



N. P. 1363
6-24

NORTHERN PACIFIC RAILWAY COMPANY AUTHORITY FOR EXPENDITURE

COMPTROLLER'S COPY

YEAR **1929**

SUPERINTENDENT'S No. _____

DEPT. No. _____
ENGINEERING DEPT. No. _____

A. F. E. NO. **284**

Tacoma DIV. Point Defiance Line DISTRICT STATE Wash
BRANCH

VAL. SEC. No. **6**

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 1356

Accounting distribution as follows: (Distributor made in General Office.)

| Cost of property retired | Operating Expenses | Profit and Loss | Net Operating Expenses | Net Profit and Loss |
|--|--------------------|-----------------|------------------------|---------------------|
| Value of salvage | | | | |
| Incidental costs | | | | |
| Total to Operating Expenses | | | 7 | |
| Total to Profit and Loss | | | | 7 |
| To Material and Supplies | | | | |
| To Bills for Collection | | | | |
| To Other Accounts | | | | |
| Net charge to investment account—Additions and Betterments | | | | |
| Total of distribution | | | | |

SEP 1937A 1349
 OCT 1933 1356
 MAR 1936

Budget reference: **In Budget** - Not joint - See exchange of letters Messrs. O'Brien and Reid July 12 & 26th, 1917, & joint memorandum of July 19, 1921, item 30.
 Joint facility contract reference: Class of Work: No. 13

The location is _____ on this company's property. To secure rights, it will be necessary

Location: **Between Tacoma and Tenino**

Title: **Automatic Block Signals.**

and Reason: To provide more adequate protection against accidents on this important piece of track which carries the bulk of our passenger and freight traffic between Tacoma and Tenino, Wash., Also to carry out Item 30 in agreement of July 19, 1921, between Messrs. Murray and Stevens for the completion of all work on contract for Point Defiance Line dated May 1, 1911.

It is estimated there would be an annual saving in discontinuance of operators of \$10,800.00. The cost for two additional maintainers for the maintenance of the signals will be approximately \$3800.00 material and other maintenance expense approximate \$1200.00 leaving a net saving of \$5000.00.

While this saving is not sufficient to justify installation from standpoint of financial benefit, it is believed that the expenditure would be justified on account of completing this unfinished link in modern protection on the Northern Pacific between St. Paul and Portland, and further to carry out the desire of the I.C.C. to install on all important lines adequate block signal protection.

Work to be done by company force under charge of _____ Signal Engineer.
 Accounting to concentrate in the office of _____ Division Accountant, Engineering Department.

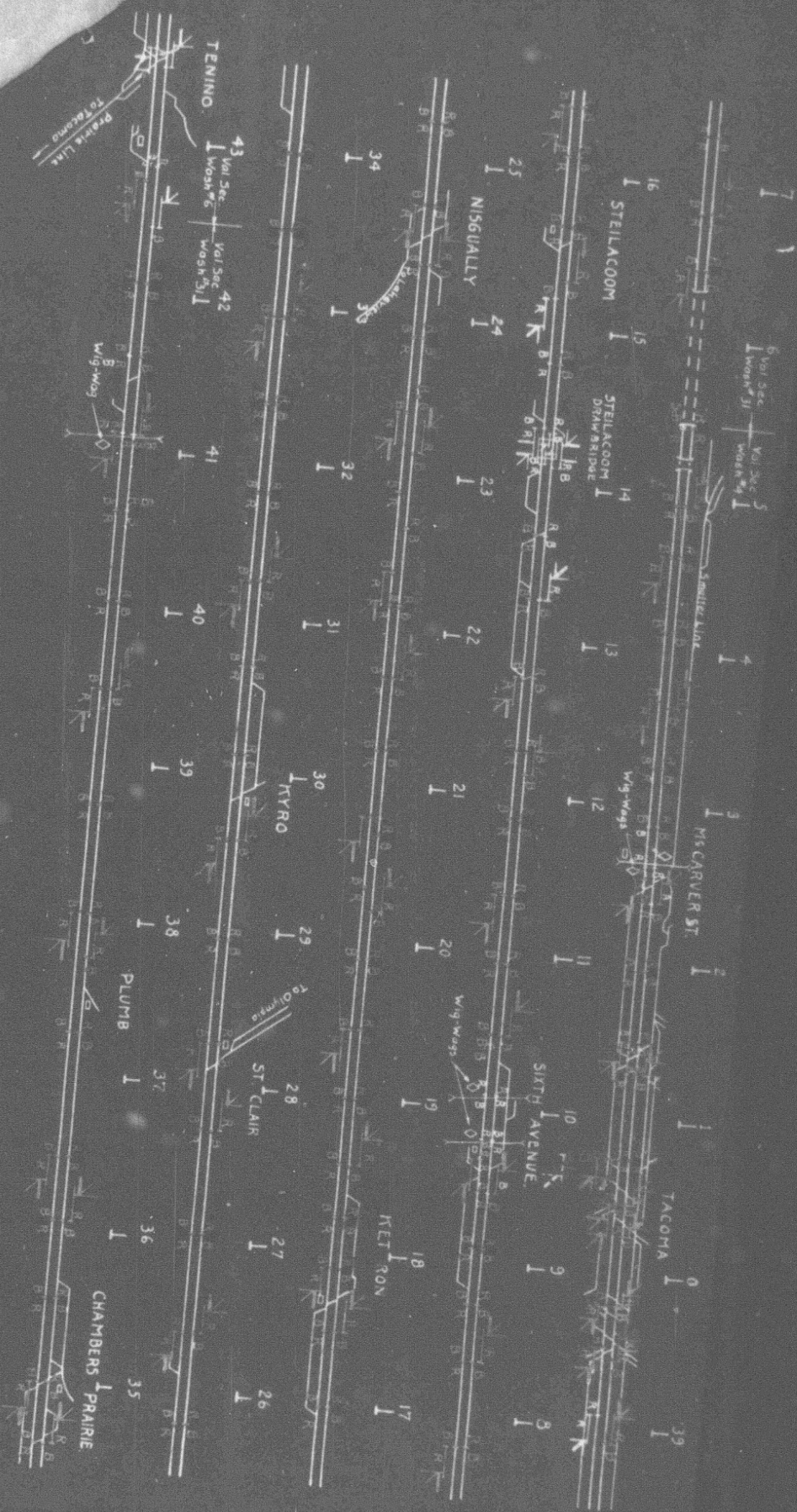
Signature and Title: _____ Signal Engineer, Date **Jan. 3, 1929**

APPROVED:

| | | |
|---|---|------------------------|
| General Superintendent | Ast. Chief Engr. or Engr. Maint. of Way | General Manager |
| Mech. Supt., Supt. Telgr. or Signal Engr. | | |
| Chief Engineer | | Vice President |
| For Comptroller | President | Date of Final Approval |

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

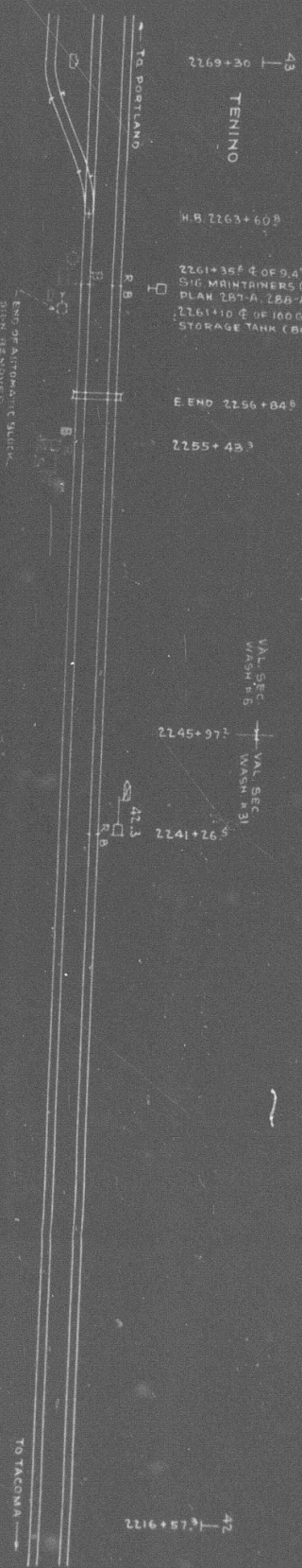
Form No. 1345 issued _____ 19 _____ Work begun _____ 19 _____ Work finished **Feb 1**



Tacoma Div. - Point Defiance Line
 Automatic Block Signals
 TACOMA to TENINO
 NP RY
 Office of Signal Engr. St Paul, Minn. Dec. 15, 1928.
 Scale 1" = 4000'
 Vol. Section Wash. 4, 6 & 31.



NOTE - SEE A.F.E. 285-19 FOR AUTOMATIC BLOCK SIGNALS IN VAL. SEC. WASH #31
WASH #4



2261+35 F.C. OF 9.4' x 20.5'
SIG. MAINTAINERS CAR HOUSE
PLAN 287-A, 288-A & 289.
2261+10 F.C. OF 100 GAL. GASOLINE
STORAGE TANK (BURIED).

VAL. SEC. WASH #5
VAL. SEC. WASH #31

N.P.R.Y
TACOMA DIV. - POINT DEFIANCE LINE
AUTOMATIC BLOCK SIGNALS
BETWEEN TACOMA & TENINO.

OFFICE OF SIGNAL ENGR., ST. PAUL, MINN. Mar. 24-1933

NEW WORK SHOWN RED.
FACILITIES REMOVED SHOWN DOTTED
FACILITIES MOVED SHOWN YELLOW

A.F.E. NO. 284-29
VALUATION SEC. WASH. # 6.
WORK BEGUN August 1929
WORK COMPLETED FEB. 1, 1930