

Seattle Jan 25, 1917

W-2

The Honorable Board of County Commissioners,
King County,
Seattle, Washington

Gentlemen

At one time we put in a short spur track near Kirkland on which to set cars of oil for use on the ferry boat. This spur has not been used now for many months. Will you please say what if any objections there are to removing it so that we can salvage the metal and get rid of a main line hazard.

Yours truly

Superintendent

L. C. SMITH
SECOND DISTRICT

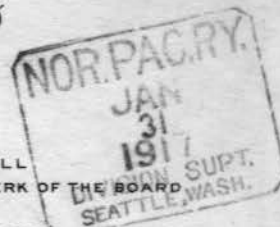
CLAUDE C. RAMSAY
CHAIRMAN
FIRST DISTRICT

KRIST KNUDSEN
THIRD DISTRICT

*Board of County Commissioners
King County Washington*

REGULAR MEETING DAYS
MONDAY AND TUESDAY OF EACH WEEK

NORMAN M. WARDALL
COUNTY AUDITOR AND EX OFFICIO CLERK OF THE BOARD
P. P. BLISS
DEPUTY CLERK OF THE BOARD



Seattle

January 30, 1917.

Northern Pacific Railway Co.,
Division Supt.,
Seattle.

Dear Sir:

Replying to yours of January 25th,
relative to a short spur track near Kirkland,
beg to say that this track is badly needed at
the present time, and we do not care at this
time to have same removed.

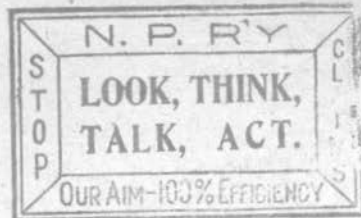
Yours very truly,

NORMAN M. WARDALL,
Clerk of Board.

By *P. P. Bliss*

Deputy.

PPB/P



Seattle Jan 31, 1917 W-2

Mr A P Glendening, Agt.,

Woodinville.

Dear Sir

Will you please advise me promptly how long since according to your records, there was a car of oil set on spur called Ferviton near Kirkland.

Yours truly

Chavez
Superintendent

Woodinville, Wash Feb 3

J E Graver

Seattle



Dear Sir:-

Re yours att'd. My records show that last ear oil set in at Feriton was on Feb 8 - 1916

Yours Truly,

Gordon MacIntosh
agb

6

Seattle Feb 5, 1917

W-2

The Honorable Board of County Commissioners,

King County, Seattle. Attention Mr Norman M Wardall

Gentlemen:

Your letter of January 30th, with regard to
a short spur track near Kirkland called Feriton"

I find that the last car of oil was set in on
this track just one year ago, or to be more precise,
February 8th, 1916, and under these conditions would
like to ask for what purpose this track will likely
be used. It looks as though the traffic handled over
the track would not justify the expense of keeping it
up.

Yours truly

Superintendent

L. C. SMITH
SECOND DISTRICT

CLAUDE C. RAMSAY
CHAIRMAN
FIRST DISTRICT

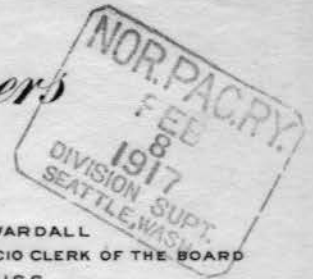
KRIST KNUDSEN
THIRD DISTRICT

*Board of County Commissioners
King County Washington*

REGULAR MEETING DAYS
MONDAY AND TUESDAY OF EACH WEEK

NORMAN M. WARDALL
COUNTY AUDITOR AND EX OFFICIO CLERK OF THE BOARD
P. P. BLISS
DEPUTY CLERK OF THE BOARD

Seattle February 7, 1917.



Northern Pacific Railway Co.,
Seattle, Wash.

Attention Division Superintendent:

Gentlemen:

Replying to yours of February 5th, relative to the short spur track near Kirkland, beg to advise that owing to the proposed development of certain roads in and adjacent to this district, we believe that we will have particular use for this track in the near future.

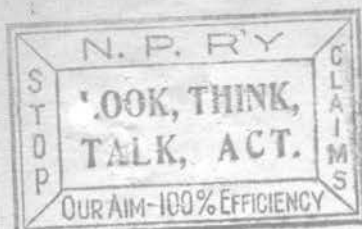
Yours very truly,

NORMAN M. WARDALL,
Clerk of Board.

By *P. P. Bliss*

Deputy.

PPB/P



Seattle, Wash.

Feb. 9, 1917

W-1

Mr. I. B. Richards,
Gen. Superintendent.

Dear Sir:

Herewith attaching file of correspondence
relative to short spur near Kirkland named Feriton.

Recently when coming over the Belt Line
with Mr. Blanchard I think he referred to this mat-
ter. You will note that we got no satisfaction
out of the Board of County Commissioners as to
the taking up of this track.

Will you, with return of file, please advise
me if anything further is necessary?

Yours truly,

Superintendent

Bring up

1917

1

NORPACRY
MAR
1917
DIVISION SUPERVISOR
SEATTLE, WASH.

Tacoma, March 6, 1917,

Mr J E Craver,

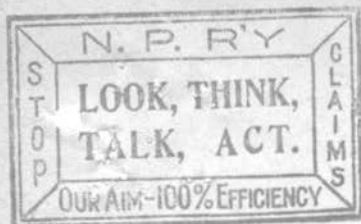
Replying to your letter Feb 9 file
W 1 and returning file regarding short spur
near Kirkland named Periton.

Inasmuch as King County desires to
have the track remain for the present for
their use in the delivery of sand, gravel and
cement for highway work, we will not remove it.

The matter should not be lost sight
of however and when the track is no longer
required advise, so we can submit RFA to
have it taken up.

I B Richards.

RR we will loose this fall -
into this, this
BB 2/24/17



Seattle March 8, 1917

Mr J H Robinson

As a reminder to bring up Sept 1st,
Feriton spur near Kirkland.

F H C

Seattle, Wash.
Sept. 18th'17.

File -W-2

Honorable Board of County Commissioners,
King County,
Seattle, Wn.

Attention-Mr. Norman Wardall

Gentlemen:

Referring to former correspondence and your last letter Feby. 7th. 1917, in regard to the short spur track near Kirkland on which you used to set cars of oil for use on the Lake Washington ferry.

I understand you will shortly be obliged to discontinue using oil on the ferry, if such is the case, should we not remove the spur and eliminate a main hazard ?

Kindly advise.

Yours truly,

Superintendent

L. C. SMITH
SECOND DISTRICT

CLAUDE C. RAMSAY
CHAIRMAN
FIRST DISTRICT

KRIST KNUDSEN
THIRD DISTRICT

*Board of County Commissioners
King County Washington*

MOR. PAC. RY.
SEP 26 1917
DIVISION Supt.
SEATTLE

REGULAR MEETING DAYS
MONDAY AND TUESDAY OF EACH WEEK

NORMAN M. WARDALL
COUNTY AUDITOR AND EX OFFICIO CLERK OF THE BOARD
P. P. BLISS
DEPUTY CLERK OF THE BOARD

Seattle

Sept. 25, 1917.

File W-2

Northern Pacific Ry Co.,
Office of Division Supt.,
Seattle.

Gentlemen:

Replying to yours of the 18th inst. in reference to the short spur track near Kirkland, please be advised that we are using this track at the present time, and in all probability will continue to do so. This is a matter in which the entire traveling public are interested, inasmuch, as it facilitates the handling of our fuel supply, *for our Ferry* and we would appreciate it if this spur was left in its present location.

Yours very truly,

NORMAN M. WARDALL,
Clerk of Board.

By

P. P. Bliss

Deputy.

PPB/P

Bring up Apl 1-18

Mr. J. H. Robinson:

Referring to attached-

Just hold this in file until I return.

J. E. C.

10-2

W.R.
pls ask
Mr. Wansall
if he is
coming
now
J.E.C. 4/18/18

Seattle, Wash.,
April 19, 1918.

File A.

Hon. Board of County Commissioners,
King County, Washington.

Attention: Mr. Norman M. Wardall

Gentlemen:

Referring to your letter of Sept. 25th, 1917,
concerning spur track near Kirkland called Periton.
Is this track still being used by the County to secure
fuel for the ferry?

Yours truly,

Superintendent.



L. SMITH
SECOND DISTRICT

CLAUDE C. RAMSAY
CHAIRMAN
FIRST DISTRICT

KRIST KNUDSEN
THIRD DISTRICT

*Board of County Commissioners
King County Washington*

REGULAR MEETING DAYS
MONDAY AND TUESDAY OF EACH WEEK

NORMAN M. WARDALL
COUNTY AUDITOR AND EX OFFICIO CLERK OF THE BOARD
P. P. BLISS
DEPUTY CLERK OF THE BOARD

Seattle

May 16, 1918.

Northern Pacific Ry. Co.,
Smith Bldg., Seattle.

ATTENTION MR. CRAVER:

Dear Sirs:

Replying to your communication of the 19th ult. regarding the spur track at Kirkland, please be advised that we have had this matter up with the Captain of our Ferryboat, and owing to the fact that we are not in a position to have our fuel oil deliver by barge, and also that we have recently been advised by the Oil Companies that we may be compelled to use some fuel other than oil in the near future, we do not care to have these tracks removed at the present time.

Yours very truly,

NORMAN M. WARDALL,
Clerk of Board.

By

P. P. Bliss

PPB/P

Deputy.

*Spur track
Kirkland
County*

Seattle, Wash.,
Aug. 15, 1918.

File-A

Honorable Board of County Commissioners,
King County, Washington.

ATTENTION NORMAN WARDALL, CLERK

Dear Sirs:

Please see your letter of May 16th regarding spur track at Kirkland, called Periton.

Will you please say if this track is still in use or if same can be removed to eliminate hazard.

Yours truly,

Superintendent.

UNITED STATES RAILROAD ADMINISTRATION
W. G. MCADOO, DIRECTOR GENERAL OF RAILWAYS
NORTHERN PACIFIC RAILWAY

Seattle, Wash.,
Nov. 30, 1918.

File-A

Honorable Voard of County Commissioners,
King County, Washington.

Dear Sirs:

Please be referred to your letter of May 16th
regarding spur track at Kirkland, called Feriton. Is
this track stlll in use.

Yours truly,

Superintendent.

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

NORTHERN PACIFIC RAILROAD

Seattle, Wash.,
Feb. 10, 1919.
File A.

Honorable Board of County Commissioners,
King County, Washington.

Dear Sirs:

Please see letter of May 16th, and tracers of
August 15th and November 30th, regarding spur track at
Kirkland, called Feriton. Is this track still in use?

Yours truly,

Superintendent.



TRANSPORTATION DEPARTMENT
J. L. ANDERSON,
SUPERINTENDENT
ALASKA BUILDING

King County

STATE OF WASHINGTON

Seattle

February 24, 1919.

Edw
NORTH PAC. RY.
FEB 25 1919
DIVISION Supt.
SEATTLE, WASH.

Mr. J. A. Craver,
Superintendent, N.P.Ry.,
Seattle.

Dear Sir:-

Referring to your letter of Feb. 10th addressed to the Board of County Commissioners, Your File A., regarding spur track at Kirkland called Feriton, which was referred to me.

This spur track is still in use. Same is used for spotting oil tank cars for use of the Kirkland Ferry.

Yours truly,

J. L. Anderson
Superintendent of Transportation

JHR
Enclosed in mail
to Mr. Craver
Feb 25

NTS
"AFFIC TRUCKS"

MILLAR AND NEIGHBOR

KIRKLAND, WASHINGTON

March 11, 1922.

Northern Pacific Ry. Co.,
Seattle, Wash.

Gentlemen:

Attention Mr. Lantry

Regarding King County oil spur located about one-half mile south of Kirkland.

We understand the land adjoining this spur is for lease by the county. Please advise if cars would be spotted on this spur, as we contemplate handling fuel from this point, and whether or not there would be any charges for such switching.

An early reply would oblige.

Yours very respectfully,

Joseph E. Miller

Seattle, Wash
March 13, 1922

Honorable Board of County Commissioners,
King County, Washington.

Gentlemen:

A Mr. Joseph C. Millar of the firm of Millar and Neighbor, Kirkland, is asking if they could use the oil spur called Feriton about one half mile distant from Kirkland on our Lake Washington Belt Line adding that he understands the land adjoining the spur is for lease by the County.

Have you any objections to Mr. Millar using this track which has been left in at your direct request with the understanding that you might some time in the future handle oil cars from this track for Lake Washington Ferries.

Yours truly,

Superintendent

Seattle, Wash
March 27, 1922

Honorable Board of County Commissioners,
King County, Wash

Gentlemen:

Please be referred to my letter of
March 13th with regard to use of the oil spur called
Feriton about one half mile north of Kirkland.

Are you now in position to advise.

Yours truly,

Superintendent

Seattle, Wash
March 28, 1922

Mr. Joseph C. Miller,
c/o Millar & Neighbor
Kirkland, Wash

Dear Sir:-

Referring to your letter of March 11th
in regard to the use of King County Oil spur near Kirkland
now called Veriton.

You may use this track for carload ship-
ments. Attention, however, is directed to the fact that
it will be necessary for you to maintain the track from the
heel of the frog to the end.

Yours truly,

Superintendent

copy TJT

Will you please have Section Foreman advise if
this track is in condition for use. It has been in about
14 years and I am afraid some of the ties may need renewal.


THL

Seattle April 5 1922

Mr W C Showalter Acting Supt:

Referring to your letter of March 28th to Mr. Joseph C. Miller, Kirkland, copy to me, regarding the use of King County Oil spur now called Feriton.

Beg to advise that this track is in need of surfacing but ties are good for this year. Will you please have the parties operating on this spur give it the necessary attention in the way of surfacing.


Division Roadmaster

NOR PAC
APR 11 1922
DIVISION ROADMASTER

Seattle, Wash
April 6, 1922

Feriton Spur

Mr. T. J. Tyler:

Referring to your letter of the 5th inst., concerning the old oil spur at Feriton.

In view of the fact that the parties who are going to use this will not know anything about surfacing a track, will you please advise how much labor it will take to put it in shape so I can ask them for a deposit.

I understand it is not a very big job.

Acting Superintendent

Seattle, Wash.
April 22, 1922

Feriton Spur

Mr. T. J. Tyler:

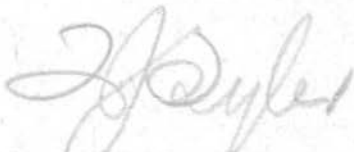
My letter of April 6th. Are you now
in position to advise what material and labor
will be needed to put the Feriton Spur in shape
for operation.

Acting Superintendent

Seattle April 27 1922

Mr W C Showalter Acting Supt:

Your letter April 22nd regarding labor and material needed to put the Feriton spur in shape for operation. Mr. Allmain advises it will cost \$10.00 to surface this track. No material is necessary.


Division Roadmaster



Seattle, Wash
April 28, 1922

Mr. Jos. C. Willar
Kirkland, Wash

Periton Spur

Your letter of March 11th about the
use of King County Oil Spur near Kirkland called
Periton.

This track needs a little attention
to make it safe for traffic which will cost approx-
imately \$15.00 to repair it.

Will you kindly mail us your check
for that amount and we will have the work done.

Yours truly

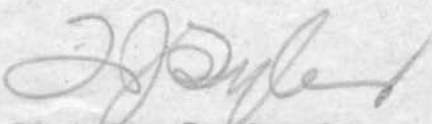
Acting Superintendent

Seattle July 1 1922

Mr W C Showalter Acting Supt:

Referring to my letter of April 27th
relative to Feriton spur ..

This to advise you that Feriton spur has
not been used in two years , except once, to set out
a bad order car. This would indicate that there is
no further use for this spur.


Division Roadmaster



Seattle, Wash
July 5, 1922

Feriton Spur

Mr. T. J. Tyler

Your letter of July 1st. Kindly have the switch
at Feriton spiked.

As I understand it this track is no longer
safe for operation, and ~~advise~~ advise when done.

Acting Superintendent

Seattle July 11 1922

Mr W C Shewalter Acting Supt:

Your letter of July 5th relative to
Feriton Spur.

Foreman Folland advises that switch
at Feriton is now spiked.

[Signature]
Division Roadmaster



Held in one string

N O R T H E R N P A C I F I C R A I L W A Y

Seattle, Washington

July 13, 1922

Seattle Division Circular No. 127

TO ALL CONCERNED:

Switch at Ferriton Spur near Kirkland has
been spiked. Cannot be used until further notice.

W. C. Showalter
Acting Superintendent

NO. 100-100000
AUG 26 1922
DIVISION SUPT.
SEATTLE, WASH.

Seattle, August 25, 1922,

Mr. W. C. Showalter:

Herewith Mr. Coman's letter of August 24, with a copy of one from Mr. Grubbs about extension of the spur track constructed for use by King County Ferry to serve proposed warehouse of the Midlakes Feed Company at Kirkland.

Please investigate and advise, with your recommendation.

T. H. Lantry.

Seattle, Aug 25th, 1922

Mr. T. J. Tyler:

At the first opportunity please
call at the office. I wish to talk to you about an
extension of a dead track at Kirkland.

Acting Superintendent

Seattle, Wash
Aug. 26, 1922

Mr. T. J. Tyler

At one time we put in a short spur track near Kirkland on which to set cars of oil for use of the ferry boats on Lake Washington. This was put in for King County and is known as Feriton spur.

This spur I understand has not been in use for several years and the switch has been spiked.

The Midlakes Feed Company now desire to build near this spur and in order to accommodate their business this track would have to be extended about 250'.

Do you know of any objections to the Midlakes Feed Company using this spur and would it be practicable to make the extension.

Acting Superintendent

Seattle August 29 1922

W C Showalter -

Your letter of August 26th relative to Midlakes Feed Company desiring to use King County Oil Spur at Feriton.

In accordance with your instructions, I went to Feriton on August 28th and met Mr. Lawson. After looking over Feriton Spur (same shown on attached sketch in black pencil) Mr. Lawson determined that extension of this spur would not only be costly, as ground falls away on slope of heel, but that it would not serve his purpose.

He now desires that the present switch be moved 100 ft. eastward time card direction and track made parallel with our main line on the Belt Line; the spur to be approximately 14 or 15 feet distant from center of main line; and to be 490 ft. from head-block to end. Mr. Lawson said that the Midlakes Feed Company would do the grading and furnish cross ties.

In moving this turnout 100 ft. east time card direction, 2 switch ties and 3 or 4 cross ties will have to be renewed. All the rest are good for a year or two yet.

I am attaching approximate estimate of cost of moving spur eastward 100 ft, charging metal that would go into track which of course includes metal now in King County Oil spur, as I do not suppose the Midlakes Feed Company would get benefit of rail, ties and material now in oil spur without paying for same. If they are charged with 53 cross ties now in the oil spur they would have to furnish the difference between 53 and 200 or 147 cross ties.

Mr. Lawson was very anxious to know when he could get your figures on the cost of this spur, and I told him no doubt by tomorrow August 30th.

The present derail on oil spur would have to be used in the new spur just the same as it is on the oil spur for protection against cars running out on main line.

You will note we have charged 100 cubic yards of cinders to be used as ballast, charging .75 per yard for cinders and .20 per

yard for labor of loading and unloading.

I am also attaching your blue print.

The King County Oil Spur is located at MP 17 plus 2230.
The new spur is to go in approximately 100 ft. east of this point.

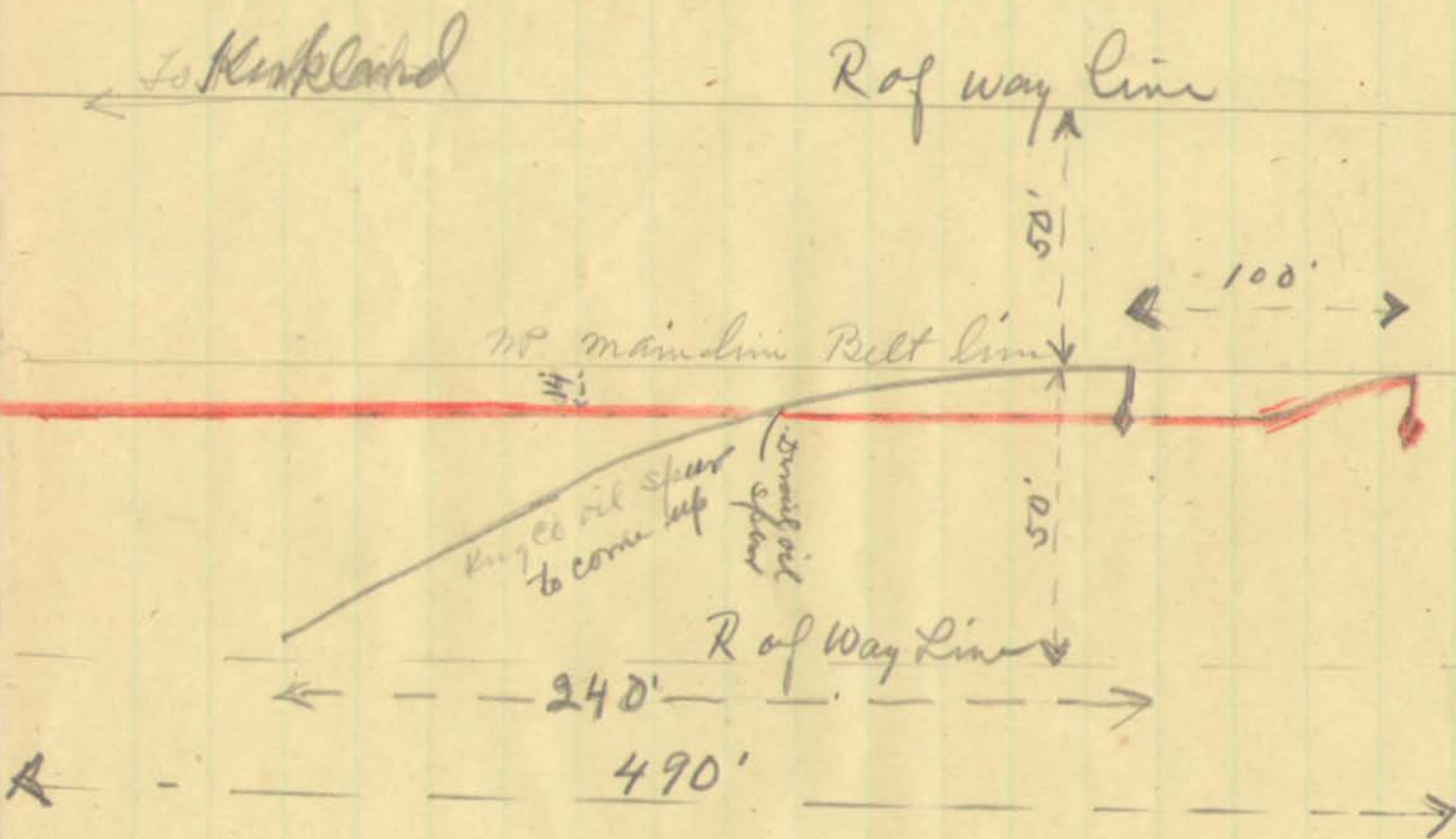

Division Roadmaster

ESTIMATED COST OF PROPOSED SPUR 490' LONG AT FERITON

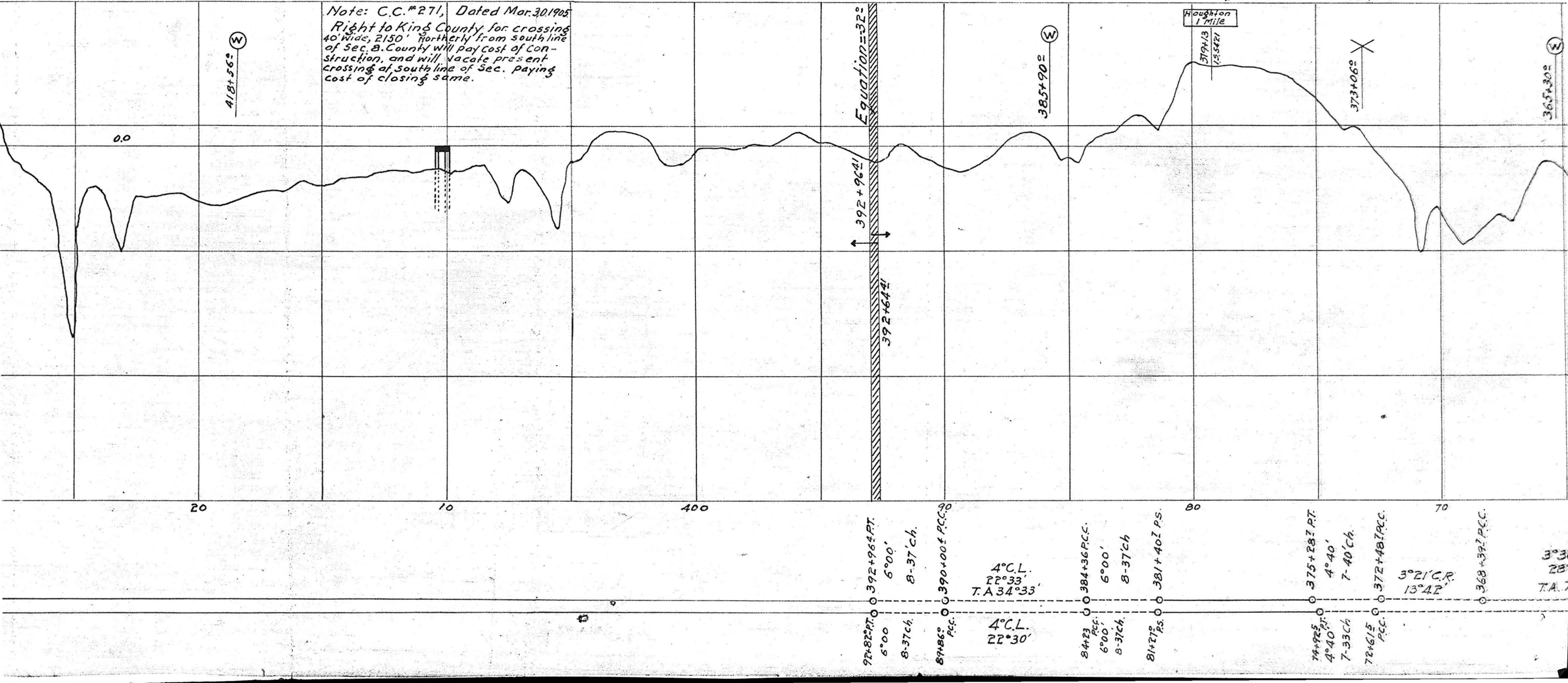
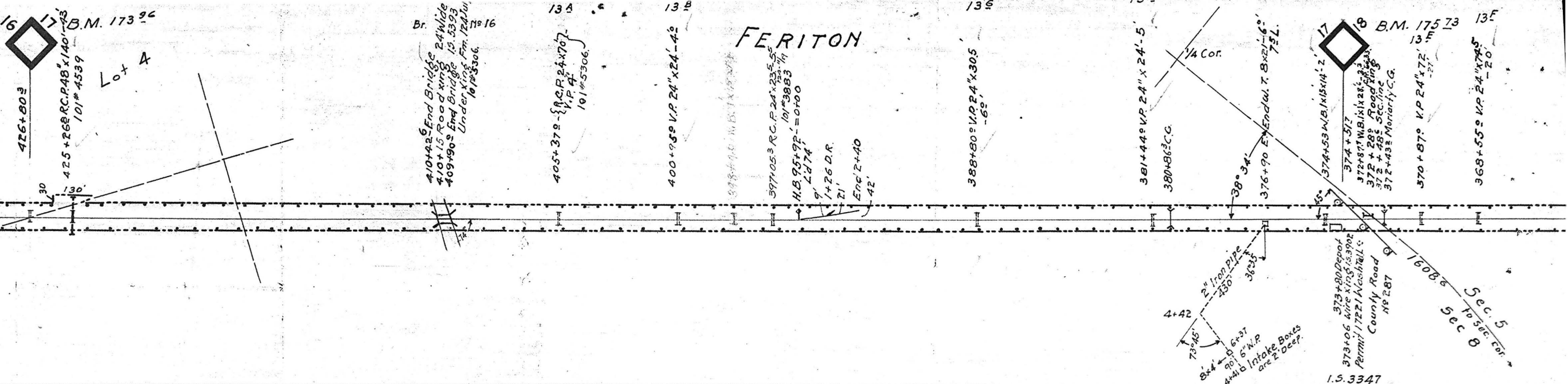
200	Cross Ties	134.00
1	Set No.11 Switch Ties Single H.B.	39.75
1	No.9 85# Spring Rail Frog	73.35
1	85# 15 ft. Split Switch Com.	58.87
1	High Banner Switch Stand	15.93
1	Elliott Switch Stand	16.00
1	15 ft. 2nd class 56# Switch Point and Set of Slide Plates	22.21
1	Set 85# Guard Rails Com.	22.60
150	lineal ft. 85# 3rd class rail	37.80
830	lineal ft. 3rd class 56# rail	138.40
2	Kegs Track Spikes	16.48
5	Pairs 85# Angle Bars	7.80
27	Pairs 56# Angle Bars	24.10
20	85# Track Bolts	1.20
108	56# Track Bolts	4.32
1	H.B. for derail stand	2.50
100	cu yds Cinders for Ballast @ .75 and .20	95.00
	Labor taking out present switch and moving it 100' east time card direction	175.00
	Grading (To be done by applicant)	
	Laying & Surfacing 405 feet of track	121.50
	Placing Sand Bumper	30.00
	Re-placing Derail	15.00
	Moving Telephone Pole	15.00
	Taking up 159 track feet of Oil Spur @ .10	15.90

\$1104.92

King Co oil spur HB located at station 95+92'
 Drail on oil spur 126' East zinc cord direction of H.R. main line
 Renton



Rough sketch of King Co oil spur shown in black
 Proposed spur for Mr. Lawren as shown in red
 HB of proposed spur to be 100 ft East zinc cord direction of oil spur HB



Seattle, Wash
Aug. 30, 1922

Hon. Board of County Commissioners,
King County, Washington.

Gentlemen:

A representative of the Midlakes Feed Company called at my office and advises that he has made arrangements to lease the land on which the King County spur, known as Periton spur near Kirkland, is located. He claims he has made arrangements to lease this property for 10 years and has asked that we re-arrange the spur, throwing it over closer to our tracks and change the switch to a location a few feet farther south.

I understand you are not using this track to furnish your fuel supply to the ferries.

Will you kindly advise quickly if you have any objections to changing the spur for the Midlakes Feed Company.

Yours truly

Acting Superintendent

Seattle, Wash
Aug. 30, 1922

Mr. T. H. Lantry:

Replying to your letter August 25th relative to the extension of the spur track constructed for use of King County ferries, to serve the proposed warehouse of the Midlakes Feed Company.

We have been after them several times to give us permission to take this track out but each time they have insisted that it be left in.

I have today written them asking if they have any objections to us re-arranging this spur for the Midlakes Feed Company. I do not understand that we can go ahead and change this spur until we get their permission.

A representative of the Midlakes Feed Co. was in my office today and advises he has made arrangements with the County to lease the land adjoining this spur and advise there will be no objections on the part of County Commissioners.

Mr. Tyler met a representative of the Feed Company and they went over the ground and advises it would not be practicable to extend this spur but it would have to be thrown closer in toward our track and the switch would have to be placed further south.

Mr. Tyler made a rough estimate of the cost of the proposed spur 490' long and he estimates it will cost \$1104.92.

Acting Superintendent

NORTHERN PACIFIC RAILWAY COMPANY
FREIGHT DEPARTMENT

Seattle, Wash. August 30, 1922.

File "A".

Mr. W. C. Showalter, Supt.,

Seattle, Wash.

Dear Sir:-

You will recall our conversation a few days ago regarding extension of the King County Oil Spur 250 feet for the purpose of serving the Midlakes Feed Company. I believe this concern has also talked with you regarding the matter.

We now have a letter from Mr. Cook in which he states that the estimated cost for extending a spur 250 feet is something like \$650.00 without field investigation and it may cost more or less.

Can you advise status of the application?

Yours truly,



General Agent.

CMG-F

NOR. PAC. RY.
AUG
31
1922
DIVISION SUPT
SEATTLE

Seattle, Wash
Aug. 31, 1922

Mr. C. M. Grubbs,
General Agent,
Seattle, Wash

Replying to your letter August 30th relative to extension of King County spur 250' for the purpose of serving the Midlakes Feed Company.

This spur was originally put in for the King County Commissioners to unload oil for the ferries on Lake Washington. We have repeatedly taken up with them for the last two or three years relative to taking this spur out, but each and every time they have insisted that the spur be left in as they would probably use it.

A representative of the Midlakes Feed Company was in my office yesterday and advised he has contract with the Commissioners to lease the ground around this spur and has their permission to use the spur.

The Division Roadmaster, Mr. Tyler, met this representative and went over the ground and it is not practicable to make an extension of this spur but he wants it thrown in closer to our track and the switch moved further south. Division Roadmaster estimates the cost will be \$1104.92.

Under date of August 30th I wrote to the Board of County Commissioners asking their permission to make the change. I do not understand that we can re-arrange this spur until after we have taken it up with them and get their permission, however, I may be mistaken in this. The representative of the Feed Company who was in my office advises he would take it up with the County Commissioners today and see if the permission would not be granted at once.

Acting Superintendent

Ph. Lakeside 8
"FROM PRODUCER TO CONSUMER"

Midlakes Feed & Milling Co., Inc.

Midlakes, Wash.

Phone Lakeside 8

WHOLESALE & RETAIL

Hay, Grain, Poultry & Dairy Feeds

Mr. Lawson =
Post Office, Bellevue, Wash.



King County

STATE OF WASHINGTON

Seattle

NOR. PAC. R.
SEP
6
1922
DIVISION SUP
SEATTLE, WASH.

BOARD OF COUNTY COMMISSIONERS

CLAUDE C. RAMSAY, CHAIRMAN L. C. SMITH TOM DOBSON
FIRST DISTRICT SECOND DISTRICT THIRD DISTRICT
D. E. FERGUSON, COUNTY AUDITOR AND EX-OFFICIO CLERK OF THE BOARD
J. W. DUTTON, DEPUTY CLERK OF THE BOARD
REGULAR MEETING DAYS MONDAY AND TUESDAY OF EACH WEEK

September 5, 1922.

Northern Pacific Railway Co.,
Seattle,
Washington

ATTENTION MR. SHOWALTER

Gentlemen:

Replying to your communication of the 30th inst. regarding the Feriton spur track near Kirkland, please be advised that the County Commissioners have no objection to the extension of the above mentioned spur by the Northern Pacific Railway Company, provided the same is done without any expense or liability to King County.

The Midlakes Feed & Milling Company made application for the lease of the ground on which this spur is located from King County and bids are to be opened on the 9th of October, 1922, and the land leased to the highest bidder at that time. The County Commissioners reserve the right to reject any and all bids.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS OF
KING COUNTY, STATE OF WASHINGTON

By D. E. FERGUSON, Clerk of Board

By

J. W. Dutton
Deputy.

JWD:B

Seattle, Wash
Sept. 6, 1922

Mr. T. H. Lantry

Referring to my letter August 30th relative to re-arranging spur constructed for the King County at Feriton to serve the warehouse of the Midlakes Feed Co.

I have a letter from the King County Commissioners stating that they have no objections to changing the above mentioned spur, providing same is done without expense or liability to King County.

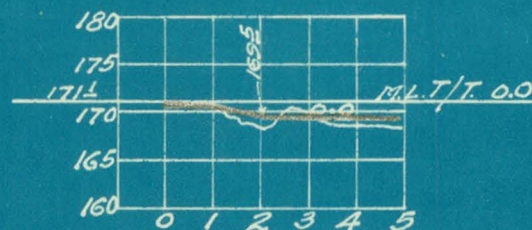
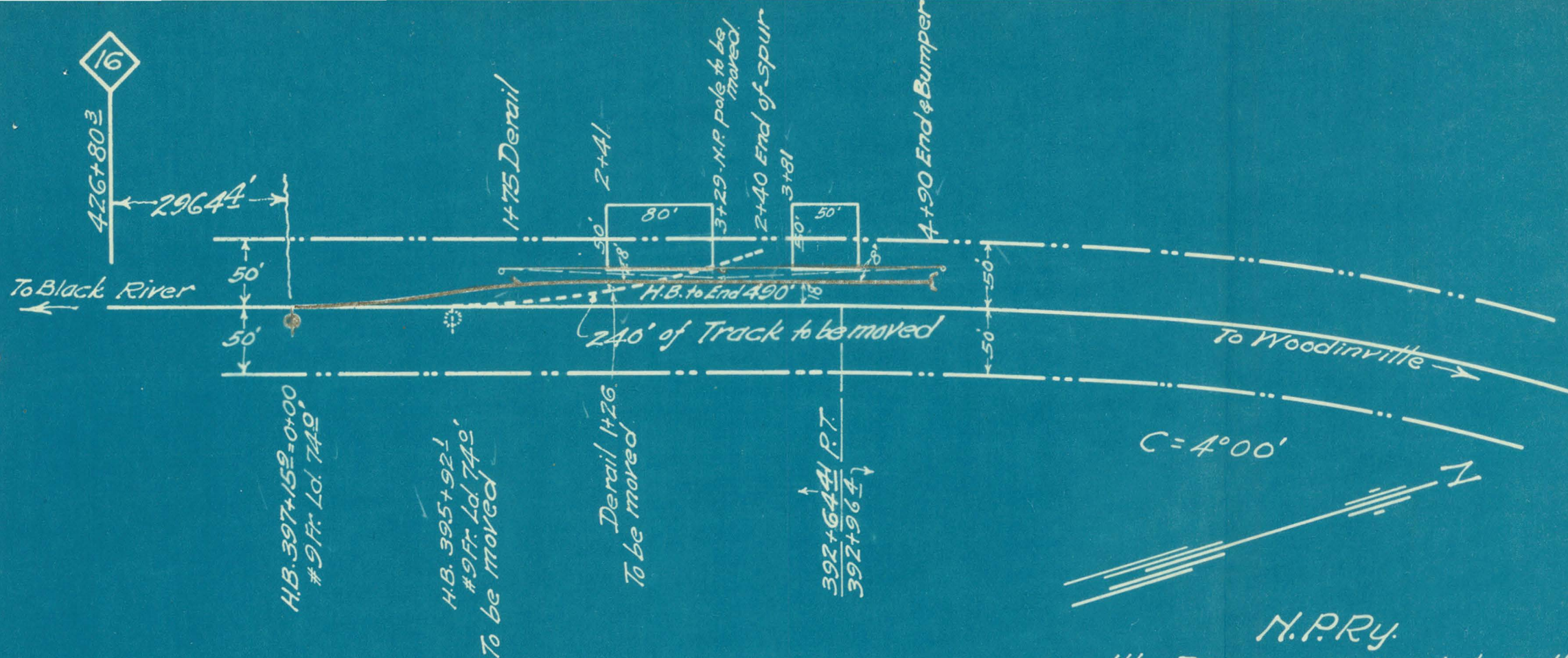
Mr. Lawson, a representative of the Midlakes Feed Company was in my office this morning and has left a check for \$50.00 to cover the Engineering expenses for locating this spur.

The Feed Company would like to have this spur re-arranged quickly as possible as they desire to erect their warehouse.

They advise that they will meet the Engineering Department at Kirkland with an automobile and take them to the spur any time with very short notice. Their telephone number is Lakeside 8, call Pacific Long Distance.

I recommend that the sketches and estimates be furnished for the preparation of RFA

Acting Superintendent



Profile
Scale 1" = { 400' Horiz.
20' Vert.

N.P.Ry.
Seattle Div. Lake Wash. Belt Line
Wash. Val. Sec. #8-A.
Sketch showing proposed
rearrangement and Extension
of Feriton spur for the
Midlakes Feed Co.
near
Kirkland, Wash.
office of Dist. Engr. Seattle, Wn.
Scale 1" = 100' Sept. 20, 1922

Seattle, Wash
Sept. 26, 1922

Midlakes Feed & Milling Co.,
Bellevue, Washington.

Gentlemen:

Referring to your recent application
for extension and re-arrangement of spur at Feriton
for your use.

Enclosed please find a blank on which
you should make formal application.

Will you kindly sign both copies on
the line provided and return to me for further action
on the part of the Railway Company.

Yours truly

Acting Superintendent

NORTHERN PACIFIC RAILWAY COMPANY

INDUSTRIAL TRACK AGREEMENT

Parties. ☒ AGREEMENT between the NORTHERN PACIFIC RAILWAY COMPANY, hereinafter called the "Railroad," and Middleakes Feed & Milling Co. Inc. hereinafter called the "Industry."

Location. WHEREAS, the Industry desires the construction, maintenance and operation of a track to be located at Periton, Wash. (Near Kirkland), shown colored Red, between the letters A & B, on the plan hereto attached and made a part hereof, marked "Exhibit A", the Railroad agrees to construct, maintain and operate said track on the following terms and conditions:

Right of Way. Section 1. The Industry shall first procure and furnish without expense to the Railroad all necessary right of way, including all necessary public authority and permission for the construction, maintenance and operation of the track.

Construction, Ownership and Maintenance. Section 2. The Railroad shall construct and maintain, at its own expense, and shall own that portion of the track that is within its right of way, connecting with its existing track between the switch point and the clearance point, a distance of 1790 feet. entire The Industry shall bear and pay the entire cost and expense of the construction and maintenance of the ~~portion of the track lying beyond the clearance point, or beyond the line of the right of way of the Railroad, if the clearance point falls outside said line.~~ The Industry shall pay for all present and future changes in, or additions to, the Railroad's line, or construction made necessary by the installation, maintenance and operation of the track.

Deposit. Section 3. The Industry shall, before any construction is begun, deposit with the Railroad, the sum of Seven Hundred Seventy Six Dollars, the estimated cost of constructing the portion of the track to be paid for by the Industry. If the actual cost shall prove more or less than such estimated cost, the difference shall be promptly paid by the Industry or refunded by the Railroad, as the case may be. The Industry shall pay to the Railroad from time to time the cost of the maintenance, additions and betterments done by the Railroad, herein agreed to be borne by the Industry, within twenty days after bills are rendered therefor. Should the Industry do any work of construction, maintenance, or of additions and betterments, it shall do such work in substantial and workmanlike manner, and in accordance with the Railroad's standards. If the Industry fails properly to maintain the track or to pay the bills therefor within the prescribed time, the Railroad may disconnect the track, or refuse to operate over it.

Definition of Cost. Section 4. "Cost," for the purpose of this agreement, shall be all assignable costs, plus ten per cent to cover elements of expense not capable of exact ascertainment. Material to be charged at its current value where used.

Right of Railroad to use. Section 5. The Railroad shall have the right to use or extend the track for the accommodation of the business of the Railroad or the business of other parties, provided such use or extension does not unduly interfere with the use of said track by the Industry. In case the track is regularly used by or is extended for the accommodation of another industry, it is agreed that the Railroad may fix the terms upon which such new industry shall share in the cost of construction and maintenance of the track used in common.

Clearances. Section 6. The Industry shall not place or permit to be placed, or to remain, any material, structure, pole or other obstruction within eight (8) feet laterally of the center, or within twenty-three (23) feet vertically from the top of the rail of said track.

Public Assessments. Section 7. The Industry shall pay all compensation and assessments required at any time by a municipality, public authority, corporation or person for the privilege of constructing, maintaining and operating said track.

Liability. Section 8. It is understood that the movement of railroad locomotives involves some risk of fire, and the Industry assumes all responsibility for and agrees to indemnify the Railroad against loss or damage to property of the Industry or to property upon its premises, regardless of Railroad negligence, arising from fire caused by locomotives operated by the Railroad on said track, or in its vicinity for the purpose of serving said Industry, except to the premises of the Railroad and to rolling stock belonging to the Railroad or to others, and to shipments in the course of transportation. The Industry also agrees to indemnify and hold harmless the Railroad for loss, damage or injury from any act or omission of the Industry, its employees, or agents, to the person or property of the parties hereto and their employees, and to the person or property of any other person or corporation, while on or about said track; and if any claim or liability other than from fire shall arise from the joint or concurring negligence of both parties hereto it shall be borne by them equally.

Assignment. Section 9. The Industry shall not assign this agreement or any interest therein without the written consent of the Railroad, and for any departure in this respect the Railroad may terminate this agreement.

Right to Disconnect. Section 10. The Railroad shall have the right to take up and remove so much of said track as is within its right of way if the Industry shall cease to use it.

Section 11. The Railroad shall own all the portion of the track lying upon its right of way, but agrees, upon the discontinuance of the use of the track, to take up that portion of the track on the right of way originally paid for by the Industry and pay to the Industry the salvage value of the usable material so removed, less the cost of recovering it.

Dated

10-9-22

NORTHERN PACIFIC RAILWAY COMPANY

By _____

Middleakes Feed & Milling Co. Inc

By _____



FORM 1906

Telegram—Be Brief

Mailgram

Time Filed

M.

Seattle, Wash Oct. 26, 1922

A. V. Brown, Seattle

Please be referred to RFA 49-22 re-arrange and extend Periton Spur for the Midlakes Feed & Milling Co. The Proprietor has called on me two or three times saying that he is losing money trucking his feed to Kirkland and that we are also losing money as we are not getting the haul on the shipments. Respectfully recommend that the approval be expedited as much as possible.

T.H.L.

W E W

Seattle, Wash
Oct. 31, 1922

RFA 49-22

Mr. T. J. Tyler

The above numbered RFA, Change in Feriton Spur for Midlakes Feed & Milling Co. has been authorized and the parties wanting the track are in a desperate hurry for it.

Will you, therefore, please have assembled at once whatever material is necessary so that the work may be promptly proceeded with.

Deposit of \$775 is in hand and will you kindly inform me if there will be any switch ties to be furnished by the Feed Co. and just how many cross ties will be wanted.

Superintendent

Seattle, Wash
Nov. 3, 1922.

WELW

Mr. T. J. Tyler:

RFA 49-22. Supplementing my letter of the 31st ult. on the above subject. Mr. Lavson called me up on the phone this morning and says that he has the grade all prepared and he is going to try and get the ties from the Machias Mill Co. at Woodinville and have them on the ground Monday night.

When can you do the work.

Superintendent



FORM 1336

Telegram—Be Brief

Mailgram

Time Filed

M.

Seattle Nov. 8, 1922

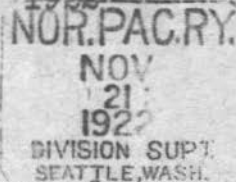
T.J.Tyler, Seattle

When do you expect to get at the work of changing
over the Feriton Spur for Midlakes Feed & Milling
Company

T.H.L.

A large, stylized handwritten signature, possibly reading "W.C.W.", is written in the lower right corner of the document. A long, thin arrow originates from the signature and points towards the word "Company" in the message text.

Seattle November 20 1922



A Herider -

Referring to RFA 49-22, Re-Arrange and Extend Spur for Midlakes Feed & Milling Company, Feriton.

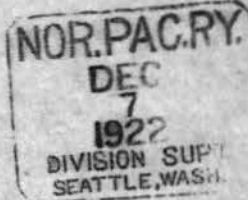
The estimate calls for one earth and timber bumper to be placed on this spur, \$15.00. Track is now laid and ready for use and we are only waiting for building and filling of sand box to complete this Improvement.

Will you please arrange to have sand bumper made as early as consistent so as to permit us to close up the Improvement.


Division Roadmaster

Doc. 12557

St. Paul, Minnesota,
December 1, 1922.



Mr. F. W. Sweeney, Comptroller
Mr. J. L. Watson, Right of Way Commissioner
Mr. Henry Blakeley, Freight Traffic Manager
Mr. E. C. Blanchard, Gen. Mgr., Seattle
Mr. T. H. Lantry, Supt., Seattle

Have placed on file in this office industry track agreement on Form 102 (5-19-22) dated October 9, 1922 with Midlakes Feed & Milling Company, Inc., for construction, maintenance and operation of spur track at Feriton, Washington, (near Kirkland).

Work covered by A.F.E. Comptroller's No. 1878-22.

Section Two has been changed to read as follows:

" The Railroad shall own that portion of the track that is within its right of way, connecting with its existing track between the switch point and the clearance point, a distance of 490 feet.
The Industry shall bear and pay the entire cost and expense of the construction and maintenance of the entire track.
The Industry shall pay for all present and future changes in, or additions to, the Railroad's line, or construction made necessary by the installation, maintenance and operation of the track."

R. H. Relf

Assistant Secretary

SEATTLE; Dec.8,1922

NORPACCO
D
1922
DIVISION SUP
SEATTLE WASH

Mr. T.H.Lantry
Superintendent - Building

Dear Sir:

Referring to your letter of November. 21st, with regard to bumper to be placed in connection with RFA 49-22, change in spur track at Feriton:

This is to advise that bumper was completed December 7th, and is now ready for filling.

RSG:L

A. HERIDER

Supervisor



FORM 1366

Telegram—Be Brief

Time Filed

M.

To J. H. Lambly Supt

12/24-22

Hornwith please find completion
report on A. F. E. 1878-22 arrange
and extend spur for Mid Lake feed and
milling Co. at Fenton near Kirkland
completed Dec 18th Later by Section
32 and 33.

J. H. Lambly

NORTHERN PACIFIC RAILWAY COMPANY.

FIELD COMPLETION REPORT.

Owner N. P.
 Lessee
 Operating Co. N. P.
 Under Government Operation No

GENERAL ACCOUNTS
I. ROAD, AND
III. GENERAL EXPENDITURES.

Completion Report { Progressive
Final } No

A. F. E. No 1878-22
D. C. E. Reference
Sheet No. 1 of 1 Sheets

Location of Project; State Wash Valuation Section 8-A Station or M. P. Kirkland

Division Seattle

Description of Project Rearrange and extend Spur for Midlakes Feed
and Milling Company.

Work Begun **Nov 1922**, Portion here reported { Turned over to
Retired from } Operation

Project { Turned over to
Retired from } Operation Dec. 18 1922 Project Completed Dec. 18, 1922

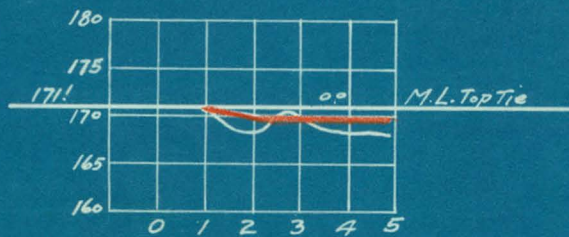
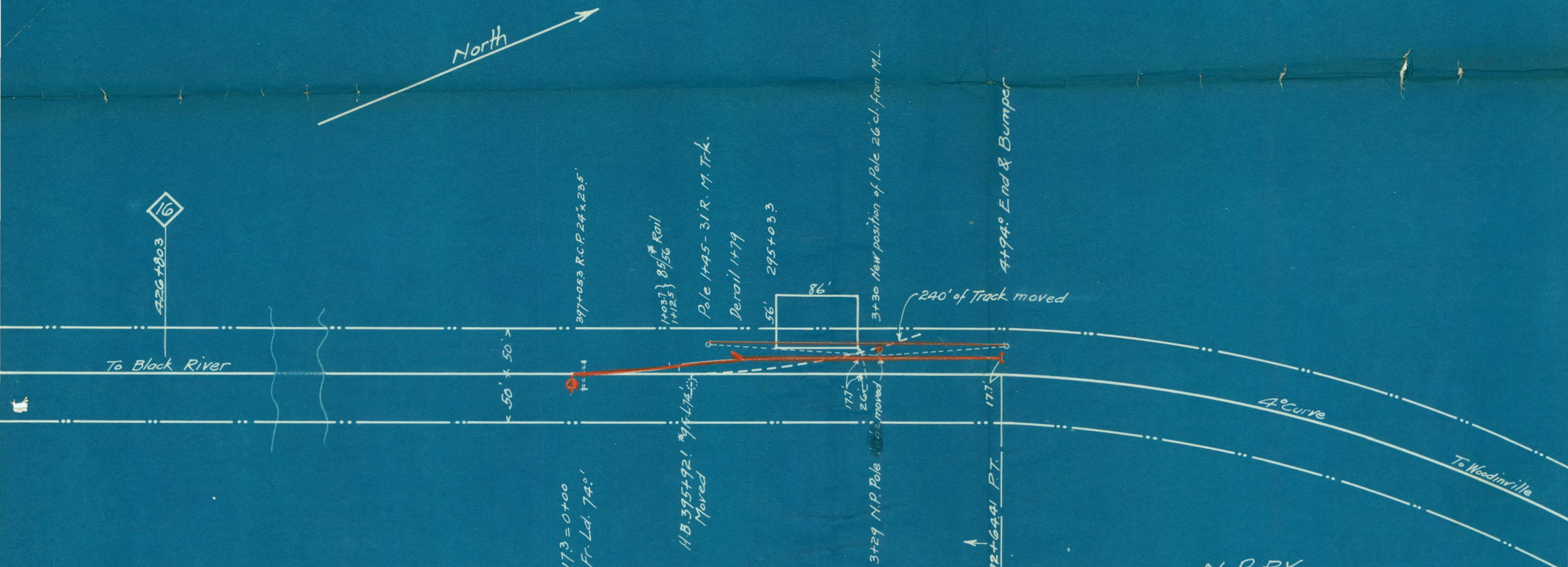
Work done by **Div Fores** Under Supervision of **Div Supt.**
Name of Contractor _____ Date of Contract _____
Cost borne by **Applicant**

PROPERTY UNITS ADDED.			DESCRIPTION OF PROPERTY AND CONSTITUENT PARTS	PROPERTY UNITS RETIRED		
UNIT	NO. OF UNITS	Charge Acct. No.		UNIT	NO. OF UNITS	Credit Acct. No.
			240' Track moved and extended 254 feet.			
		1	<u>Engineering</u>			
C Y	218	3	<u>Grading</u> Common excavation haul less than 500'			
		8	<u>Ties</u> Other Traks			
No. Pcs.	185		No. 1-- 7"x 8"x 8' Untreated fir cross ties <i>appl</i>			
		9	<u>Rail</u> Other tracks			
G.tons	4.23		508 Lin. Ft. 56# Bess. Relay Rail			
		10	<u>Other track material</u> Other Tracks			
CWT	6.51	✓	21 Pr. Relay 56# Angle Bars			
CWT	0.58	✓	64 Pcs. 2 3/32" x 3 3/8" Track Bolts.			
CWT	3.20	✓	512 Pcs 9/16" x 6" Track Spikes			
Each	1		Earth & Timber Bumper			
			<i>OK</i> 1822 ft BM 9 x 18			
			<i>OK</i> 192 ft " 8 x 8			
			<i>OK</i> 45# Iron			
			8 C Y Filling Material			
		11	<u>Ballast</u> Other Tracks			
C Y	45		Cinders from Seattle			
		12	<u>Track laying and Surfacing other tracks</u>			
Miles	0.048		Track laying with running surface 60# and less 2850 ties per mile			
each	1		Earth and Timber Bumper placed.			
C Y	45		Cinder Ballast placed.			

I certify the above statement is correct.

Dated at Seattle Washington,
December 28th, 1922.

(Signed) A.F.Stotler,
District Engineer.



Profile Scale 1"=400' Hor.
20' Vert.

N.P.R.Y.
Seattle Div. Lake Washington Belt Line
Wash. Val. Sec. 8-A
near KIRKLAND, WASH.
Rearrange & Extend Spur for Midlakes Feed & Milling Co.
A.F.E. 1878-22
Scale 1"=100' Seattle Wash
Dec. 27 1922
Date of Work
Beginning Nov. 1922.
Completed Dec. 18, 1922.

Northern Pacific Railway Company

A. F. E. No. 1878-22 19

Final

COMPLETION REPORT

COMPLETION REPORT:

PROGRESSIVE No.

Location of project:—Town and State Washington Valuation Sec. No. 8A Division Seattle

Work begun Nov-22 Portion here reported turned over for operation.

Project completed 12-18-22 turned over for operation.

Brief description of work Kirkland-Near-Rearrange and extend spur for Midlakes

Feed & Milling Co.

(Actually completed)

Seattle, March 20th, 1923

T. H. Lantry, Supt.

Date

Officer in Charge of Work

Form 1924

Distribution of Column 5

1924 Sheet No. (1)	Total Cols. 3-4-5 (2)	Optg. Exps. (3)	Miscs. Accts. (4)	Addns. & Betms. (5)	Road and Eqpt. % No. (6)	Labor (7)	Material (8)	Transp'n. F-Freight P-Pass. (9)	Original Cost Adjstmt. (10)	H T W (11)	Hire of Equipmt. Trackage Wk. Train Service (12)	Contract Work (13)
1	\$ 11.76			\$ 11.76	1	11.76						
2	260.17		82.96	177.21	12	177.21						
3	184.49			146.43	9		83.82	62.61				
				38.06	10		30.22	7.84				
4	6.89		6.89									
5	38.41			38.41	12	38.41						
6	23.83			23.83	10		21.20	2.63				
7	.15			.14	9			.14				
				.01	10			.01				
8	8.64			1.45	9		.83	.62				
				5.76	10		5.78	.02				
				7.32	8			7.32				
				5.63	11			5.63				
9	4.83			7.32	8			7.32				
				38.41	12	38.41						
				8.30	12	7.55				H	.75	
				32.60	10	30.86				H	1.74	
10			6 5.79	65.79	12	65.79						
11	260.30			130.80	3	130.80						
				129.50	8		129.50					
12	155.64		155.64									
TOTAL	634.17			634.17		292.39	259.79	79.50			2.49	

This account has been audited
and is now correct.
No Adjustments were necessary
Some? Division Folio No. 9-10 covers.
1923
Date Traveller's Accountant

Seattle, Wash
March 19, 1923

AFE 1878-22

Midlakes Feed & Milling Co.
Bellevue, Washington

Gentlemen:

I have a voucher in your favor covering
refund of portion of your deposit covering changes in
track at Feriton.

Please advise to which address I should
send the voucher.

Not having communicated with you for some
time I was not sure your address was still Bellevue.

Yours truly

Superinten ent



"FROM PRODUCER TO CONSUMER"

PHONE MAIN 68

MIDLAKES FEED & MILLING CO., Inc.

WHOLESALE AND RETAIL

HAY, GRAIN, FLOUR, POULTRY & DAIRY FEEDS

KIRKLAND, WASH.

Northend Pacific Railway Co.
% J. Lantley.

Seattle.

Wash



Gentlemen:-

Received your letter of the 19th. inst. & concerning
your information you will find it on our letterhead

Hoping it will be satisfactory

Yours truly

M. Lantley
per [Signature]
Midlakes Feed - Milling Co.

Seattle, Wash
march 23, 193

Midlakes Feed & Milling Co.
Kirkland, Washington

Gentlemen:

Beg to hand you herewith our voucher #21132
in the amount of \$111.17 same representing the excess
over your deposit, the actual cost of changing track
at Feriton.

You will note that \$100 of your deposit has
been retained to cover the removal of the track when it
is no longer required.

Yours truly

Superintendent

[Handwritten initials: JH, JH, JH, JH]

Saint Paul, Minnesota,
September 28, 1929,

File 6310- F.

MR. F. R. BARTELS:

We are still retaining a \$100.00
deposit from the Midlake Feed and Milling Company received
December 16, 1922.

Can you at this time advise what
disposition should be made of this amount.

wh-es

[Handwritten signature: J. M. Stecker]
AUDITOR DISBURSEMENTS

Seattle, Wash.

Oct. 4, 1929.

Agent, Kirkland, Wash.

The Auditor of Disbursements is holding a deposit of \$100.00 from the Midlakes Feed & Milling Co., to cover the removal of the spur track at Feriton in 1923.

Is this track still in place and what are the prospects of it being retained their permanently.

Superintendent

NOR. PAC. RY.

OCT
12
1929

Kirkland Wash Oct 11 DIVISION SUPT.
SEATTLE, WASH.

F R Bartles Supt

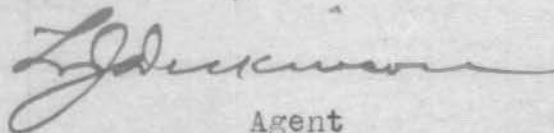
Seattle Wash

Dear Sir

Your letter 4th re Midlakes Feed and Milling Co
deposit of \$100.00 to cover removal of spur at Feriton-

This firm is now known as the Quality Feed Mills
who tell me the spur is one they are now using and that to
all knowledge and intentions is permanent.

Yours truly



Agent

JP
Seattle, Wash.

Oct. 12, 1929

Mr. F. W. Stetekluh:

Your letter of Sept. 28th, File 6310-F, in regard to holding a \$100 deposit from the Midlake Feed and Milling Co.

This firm is now known as the Quality Feed Mills and as far as they know the track will be permanent.

I would suggest, however, that the deposit be held up in case they ever want the track removed.

Superintendent

NOR. PAC. RY.
SEP 29 1931
DIVISION SUPPLY
SEATTLE, WASH.

Saint Paul, Minnesota,
September 25, 1931,

File 6310- F.

Mr. F. R. Bartles:

Please see your letter of October 12, 1929, respecting a deposit of \$100.00 which is being retained from the Midland Feed and Milling Company, now known as the Quality Feed Mills.

The original deposit was received on December 16, 1922, and assuming that the track is now permanent, will you please advise whether a refund should be made.

wh-es

E. V. Stetson
Auditor Disbursements

1878-22
1999-23

Seattle, Washington,

Sept. 30, 1931.

AFE-1878-1922.

Mr. F. W. Stetekluh:

Your File 6310-F.

Referring to your letter of the 25th inst., re deposit of \$100.00 which is being retained from the Midlakes Feed Company, now known as the Quality Feed Mills, at Kirkland.

In view of the fact that this track is now permanent, I would suggest that the \$100.00 be refunded.

Superintendent

Seattle, Wash.

Oct. 13, 1931

Mr. Maynard Hanson, Agent
Kirkland, Wash.

I am enclosing herewith NP Railway Company's
voucher No. 90633 in the amount of \$100 in favor of the Quality
Feed Mills.

This check covers refund of an original deposit
received from them on December 16, 1922 and retained by the
Railway Company to cover the removal of the track when it is no
longer required.

In view of the fact that the track is now permanent,
refund of the deposit has been arranged.

Superintendent