discussion, if it takes place here, please
wire me.

Yours very truly,

A handwritten signature in cursive script, appearing to read "W. H. Hammon", with a long, sweeping flourish extending to the right.

Mr. Geo. T. Reid,
Asst. to Federal Manager,
Tacoma, Washington.

Tacoma, February 9, 1920

Mr. J. M. Hannaford,

Federal Manager, St. Paul,

Dear sir:

I have your letter of February 5.

Nothing further occurs to me about the Milwaukee using our depot other than the fact that the Milwaukee Company will be operating its trains with electric power which will necessitate their installing trolley wires in the passenger station yard..

I presume, however, that these wires are placed in such a way as to make them harmless to the steam roads.

Yours truly,

GEO. T. REID

cc r Charles Donnelly

6-491
February 9, 1920

Mr. H. B. Earling, General Manager,
Chicago, Milwaukee & St. Paul Railroad,
Seattle, Washington.

Dear sir:

Referring to our talk the other day about the possibility of your company arranging to permanently use the Union Station at Tacoma.

I wrote to Mr. Hannaford about the subject mentioning particularly that you might not find yourselves in a position to conveniently discontinue use at midnight February 29. I have a letter from Mr. Hannaford saying he is inclined to agree with the statement I made in my letter that there was no apparent reason why, if your company wished, you could not be admitted to the use of this station permanently on a basis of equality with the present users. He also added that if you did not decide to use it permanently by the first of March and were not prepared to discontinue the use immediately, that he would be agreeable

to the use continuing for a short time on the same basis as if the use were permanent, that is, while you were arranging to get out or while you were negotiating for a permanent right, he would not object to the use continuing, to be paid for on the same basis as if the use were permanent and you were on an equality with the other companies.

I told Mr. Hannaford that it was not improbable that Mr. Byram might take the matter up with him.

Yours truly,

GEO. T. REID

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS

CHICAGO, MILWAUKEE, & ST. PAUL RAILROAD
LINES WEST OF MOBRIDGE

H. B. EARLING
GENERAL MANAGER

WHITE BUILDING
SEATTLE, WASHINGTON

Enroute, February 17th, 1920 W

Mr. George T. Reid,
Ass't to Federal Manager, NRR,
Tacoma, Washington.

Dear Sir:

Referring to your letter of February 9th regarding temporary and possible permanent use of your passenger station facilities at Tacoma:

We will want to continue temporary use until our Puyallup River bridge is restored, upon such terms as can be agreed upon. As to permanent use, I asked our Mr. Middleton to ascertain the probable value of property which we would have to use and he has seen Mr. Cook about it but has not been able to get any information from him.

In order for us to get a start on the matter it will be necessary for us to have an approximate value covering the line between Reservation and the passenger station, via the head of the bay, as well as the passenger station property itself which we would use. It is my understanding that the O-WR&N Company has use of the head of the bay route, but the Great Northern Company does not.

As soon as you can give me some figures I would like to take up the matter further with you, or get Mr. Byram to take it up with Mr. Hannaford.

Yours truly,

H. B. Earling
General Manager

BEG

Enroute St Paul to Tacoma,
February 21, 1920

MR. J. M. HANNAFORD:

I hand you herewith copy of a letter from Mr. Earling about the Tacoma passenger station, from which you will note that the Milwaukee Company in any event wishes to continue the use of the passenger station until they can rebuild their Puyallup River bridge which went out a year ago, and want figures as to the value of the station and the tracks they would necessarily use, with a view of figuring whether they can profitably join in permanent use. I think the figures will have to be made up under your direction by the Chief Engineer and I suggest that you start in on this.

Mr. Earling is mistaken in thinking that the Great Northern has not the right to use the Head of the Bay Line. That company has the right to use both the Head of the Bay Line and the old Drawbridge Line although it probably is only using the Drawbridge Line most of the time, for the use of that line keeps its trains headed in the right direction to and from Portland.

Yours truly,

cc-Charles Donnelly
E.C. Blanchard
A.R. Cook

GEO. T. REID

Enroute StPaul-Tacoma, Feby 21,1920

Mr. H. B. Earling, General Manager,
Chicago, Milwaukee & St Paul Railroad,
Seattle, Washington.

Dear sir:

I have your letter of February 17.

I have today written Mr. Hannaford for figures about the Tacoma passenger station. You are mistaken about the Great Northern not having the right to use the Head of the Bay Line. That company has the right to use both the Head of the Bay Line and the Drawbridge Line under its contract, but it probably of late has only used the Drawbridge Line for the use of that line keeps its trains to and from Portland headed in the right direction.

Yours truly,

Re: Trackage rights etc.
desired by Milwaukee in
Tacoma passenger station

File

Tacoma, March 4th, 1920.

Mr. H. E. Stevens,
Chief Engineer,
St. Paul, Minn.

Dear Sir:

Pursuant to your telegram of the 27th ult. referring to Judge Reid's letter of the 21st to Mr. Hannaford regarding proposed trackage and station rights and leases to the Milwaukee at Tacoma.

I am enclosing to you herewith a blue print showing in red tracks and crossovers over and on which the Milwaukee will wish to secure rights providing it can arrange for the use of the Northern Pacific passenger station at Tacoma. Of course it is understood that in addition to the use of the tracks, it will also desire to secure rights to all passenger facilities and if it secures right in the coach yard and takes care of its passenger equipment there, it will also be necessary to secure a right to use the present temporary service building or arrange with the Northern Pacific to take care of its cars.

On receipt of your telegram of the 27th ult. I called Mr. Middleton up on the telephone and asked him to send me a map showing the trackage rights which the Milwaukee would require should it arrange to use the Northern Pacific passenger station at Tacoma, he having discussed this matter with me some time

#2

previous to Judge Reid's letter asking for information as to values which I told him I was unable to give him. This resulted in Mr. Earling taking the matter up with Judge Reid.

I had another talk with Mr. Middleton on the second inst. which has resulted in the submission of the blue print. At that time, I recommended that if the Milwaukee secured trackage rights and the use of the station that those rights should extend to South 14th Street as it is very probable that should the Milwaukee operate in and out of the station that it would use the tracks to that point running around its trains, particularly should it store the trains in the station coach yard as an engine pulling in a train would probably be released at the station and would cut off and go back through the station on some other track.

I presume that this is a matter that will have to be taken up with our other tenants under the Point Defiance agreement and a valuation fixed satisfactory to them covering both the trackage and the other station facilities.

I am enclosing to you herewith a copy of my letter of even date to Mr. Middleton acknowledging receipt of the blue print.

Yours truly,

ARC-R
encl
cc to GTR

Principal Assistant Engineer

38-39 S JO R F 910 AM
Plummer May 13th 1920

G T Reid

Care NP Ry Tacoma

3 P 11

Our engineering dept has been trying to get valuation of passenger terminals and facilities at Tacoma in connection with possible use of the property by this Company as per our conversation some time ago I understand matter is in hands of executive department of your road We would be glad to give the matter early consideration and if you can do anything to hurry the information it will be appreciated

B 18

H B Earling

158 PM

Cms4P



Form 1386

Telegram—Be Brief

Time Filed

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Tacoma, May 13, 1920

J M Hannaford,
St Paul

Have telegram from Mr Earling as follows Quote

Our engineering department has been trying to get valuation of passenger terminals and facilities at Tacoma in connection with possible use of the property by this company as per our conversation sometime ago. I understand matter is in hands of executive department of your road. We would be glad to give the matter early consideration and if you can do anything to hurry the information it will be appreciated End quote R11

Geo T Reid



Telegram—Be Brief

Time Filed

M.

99NP M

St Paul May 14 20

George T Reid

Tacoma

Leah
Buff R 11 Valuation passenger terminals and facilities Tacoma.
Matter delayed by absence some of our operating and engineering
people but hope to be able to give something definite shortly
791-7

J M Hannaford

1121Am

May 15, 1920

Mr. H. B. Earling, Vice President,
Chicago, Milwaukee & St. Paul Railway Company,
Seattle, Washington.

Dear sir:

Referring to your wire of the 13th about information you desire about the valuation of the depot at Tacoma, etc.

I wired President Hannaford about this and he replied that the matter has been delayed somewhat by the absence of some of our operating and engineering people but that he hopes to be able to give you something definite on the matter shortly.

Yours truly,

GEO. T. REID

St. Paul, June 3, 1920. M-2

Dear Sir:

On February 21, you requested some information on value of station and tracks at Tacoma to enable you to discuss the question of a contract with the Milwaukee Company for their permanent use of the passenger facilities, and I wrote Mr. Stevens, Chief Engineer, on February 24, sending him copy of your letters asking him to bear in mind the same factors that entered into our valuation when considering the admission of the Great Northern and C&W. On May 25, I quoted Mr. Tyler your message quoting one from Mr. Earling requesting early action in the matter. I am now in receipt of a letter from Mr. Tyler, dated May 29, which reads as follows:

"Referring to your letter of May 25th quoting message from Judge Reid in the matter of passenger terminals and facilities at Tacoma in connection with possible use by the Milwaukee:

The situation is as follows:

The Great Northern now pays for the passenger station proper a minimum rental of \$22,500 per year, which is one-fourth of 4½ per cent on a valuation of \$2,000,000, this to be increased when their use exceeds one-fourth of the total. This valuation is evidently an adjusted valuation based on eliminating certain work necessary to fit the station to the use of the Point Defiance Line. They also pay a rental on the tracks from Reservation to the Tacoma station which is included in the contract from Reservation to South Tacoma so that it cannot be divided accurately. However, it can be assumed that the Great Northern rental for the station and the

tracks from Reservation to it amounts to approximately \$25,000 per year. This covers nearly the same facilities that would be wanted by the Milwaukee Company.

The OWR&N rental for the station facilities is included in the contract from Reservation to Vancouver so that the amount paid on account of the passenger station cannot be split out. Apparently the rentals in this contract are based on one-third of $4\frac{1}{2}$ per cent. This contract provides that if a railway other than the Great Northern is admitted to the use of the facilities, one-third of the payment of such tenant shall be credited to the Oregon Company. It will, therefore, be seen that one-third of any rentals obtained from the Milwaukee would be credited to the OWR&N leaving a net of two-thirds of such rental for the Northern Pacific.

Mr. Stevens' valuation of the facilities that would be used by the Milwaukee, based on pre-war prices, is \$3,332,000. This valuation includes some questionable items, the largest of which is a charge for train haul of excess material from Tacoma to Seattle, amounting to \$142,000. If this item were eliminated it would make the valuation on pre-war prices \$3,190,000, and assuming that the Milwaukee would be required to pay as rental one-quarter of 6 per cent, their rental would be \$47,850 a year, of which \$15,950 would be credited to the OWR&N leaving a net rental to the Northern Pacific of \$31,900.

If present day prices were used the valuation would be increased about \$1,000,000, which would add \$15,000 per year to the Milwaukee rental, bringing it up to \$62,850, of which \$20,950 would be credited to the OWR&N leaving a net rental for the Northern Pacific of \$41,900 per year.

The question now to be decided is whether pre-war prices or present day prices should be used in this valuation. It is my opinion that present day prices or some compromise between pre-war prices and present day prices that would reflect probable costs of construction in the future should be used as a starting point for negotiation. There is, however, a question as to whether the Milwaukee will be willing to pay rentals based on such a valuation and whether it would not be for our best interests to accept the rentals based on the lower valuation as an offset to any traffic advantages that we might lose from admitting this company to our station.

Tacoma, June 8, 1920

Mr. J. M. Hannaford,

P r e s i d e n t,

St. Paul, Minnesota.

My dear Mr. Hannaford:

I have your letter of June 3 on the subject of the Milwaukee Company using the Union Station at Tacoma. Even at the minimum figure suggested by Mr. Tyler, namely, \$47,850.00 a year, I very much question whether the Milwaukee Company would not drop the negotiations and move back to their present station. There is such a very wide difference between the estimated \$25,000 per annum that the Great Northern pays and the \$47,850 suggested to the Milwaukee, that the Milwaukee Company is not apt to look with much favor on it. This of course is arrived at partially by figuring interest on a 6% basis for the Milwaukee while it was figured on a 4 $\frac{1}{2}$ % basis for both the O-W and Great Northern Companies. My idea is that the basis for a permanent contract should be not more than 5% and that the valuation should be substantially the pre-war valuation without figuring any depreciation on the pre-war valuation.

Mr. Hannaford-2

The Milwaukee Company is not in a position I apprehend to take on any undue and unnecessary burdens and I believe the only result of suggesting such extreme figures as these would be that they would merely drop the subject and go back to their old station. This they can do doubtless on a few days notice and while the old station is not much in the way of a gilded palace, at the same time the public will not expect any new station during such times as these and doubtless will make no complaint.

I think our company should be about as greatly interested in getting the Milwaukee Company in as the Milwaukee Company should be to get in, because of the rental that would accrue to the Northern Pacific. I think it can be safely said that about 75% of it would be net profit and net profit from a good reliable source is not to be lightly overlooked.

I have no doubt at all that if we figure interest on a 6% basis and then take anything approximating present prices, it would strike the Milwaukee as being somewhat absurd, for they could take the rental for about three years and build a good enough station. It is true it might not have Italian Marble wainscoting but I do not think that would materially interfere with the travel over their road.

Mr. Hannaford-3

It is also true that the Milwaukee Company would get none of the benefit of the excavating that was done for the Point Defiance Line any more than the Great Northern does, and it may be that they might not need to use the alternate line but only the Head of the Bay Line. Of course, no person who is not a mind reader can tell exactly what the Milwaukee officials think about this matter but my judgment would be entirely against proposing any extreme prices. I much prefer the plan of negotiating that announces the basis you are willing to trade on and then let the other fellow trade or not as he sees fit.

The Milwaukee engineers have doubtless made calculations as to the value of the property, and will understand quite well if our figures greatly exceed those that we are figuring on cost units very much in excess of those that prevailed at the time the work was done.

So far as the traffic feature is concerned, I do not know how we can estimate the advantage to the Milwaukee in being in the Union Station or their disadvantage in not being in. I do not think it is a very serious factor.

Yours truly,

GEO. T. REID

Chicago, Milwaukee & St. Paul Railway Co.

OFFICE OF VICE-PRESIDENT

SEATTLE

August 21, 1920 W

Mr. G. T. Reid,
Ass't to President, Northern Pacific Ry,
Tacoma, Washington.

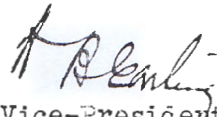
Dear Sir:

Referring to our several conversations regarding continued use of your Tacoma passenger station:

Our Chicago office recently obtained figures from your St. Paul office, which you asked them to furnish. These figures show the cost of the property to be used. As the interest rate upon this would be far greater than we could afford to assume, in view of our having in any event to maintain our own trackage, we have concluded to resume operations into our own station and discontinue use of yours by September 1st.

I desire to thank you for the consideration shown us during the period of Federal control in allowing us to use your station and facilities, and express our appreciation of the impartial manner in which our business has been handled by your employes during that time.

Yours very truly,


Vice-President

8-491
Tacoma, August 24, 1920

Mr. J. M. Hannaford,

P r e s i d e n t,

St. Paul, Minnesota.

My dear Mr. Hannaford:

I send you herewith copy of letter received from Mr. Earling notifying us that they will give up the use of the Union Station at Tacoma and resume operation from their old station.

I was afraid that this would be the result for it would take a rather moderate rental at our station to justify the Milwaukee Company making the change.

Yours truly,

GEO. T. REID