

1929

NORTHERN PACIFIC RAILWAY COMPANY
AUTHORITY FOR EXPENDITURE

1929
YEAR

1929
DEPT. NO.

ENGINEERING DEPT. NO. 217-28

A. F. E. NO. 198

DIVISION DISTRICT STATE BRANCH VAL. SEC. NO.

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$1,601.90

(Accounting classification as follows: (a) credits to be made in General Office)

	Operating Excess	Profit and Loss	Net Operating Excess	Net Profit and Loss
Cost of property retired	118	1871		
Value of salvage	79	1198		
Unexpended costs			2269	223
Total to Operating Excess				2517
Total to Profit and Loss	619	Loss on R. R. & E.		896
To Material and Supplies				1268
To Dep. for collection				700
To Other Accounts				
Net shown in Investment Account—Additions and Deductions				1180.50
Total of Expenditures				2350

Approved: [Signature] 5-1-1929
City Engineer: [Signature] 7-10-1929
Date: 10-1-1929

Interlocking in Service Sept 17 1929

Interlocking layout with respect to

Track Length 304 Ft.

The following description of proposed work is for the N.P. Railway No. 45. The cost of maintaining this track for which the N.P. Railway has \$100.00, and the OFFERED \$201.84. This could be used to purchase the necessary materials and labor for the proposed work. The cost of the proposed work is estimated at \$600.00. It is proposed to install a tower to operate the track and to install a tower to operate the track. The cost of the proposed work is estimated at \$600.00. It is proposed to install a tower to operate the track and to install a tower to operate the track. The cost of the proposed work is estimated at \$600.00.

Working to be done by contractor, firm under charge of [Signature]
Responsible to [Signature] (Engineering Dept.)

Approved: [Signature]

Approved: [Signature]

Approved: [Signature]

Approved: [Signature]

NET EXPENDITURE OF NET EXPENDITURE OF APPROVAL AND OF COST

Estimated cost of installing interlocking plant, with necessary telegraph and track changes, as per sketch dated
 NOV 14 1928

The cost of maintaining operators at Reservation is approximately \$1,200 per month. This expense is divided 40% to the Northern Pacific, 30% to the Great Northern and 30% to the G. N. Ry. The cost of maintaining switch tenders is approximately \$204.00 per month, of which the N. P. Ry. bears \$166.00, the G. N. Ry. \$40.00 and the G. O. Ry. \$10.00.

Secondhand interlocking material is available which could be installed to advantage in handling switches now taken care of by the switch tenders, switch leaders. The amount saved in this manner, approximately \$5,000.00 per year, justifies the installation of the interlocking plant.

It is proposed, therefore, to make changes in tracks to connect between tower and switches, (which reduces cost of interlocking plant for present installation) and interlocking apparatus and move telegraph equipment to the reservation and abandoning the present telegraph office.

The work comes under the terms of the contract with the G. N. Ry. dated July 18, 1926. The G. N. is affected under contract dated December 1, 1909.

Track decrease 804 track feet.

ESTIMATED COST OF INSTALLING INTERLOCKING PLANT -

Under contract of July 18, 1926, the G. N. Ry. agrees to bear 30% of all costs. The G. N. operates thru this territory under contract of December 1, 1909 and under this agreement that 30% would also be affected.

NECESSARY MATERIALS

Insulated rail joints and switch insulators	1,400
<u>SEWERS AND INTERLOCKING</u>	
Interlocking	5,500
Interlocking station	500
Furniture and tools	
Superintendence	
<u>MAINTENANCE</u>	
Transportation	
Total	7,765

Estimated cost of new work

N.P. proportion 70% - 13,735
 G/O vs. G-NRY 30% - 5,985

Wires with insulated joints, etc. 30
 100
 18
 138
 Incidental Operating Expenses
 N.P. proportion 70% - 138
 G/O vs. G-NRY 30% - 59

Propd Comp. # 382
Head of B...
Retention Dam
End

N.P. Drawbridge Line

1335

State Highway Bridge
P.S.E. R.R.

East

St

N.P. Mainline

LOW P.R.B.N.

Throw & surface East Track

Throw & surface
lot of Track

HB 13305+589
H.D. - O.W. Comp.
13305+482

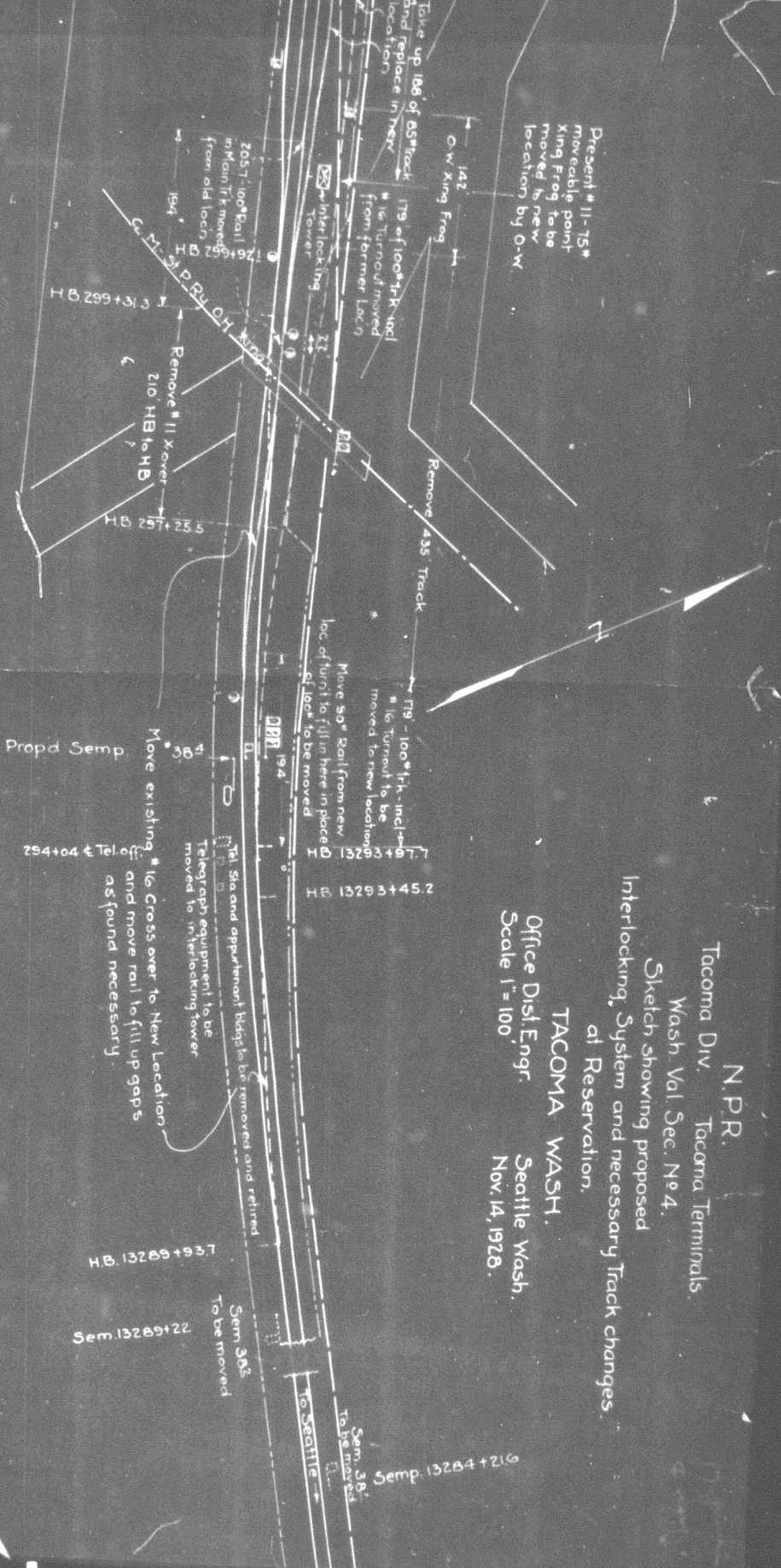
Remove 100
of P.R. on
Dr. Dr. Line
Remove
to of track
on Sw. Leg

Move 150 of main
ck and 150 on
urnout including
location.

Proposed
New location of
O.W. # 11-135 Frog location

Take up 188 of
and replace in
location

147



N.P.R.
 Tacoma Div. Tacoma Terminals
 Wash. Val. Sec. No. 4.
 Sketch showing proposed
 Interlocking, System and necessary Track changes
 at Reservation.
 TACOMA WASH.
 Office Dist. Engr.
 Seattle Wash.
 Scale 1" = 100'
 Nov. 14, 1928.

YARD TRACKS

YARD TRACKS

YARD TRACKS

RIVER

HB 331+226

VIADUCT 13331+423

HB 329+171
HB 329+171

HB 327+064
HB 326+988

HB 324+535

323+043 Signal # 389

PT 13321+312

334+473
Signal # 390

Signal cable under ground

Signal Cable under ground

13316+400
Signal Cable on W.P. Pipe supports approx. 12' above ground

HB 13314+353

PS 13313+432

State Highway Bridge

309+843
Meter & Water Connection

Signal Cable on W.P. Pipe supports approx. 12' above ground

120' Exclusive MPTrack thrown

HB 13305+509
HB 13305+484
O&W Conn
PT fact New NP SW. Lea

Drawbridge Line

HB 316+63
HB 316+56

HB 315+015

Ctr. Xing 313+56

13312+743 Signal (at shed to State Bridge)

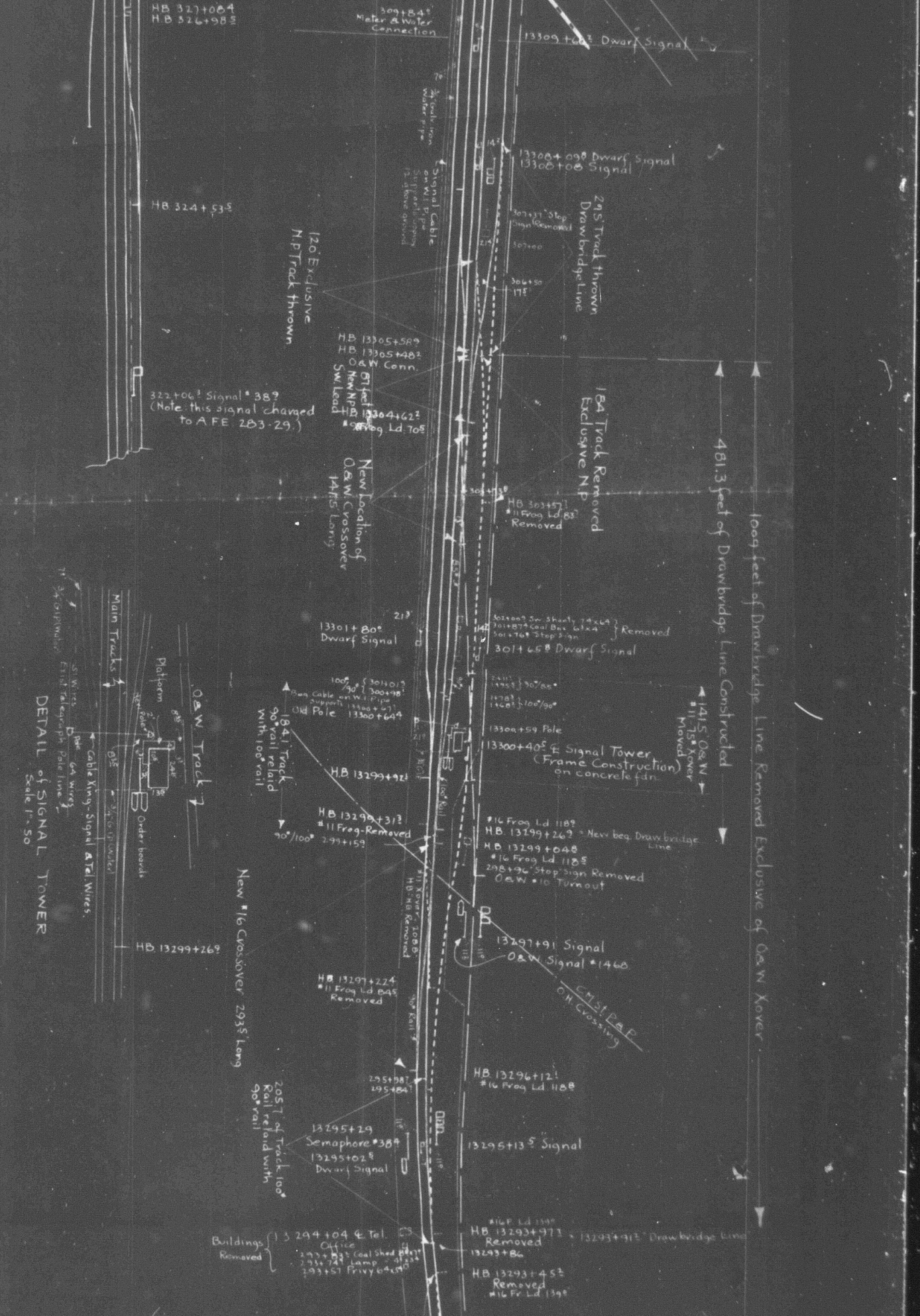
Midellab. Bch

13309+608 Dwarf Signal

13308+098 Dwarf Signal
13308+008 Signal

215' Track thrown Drawbridge Line

13305+509
13305+484
O&W Conn



DETAIL of SIGNAL TOWER
Scale 1" = 50'

HB 327+06.4
HB 326+98

HB 324+53.5

322+06 Signal # 38
(Note: this signal changed to AFE 283-29.)

120' Exclusive NP Track Thrown

HB 13305+58.9
HB 13305+48.3
O&W Conn.
New NP
HB 13304+62.3
9 Frog Ld. 70.5

New location of O&W Crossover
141.5' Long

13309+66.3 Dwarf Signal

13300+69 Dwarf Signal
13300+68 Signal

295' Track Thrown Drawbridge Line

184' Track Removed Exclusive NP

189 feet of Drawbridge Line Removed Exclusive of O&W Xover

HB 302+57.1
11 Frog Ld. 83
Removed

302+09 Sw. Shanty 14x64 } Removed
301+87 Coal Box 6x14 }
301+70 Stop Sign }
301+65 Dwarf Signal

13301+80 Dwarf Signal

100' Span Cable on W.I.P. Pipe
Supports 13300+67
Old Pole 13300+64.9

84' Track
90' rail relaid with 100' rail

HB 13299+92

HB 13296+37.3
11 Frog Removed
90/100 2-99+15.9

New #16 Crossover 293.5' Long

HB 13299+26.9

HB 13297+22.4
11 Frog Ld. 84.5
Removed

295+98.7
295+98.1
13295+29 Semaphore # 38
13295+02.8 Dwarf Signal

HB 13296+12.1
16 Frog Ld. 118.8

13295+13.5 Signal

Buildings Removed
329+04 Tel. Office
297+83 Coal Shed
293+74 Lamp
293+51 Privy

16 Fr. Ld. 139
HB 13293+97.3
Removed
13293+86

HB 13293+45.2
Removed
16 Fr. Ld. 139

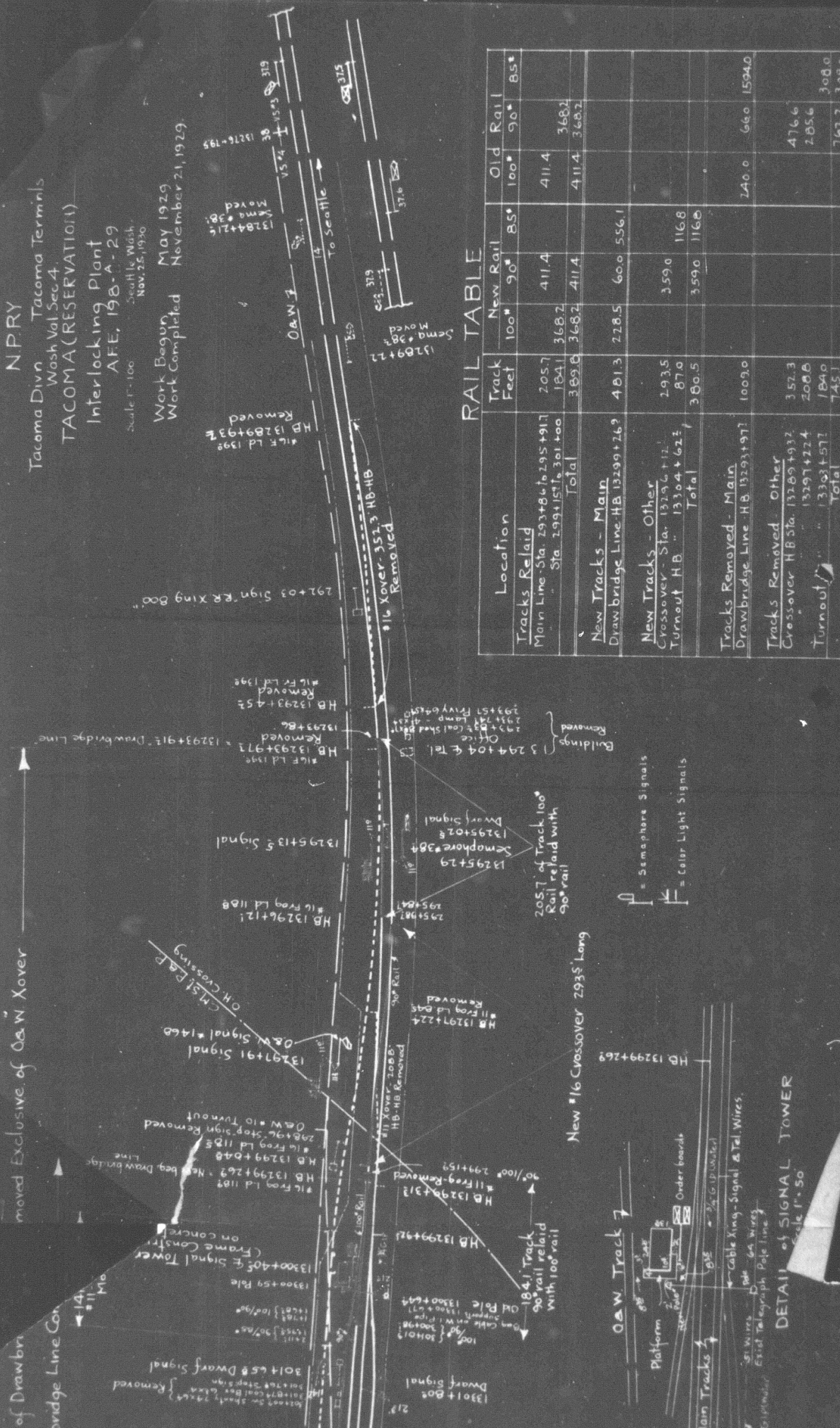
292+03 Sign "RR Xing 800"

Turnout	
Tracks	
Drawbr	
Tracks	
Crossover	
New T	
Crossover	
Drawbr	
New T	
Drawbr	
Tracks	
Main L	
Tracks	
Drawbr	
Turnout	

NPRY
Tacoma Divn Tacoma Terminals
Wash Val Sec 4.
TACOMA (RESERVATION)

Interlocking Plant
AFE, 198-A-29
Seattle Wash.
Scale 1" = 100'
Nov. 25, 1930

Work Begun May 1929
Work Completed November 21, 1929.



RAIL TABLE

Location	Track Feet	New Rail		Old Rail	
		100'	90'	100'	90'
Tracks Relaid					
Main Line - Sta. 293+8 to 295+91.7	205.7	411.4	411.4		
Sta. 299+157 to 301+00	184.1	368.2		368.2	368.2
Total	389.8	368.2	411.4	411.4	368.2
New Tracks - Main					
Drawbridge Line - HB 13299+26.9	481.3	228.5	60.0	556.1	
New Tracks - Other					
Crossover - Sta. 13296+12	293.5	359.0			
Turnout HB " 13304+62.5	87.0	116.8			
Total	380.5	359.0	116.8	116.8	
Tracks Removed - Main					
Drawbridge Line - HB 13293+97.1	1009.0			240.0	640
1594.0					
Tracks Removed - Other					
Crossover HB Sta. 13289+93.7	352.3			476.6	
13297+22.4	208.6			285.6	
Turnout " 13303+57.1	184.0			762.2	308.0
Total	745.1			308.0	308.0

KODAK SAFETY FILM

