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Version 3
August 20, 2018

N. P. 1757
6-24

OFFICE OF BRIDGE ENGINEER

FILE NO. 1587

SUBJECT:

AUBURN COAL DOCK

1587

St.Paul, Minn.
March 10,1949.

Mr. J. T. Derrig:

Tacoma Div. Req. IPI-3054, to cover one set complete conveyor chain and flights for Red Devil coal loader at Auburn, estimated cost $718, was referred to us by Mr.Judson with request this matter be looked into promptly as it seems that replacement is coming very early in the life of the equipment although it may be normal.

Mr. Judson also suggested: "as it looks like the replacement is coming earlier than it should, possibly there is something in need of correction".

Will you please have this looked into at once and submit report promptly.

As you know, this coal loader was originally installed at Portland and then moved to Auburn. Will you please advise as to the actual period of service at both locations.

HRP:e
enc.

BERNARD BLUM
Chief Engineer.

cc-Mr.C.E.Ekberg

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Minnesota
September 17, 1947

1587

J. T. Derrig - Seattle

On March 25 we sent you plans for construction of Auburn Red Devil Coal Loader. Should we prepare requisition for this material or have you already done so? E-117

C. E. EKBERG

1587

St. Paul, Minnesota
June 3,. 1947

Mr. J. T. Derrig:

In accordance with your wire of June 2, 1947, attached is one print each of Drawings 113201 and 113202, Tower For Sand Tank General Plan, Coaling Facilities at Auburn, Wash., Tacoma Division, 2nd Sub., Main Line.

Enc.
CEE:l

St. Paul, Minnesota
April 4, 1947

1-87

Mr. J. T. Derrig:

In accordance with your letter of March 29, 1947, to Mr. Blum, attached are negatives of the plans of the coal facilities at Guilds Lake, Portland, Sheets 1 and 2 dated August 13, 1942 and also negative of Ross and White Company's Sure Slide Roller Coal Gate for Red Devil Engine Coaler, dated August 17, 1942.

Enc.
CEE:l

1587

St. Paul, Minnesota
March 26, 1947

Mr. W. H. Jahn:

I am attaching an estimate for coal loading facilities at Auburn using the Red Devil coaler recently removed from Portland. This estimate amounts to $14,890.

This morning I mentioned that this estimate includes $600 for the dismantling and loading of the Portland coal loader. There probably is an AFE already in existence for doing this work.

Will you kindly look into this and revise the estimate if the Portland coal loader has been taken care of on another AFE.

Enc.
CEE:l

Tac. Div. 2nd Sub. NAB 3-25-47
Coal Loading Facilities at Auburn, Wash. KJSL 3-25-47
Wash. Val. Sect. #3
Proposition No 4

Estimate of cost to construct a timber hopper of 15 ton capacity and move the "Red Devil" coal Loader from Portland to Auburn. The present coal dock is to be dismantled. A timber tower is to be built to support a sand tank and span 2 tracks. The existing sand tank is to be moved to this location

A. & B.
Non-depreciable property

800 C.Y. Grading	L1.00	800-	
345 Lin. Ft. Track 100#	L0.80 M2.40	276-	828-
Use of Tools		32-	
Engineering		122-	
Contingencies		62-	41-
Sales Tax 3%		13-	26-
		1305-	895-
			1305-
			2200-

Depreciable Property
Fuel Stations

50 C.Y. Excav. & Backfill	L3-	150-	
10.5 MFBM Tmbr. Treated	L60- M100-	430-	1050-
1,000 Lbs. Hardware	M0.10		100-
2,300 Lbs. Steel Plate	L0.03 M0.10	69-	230-
150 L.F. Treated Piling	L1.25 M0.70	188-	105-
Lighting		100-	100-
Coal Loader		600-	1985-
Electric Connections		100-	100-
Use of Tools		55-	
Engineering		208-	
Contingencies		105-	183-
Sales Tax		55-	117-
		2260-	3970-
			2260-
			6230-

Tac. Div. 2nd Sub.
Coal Loading Facilities at Auburn

Sand Tower Spanning 2 Tracks.			
27 C.Y. Excav.	L 3-	81-	
12 " Concrete	L 30- M 15-	360-	180-
4,200 MFBM Tmbr	L 48- M 70-	202-	294-
1,700 Lbs. Hardware	M 0.10		170-
Use of Tools.		20-	
Engineering		72-	
Contingencies		36-	32-
Sales Tax 3%		19-	24-
		790	700-
			790-
			1490-
Operating Expense			
750 Lin. Ft. Track Removal	L 0.15	113-	
163 MFBM Remove Coal Dock & Trestle	L 20-	3260-	
Move one sand tank to new location		125-	
50 Lin. Ft. Sand Pipe 2½" ϕ	L 0.50 M 0.50	25-	25-
Dismantle and load coal loader at Portland		600-	
Engineering		453-	
Contingencies		229-	1
Sales Tax 3%		130-	9-
		4935-	35-
			4935-
			4970-

Summary

A. & B.	
Non-depreciable	2,200
Depreciable	
Fuel Stations	6,230
Sand tank Towers	1,490
Total A. & B	9,920
Operating Expense	4970
	14,890
Coal Loader	1,985
Out of Pocket	12,905

1687

St. Paul, Minnesota
March 25, 1947

Mr. J. T. Derrig:

Referring to your wire B-67 to Mr. Blum requesting plans for the proposed Auburn Red Devil Coal Loader.

I am attaching five prints each of Drawings 132136, 132137, 113201 and 113202.

The plans provide for the use of creosoted timber in the hopper and column supports. We have detailed these timbers so that they all may be treated before assembling except the hopper lining timber which should be framed in place and then sent to the treating plant.

You will note that we have used Guild Lake hopper plan and incorporated marks for the treated timber.

On Plan 113201 the sand tank tower is shown adjacent to the sand house. However, if you wish to have one spot operation of coaling and sanding, you may wish to relocate the sand tower to fit your locomotives.

I am furnishing Mr. Jahn estimate for AFE for doing this work.

Enc.
CEB:l
CC: Mr. Bernard Blum

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED

M.

St. Paul, Minnesota
March 24, 1947

1587

J. T. Derrig - Seattle

Your B-67 Plans for Auburn Coal Loader will be sent out from here tomorrow. E- 30

C. E. EKBERG

KND. Use Portland Guild Lake timber design - think we can detail sills etc for creos. but should let BB frame floor plank and send to Seattle Treat. Plant--

St. Paul, Minn.
March 11, 1947.

Mr. C. E. Ekberg:

Yours March 8, about hopper for proposed Auburn Red Devil coal loader:

The plan, your Index 132137, for hopper installed at Guild's Lake, will be satisfactory for use at Auburn, timber to be creosoted.

Please arrange for completion of whatever details are necessary account treatment and furnish prints to Mr. Derrig for his distribution so that Supervisor forces may proceed with work.

Please furnish Mr. Jahn estimate for AFE which I believe will be made to cover removal and retirement of the present coal dock.

HRP:e

H.R.P.

cc-Mr.W.H.Jahn

St. Paul, Minnesota
March 8, 1947

Mr. Bernard Blum:

Referring to your letter of March 5 requesting that a hopper design of creosoted timber with a 15 ton capacity be prepared for the proposed Auburn Red Devil Coal Loader.

We have completed drawing up the concrete hopper which you previously requested. This work is now being checked and should be ready in a couple of days.

For your information, I am attaching one print of Drawing 113198 showing the proposed concrete hopper. This hopper will hold 37 tons of coal up to the top of tie, and if the coal is piled 2' above top of tie, its capacity will be 50 tons.

I am also attaching one print of Drawing 132137 covering the timber hopper which was used with the Portland Red Devil coaler. While this does not quite meet your requirements as to having the bents at 15' centers, it does provide for 15 tons of coal if coal is allowed to be piled 9" above top of tie. If the timber hopper shown on Drawing 132137 is satisfactory, we could arrange for the use of creosoted timber as you have requested. Will you please advise.

Papers returned.

Enc.
CEE:l

HAD

Train 4, Yellowstone division,
March 5, 1947

MR. C. E. EKBERG:

In regard to moving the Red Devil coal loader from Portland to our Auburn terminal:

You have noted my letter of February 23 to Mr. Alsip, following inspection of the coal loader on the Spokane International at their Parkwater roundhouse. Later, when I was in Seattle, I discussed the matter wth Mr. Alsip, and told him that I was perfectly willing to agree that we might consider the installation of a timber hopper in lieu of full concrete, in view of the changed conditions on the Division, in connection with the conversion of coal burning locomotives to oil burning. Whether that is a permanent set-up no one can say, but it is not improbable that from time to time there will be some coal-burning engines. The Northern Pacific with its own coal supply is likely to use coal-burning engines to some extent, more so than would be likely on the Union Pacific or Great Northern.

I suggest that you work up a hopper design based on creosote timber to hold not less than 15 tons. I suggest further that the hopper be the full distance between 15' bents and work out the most economical height of hopper track.

For your information there is attached my file, including Mr. Alsip's letter of February 27.

I was informed at Spokane that the coal dock operator when coaling engines had to unload intermittently a few tons of coal into the hopper, then elevate it to the engine tank, and then return and unload some more coal. Certainly we do not want that operation at Auburn.

cc-Mr. H. E. Stevens
Mr. J. F. Alsip
Mr. J. T. Derrig

bb/s

Bernard Blum

St. Paul, Minn.
Feb.17th, 1947.

11345

Mr. C. E. Ekberg:

Attached is my file 11345, Mr.Alsip's wire J-158, and Tacoma DIV.RFA.176-46, including Mr.Derrig's letter of Dec.20, about proposed coal loader to replace coal dock at Auburn, using the loader from Portland:

This item is being included in the latest 1947 budget writeup in the column to permit proceeding with construction at once.

Will you please furnish Mr.Derrig with plans as quickly as possible for the new hopper.

Print of Mr.Derrig's plan dated Dec.13, is attached showing suggested location somewhat along the lines of your plan dated Dec.17, except that relocation of two tracks immediately north is not required.

Location of sand tower as shown on your plan would indicate possibility of one spot coaling and sanding for inbound locomotives. I am not sure just what consideration has been given to such an arrangement, which is not possible under the arrangement shown on Mr.Derrig's plan. Also, please furnish Mr.Jahn estimate so that AFE can be submitted in the near future.

BBo

HRP:e
enc.
cc-Mr.J.F.Alsip
Mr.J.T.Derrig
Mr.W.H.Jahn

St. Paul, Minnesota
December 20, 1946

1587

Mr. Bernard Blum:

Referring to your notation on Mr. Stevens' letter to Mr. Bartles with copy to you dated October 19, 1946 regarding the replacement of coal dock with a mechanical coal loader at Auburn as shown on the attached Tacoma RFA-176.

The RFA proposes to use a Red Devil coal conveyor running parallel to our tracks with a Red Devil unloader running from the hopper to the conveyor. This unit in the past has cost about $3800.00. The amount of this RFA is $22,165.00. Taking salvage into account the net cost will be $20,965.00.

Mr. Stevens brings up the question of using the Red Devil coaler at Portland, and I have shown on the attached Drawing 1824-164 an arrangement for using this coaler which involves moving two tracks north of the proposed hopper track in order to provide clearance. This layout is estimated to cost $22,510.00, or an out-of-pocket amount of $19,325.00 assuming that the same salvage value is placed on the old dock as is used in the RFA.

The estimate provides for payment of dismantling and loading the Red Devil coaler now at Portland.

I am attaching two prints of Drawing 1824-164.

File returned.

Enc.
CEE:l

HAD: make layout using guild fibre Coolers from Portland at Auburn

---

Place at right angles to track. also est -

Tac. Div. 2nd Sub. NAB 12-14-46

Coal Loading Facilities at Auburn, Wash.

Wash. Val. Sect. No 3

Proposition #3

Estimate of cost to construct a concrete hopper of 50 ton capacity and move the "Red Devil" coal loader from Portland to Auburn. A timber tower is to be built to support a sand tank and span 2 tracks. The existing sand tank is to be moved to this location.

A. & B

Add.

Non-depreciable property			
1500 C.Y. Grading	L 1.00	1500-	
520 Lin. Ft. Track 100#	L 0.80 M 2.40	416-	1248-
Use of Tools		57-	
Engineering		217-	
Contingencies		110-	62-
Sales Tax 3%		20-	40
		2320-	1350-
			2320-
			3670-

Depreciable Property			
Fuel Stations			
95 c.y. Excav. & Backfill	L 3-	285-	
95 c.y. Concrete	L 40- M 15-	3800-	1425-
4,700 Lbs. Reinf. Steel	L 0.03 M 0.04	141-	188-
4½ Tons Struct. Steel	L 40- M 180-	180-	810-
Lighting		100-	100-
Coal Loader		600-	1985-
Electric Connections		100-	100-
Use of Tools		156-	
Engineering		590-	
Contingencies		298-	230
Sales Tax 3%		160-	142-
		6410-	4980-
			6410-
			11390

Checked O.K.D

Tac. Div. 2nd Sub. NAB 12-14-46

Coal Loading Facilities at Auburn, Wash.

Wash. Val. Sect. No 3
Proposition #3

Estimate of cost to construct a concrete hopper of 50 ton capacity and move the "Red Devil" coal loader from Portland to Auburn. A timber tower is to be built to support a sand tank and span 2 tracks. The existing sand tank is to be moved to this location.

A. & B			
Add.			
Non-depreciable property			
1500 C.Y. Grading	L 1.00	1500-	
520 Lin. Ft. Track 100#	L 0.80 M 2.40	416-	1248-
Use of Tools		57-	
Engineering		217-	
Contingencies		110-	62-
Sales Tax 3%		20-	40
		2320-	1350-
			2320-
			3670-
Depreciable Property			
Fuel Stations			
95 c.y. Excav. & Backfill	L 3-	285	
95 c.y. Concrete	L 40- M 15-	2800-	1425-
4,700 Lbs. Reinf. Steel	L 0.03 M 0.04	141-	188-
4½ Tons Struct. Steel	L 40- M 180-	180-	810-
Lighting		100-	100-
Coal Loader		600-	1985-
Electric Connections		100-	100-
Use of Tools		156-	
Engineering		590-	
Contingencies		298-	230
Sales Tax 3%		160-	142-
		6410-	4980
			6410-
			11390-

Tac. Div. 2nd Sub.
Coal Loading Facilities at Auburn, Wash.

Sand Tower Spaning 2 Tracks				
22 C.Y. Excav.	L3-		66-	
9 " Conc.	L40- M15-		360-	135-
4,200 f.b.m. Tmbr.	L48- M75-		202-	315-
600 Lbs. Hardware	M0.10			60-
Use of Tools			19-	
Engr.			71-	
Contingencies			36-	20-
Sales Tax 3%			16-	20-
			770	550
				770
				1320-
Operating Expense				
860 Lin. Ft. Track Removal	L0.15		129-	
1220 " Track Throw	L0.70		854-	
163 M FBM Remove Coal dock & trestle	L20-		3260-	
Move one Sand tank to new location			125-	
160 L.Ft. Lay sand pipe (2½" ϕ)	L0.50 M0.50		80-	80-
Dismantling and loading Coal loader at Portland			600-	
Engineering			555-	
Contingencies			280-	4
Sales Tax.			157-	6
			6040-	90
				6040-
				6130-

Summary

A. & B		
Non-Depreciable	3,670	3670
Depreciable		
Fuel Stations	11,390	
Sand Tank Towers	1,320	
Total A. & B	16,380	16270
Operating Expense	6,130	
	22,510	22400
Coal Loader	1,985	+1200 → 3185
Out of Pocket	20,525	20415
	1200	
	19,325	

Tac. Div. 2nd Sub.
Coal Loading Facilities at Auburn, Wash.

Sand Tower Spaning 2 Tracks			
22 C.Y. Excav.	L3-	66-	
9 " Conc.	L40 M15-	360-	135-
4,200 f.b.m. Tmbr.	L48 M75=	202-	315-
600 Lbs. Hardware	M.10		60-
Use of Tools		19-	
Engr.		71-	
Contingencies		36-	20-
Sales Tax 3%		16	20-
		770	550
			770
			1320-
Operating Expense			
860 Lin. Ft. Track Removal	L0.15	129-	
1220 " Track Throw	L0.70	854-	
163 MFBM Remove Coal dock & trestle	L20-	3260-	
Move one Sand tank to new location		125-	
160 L.Ft. Lay sand pipe (2½" ø)	L0.50 M0.50	80-	80-
Dismantling & loading Coal loader at Portland		600-	
Engineering		555-	
Contingencies		280-	4
Sales Tax.		157-	6
		6040-	90
			6040-
			6130-

Summary

A. & B	
Non-Depreciable	3,690
Depreciable	
Fuel Stations	11,390
Sand Tank Towers	1,320
Total A. & B.	16,380
Operating Expense	6,180
	22,510
Coal loader	1,985
Out of Pocket	20,525

1-89

St. Paul, Minnesota
Oct. 25, 1946

Mr. Bernard Blum:

Referring to Mr. Stevens' letter to Mr. Bartles dated October 19 regarding Tacoma RFA 176 covering replacement of coal dock with mechanical coal loader at Auburn.

Mr. Stevens states that the Red Devil coaler at Portland will be available for use at Auburn as soon as enough engines can be converted to oil to meet the requirements of the Portland run.

The Red Devil coaler at Portland is built to convey coal from a hopper at right angles to the track; while at Auburn the coal unloader drawn on the RFA sketch requires two separate conveyors, one under the hopper handling the coal from the hopper, and the other conveyor which is parallel to the track taking the coal from the hopper unloader and conveying it to the locomotive.

If the coal loader is put in south of the proposed location and set on askew similar to that shown on Bridge Department Drawing 133205, it would be possible to use the conveyor with but small alterations at the top. However, I do not know whether this would be acceptable to the Operating Department on the west end.

The 1947 budget recommendations carry items for coaling stations at Coulee City and South Bend where regular Red Devil coalers would be suitable. It might be preferable to use the Portland coaler at one of these places and purchase an unloader and an incline conveyor to fit the requirements of Auburn.

Papers returned.

Enc.
CEE:l

H.A.P. Coaling Facilities

Derrig suggests a possible 3rd estimate, which is to move the Toppenish dock to Auburn. But says he will advise further before requesting an estimate.

C.E.E. wrote a letter on this.

NAB.

Tac. Div. 2nd Sub. NAB 8-5-46

Coal Loading Facilities at Auburn, Wash.

Wash. Val. Sect. No 3

Proposition No 1

Estimate of cost to replace the present coal dock with an electric coal unloader and conveyor using a concrete hopper 15' long having a capacity of about 800 c.f. The estimate includes Two separate hoppers with an unloader and conveyor for each.

A. & B.

Add.

Non-depreciable property

800 C.Y.	Grading	L 1.00	800-	
50 Lin. Ft.	Track 100#	L 0.80 M 2.40	40-	120-
	Engineering		92-	
	Use of Tools		28	
	Contingencies		48-	5-
	Sales Tax 3%		32	5-
			1040-	130
				1040-
				1170-

Depreciable Property.

Fuel Stations

150 C.Y.	Excav. & Backfill	L 3-	450-	
125 C.Y.	Concrete	L 40- M 15-	5000-	1875-
6000 Lbs	Reinforcing steel	L 0.04 M 0.04	240-	240-
7 Tons	Struct. Steel	L 40- M 200-	280-	1400-
	Lighting		100	100
2	Coal Loaders		1200	7600
	Electric Connections		100	100
	Contingencies		369-	565-
	Engr.		851-	
	Use of Tools		258	
	Sales Tax 3%		262	360
			9110-	12240-
				9110-
				21350

Tac. Div. 2nd Sub. NAB 8-5-46

Coal Loading Facilities at Auburn, Wash.

Wash. Val. Sect. No 3
Proposition No 1

Estimate of cost to replace the present coal dock with an electric coal unloader and conveyor using a concrete hopper 15' long having a capacity of about 800 c.f. The estimate includes Two separate hoppers with an unloader and conveyor for each.

A. & B.

Add.

Non-depreciable property

800 C.Y.	Grading	L 0.80	800-	
50 Lin. Ft	Track 100#	L 0.80 M 2.40	40-	120-
	Engineering		92-	
	Use of Tools.		23-	
	Contingencies		48-	15-
	Sales Tax		37	5-
			1040-	1120-
				1040-
				1170

Depreciable Property.

Fuel Stations

150 C.Y.	Excav. & Backfill	L 3-	450-	
125 C.Y.	Concrete	L 40- M 15-	5000-	1875-
6000 Lbs	Reinforcing Steel	L 0.04 M 0.04	240-	240-
7½ Tons	Struct. Steel	L 40- M 200-	280-	1400-
	Lighting		100-	100-
2	Coal Loaders		1200-	7600-
	Electric Connections		100-	100-
	Contingencies		349-	565-
	Engr.		851	
	Use of Tools		258-	
	Sales Tax 3%		262-	360
			9110	12240
				9110-
				21350

Coaling Facilities at Auburn, Wash.
Proposition No 1

	Operating Expense			
490'	Lin Ft. Track Removal	L 0.15	74-	
330	" " Track 100#	L 0.80 M 2.40	264-	792-
163	M.F.B.M. Remove Coal Dock & Trestle	L 20-	3260-	
	Engineering		396	
	Contingencies		200-	40-
	Sales Tax 3%		126-	28-
			4320-	860-
				4320-
				5180-

Summary

A. & B.

Non-depreciable	1,170
Depreciable	21,350
Total A. & B.	22,520
Operating Expense	5,180
Total Cost	27,700
Salvage Rail	190
Net Cost.	27,510

Coaling Facilities at Auburn, Wash.
Proposition No 1

	Operating Expense			
490	Lin Ft. Track Removal	L 0.15	74-	
330	" " Track 100#	L 0.80 M 2.40	264-	792-
163	M.F.B.M. Remove Coal Dock & Trestle	L 20-	3260-	
	Engineering		396	
	Contingencies		200-	40-
	Sales Tax 3%		126-	28-
			4320-	860-
				4320-
				5180-

Summary

A. & B.

Non-depreciable	1,170
Depreciable	21,350
Total A & B.	22,520
Operating Expense	5,180
Total Cost	27,700
Salvage Rail	190
Net Cost.	27,510

Tac. Div. 2nd Sub. NAB 8-8-46

Coal Loading Facilities at Auburn, Wash.

Wash. Val. Sect. No 3

Proposition No 2

Estimate of cost to construct coal loading facilities about 350' Westerly and south of present dock and removing present dock. The estimate includes two separate concrete hoppers 15' long, each having a capacity of about 800 c.f. with an electric coal conveyor for each running perpendicular to hopper track.

A & B

Add.

Non-depreciable property

800 C.Y.	Grading	L 1.00	800-	
335 Lin. Ft.	Track 100#	L 0.80 M 2.40	268-	804-
	Engineering		117-	
	Use of Tools		35-	
	Contingencies		61-	40-
	Sales Tax. 3%		39-	26-
			1320-	870-
				1320-
				2190

Depreciable Property

Fuel Stations

150 C.y.	Excav. & Backfill	L 3-	450-	
112 "	Concrete	L 40- M 15-	4480-	1680-
5,500 Lbs.	Reinforcing Steel	L 0.04 Mat	220-	220-
7 Tons.	Struct. Steel	L 40- M 200-	280-	1400-
	Lighting		100-	100-
2	Coal Loaders		1000-	4800-
	Electric Connections		100-	100-
	Engineering		734-	
	Use of Tools		222-	
	Contingencies		382-	415
	Sales Tax 3%		247-	255-
			8215-	8970-
				8215-
				17185-

Tac. Div. 2nd Sub. NAB 8-8-46

Coal Loading Facilities at Auburn, Wash.

Wash. Val. Sect. No 3

Proposition No 2

Estimate of cost to construct coal loading facilities about 350' Westerly and South of present dock and removing present dock. The estimate includes two separate concrete hoppers 15' long, each having a capacity of about 800 c.f. with an electric coal conveyor for each running perpendicular to hopper track.

			A & B	Add.
	Non-depreciable property			
800 C.Y.	Grading	L1.00	~~800-~~	
335 Lin. Ft.	Track 100#	L0.80 M2.40	268-	804-
	Engineering		119-	
	Use of Tools		35-	
	Contingencies		51-	40-
	Sales Tax 3%		39-	26-
			1320-	870-
				1320-
				2190
	Depreciable Property			
	Fuel Stations			
150 C.Y.	Excav. & Backfill	L3-	450-	
112 "	Concrete	L40-M15-	4480-	1680-
5,500 Lbs.	Reinforcing Steel	L0.04 M0.04	220-	220-
7 Tons.	Struct. Steel	L40-M200-	280-	1400-
	Lighting		100-	100-
2	Coal Loaders		1000-	4800-
	Electric Connections		100-	100-
	Engineering		734-	
	Use of Tools		222-	
	Contingencies		382-	445
	Sales Tax 3%		247-	285-
			8215-	8970-
				8215-
				17185-

Tac. Div. 2nd 506

Coaling Facilities at Auburn, Wash.
Proposition No 2

Operating Expense		
891 Lin. Ft. Track Removal	L 0.15	134 -
66 " " Track Throw	L 0.70	44 -
163 M.F. B.M. Remove Coal Dock & Trestle	L 20 -	3260 -
Engineering		378 -
Contingencies		191 -
Sales Tax		123 -
		4130 -

Summary

A. & B.

Non-depreciable	2,190
Depreciable	17,185
Total A & B	19,375
Operating Expense	4,130
Total Cost	23,505
Salvage - Rail	360
Net Cost	23,145

Tac. Div. 2nd 566

Cooling Facilities at Auburn, Wash.
Proposition No 2

Operating Expense		
891 Lin. Ft. Track Removal	L 0.15	134-
66 " " Track Throw	L 0.70	44-
163 M.F.B.M. Remove Coal Dock & Trestle	L 20-	3260-
Engineering		378-
Contingencies		191-
Sales Tax		123-
		4130-

Summary

A. & B.

Non-depreciable	2,790
Depreciable	17,785
Total A & B	19,575
Operating Expense	4,130
Total Cost	23,705
Salvage - Rail	360
Net Cost	23,345

Seattle, Wn.
June 14, 1946

1003-49

Auburn - Coal loader

Mr. J. F. Alsip:

I am attaching herewith copy of Mr. Hayward's letter of June 12 together with two prints each of sketches showing alternate propositions for construction of new coaling facilities at Auburn. The condition of the present dock is in such shape, repairs will practically amount to a complete renewal. The minimum estimate for the repairs cost is in the neighborhood of $15,000.

With the radical change in the amount of coal used at Auburn due to diesel engine operation and the probable future reduction in the consumption of doal due to diesel switch engines in the Auburn yard will further reduce the present coal requirements at this station.

Proposition #1 shows proposed red devil coal loader in the approximate location of the existing dock. Estimate cost $23,600. Proposition #2 shows proposed construction of similar type coal loader about 350 ft. westerly and south of the present dock. The estimated cost of the dock in this location is $18,800.

The advantage of the dock at the location in Proposition #1 is that the coal dock will be located near the sanding facilities. The disadvantage is that the construction of this facility will put the present dock out of commission and it will be necessary to handle the coaling with a locomotive crane during that period. The cost of that temporary loading is not included in the estimated cost of constructing the dock, namely $23,600.

The dock in the location of Proposition #2 can be constructed without interferring with present operation and provide coaling facilities to both tracks, but the coal dock would be further removed from the roundhouse and the sanding facilities which will necessarily have to remain in the present location due to the diesel operation.

The figures submitted by Mr. Hayward are approximate only,

and I will arrange to have detailed figures prepared by the Bridge Engineer for each type of construction. However, before forwarding the papers to St. Paul for this data, I will be pleased to have you arrange to obtain criticism and suggestions from the local operating and mechanical officers as to the two alternate propositions shown on the attached prints.

In this connection I have requested the Bridge Engineer to furnish an alternate estimate for the red devil coal loading facilities and the moving of the Toppenish dock to Lester. It is possible that the Toppenish dock might be redesigned as a two track dock and moved to Auburn in place of Lester.

We can, however, consider that question further after views are expressed by the local officers as to the objections, if any, of placing the coal dock facilities at Auburn at the location designated Proposition #2 shown on the attached print.

J. T. DERRIG

Assistant Chief Engineer

JTD:p

cc CEB ✓ Print of sketch, Propositions 1 and 2, attached. Also cross section dated May 21, 1946 showing ground line at location of both docks. Will advise you further as to the proposition desired before requesting estimate for RFA purposes. Copy of Mr. Hayward's report of June 12 attached for your information.

COPY

Seattle, Wash.
June 12, 1946

Mr. J. T. Derrig:

Auburn - Coal Loader

Your letter of May 7 in regard to RFA data for the suggestion of replacing the existing Great Northern Type coal dock at Auburn with a mechanical coaling device of a character that will fit the changing requirements at Auburn.

I am attaching two prints of the cross sections taken May 21, 1946 at the site in the vicinity of the present coal dock, which indicate that for all practical purposes the area is level. The present coal dock accommodates both the incoming and outgoing engine tracks. It is, however, necessary to make a separate spot for the coal, the sand and the water on each of these tracks with the exception that for the 1200 engines and lighter coal and sand can be taken without shifting the engine. There are, however, very few such engines used.

The consumption of coal at Auburn since the use of the diesel engines has changed from 200 to 250 tons per day to somewhere in the vicinity of 75 to 90 tons a day. It also must be kept in mind that the demand for coal at Auburn from the present indications in all probability will be even less in the future.

Under these circumstances it is difficult to design a suitable coaling facility. When the original letter was written to you on May 12, 1945 in regard to this matter a price of $11,500 was given for a replacement coaling facility, using the mechanical loading device. This, however, was based on the thought that the uncertainty of the type of structure was such that it might be argued that a timber hopper could be used similar to the installation we made at Everett and other points. We also had no definite price from the manufacturer.

I am attaching herewith two prints showing two separate installations of a double hopper each of a capacity of 50 tons. One of these prints shows the device located with the conveyor parallel to the track and the other with the conveyor perpendicular to the track.

This latter arrangement is the more economical but requires greater track centers and makes it necessary to move the suggested site for the dock 350 ft. east of the present dock while the first suggestion would permit its installation at the identical location of the present dock.

The estimated cost on the basis of prices as received from Ross & White would be -

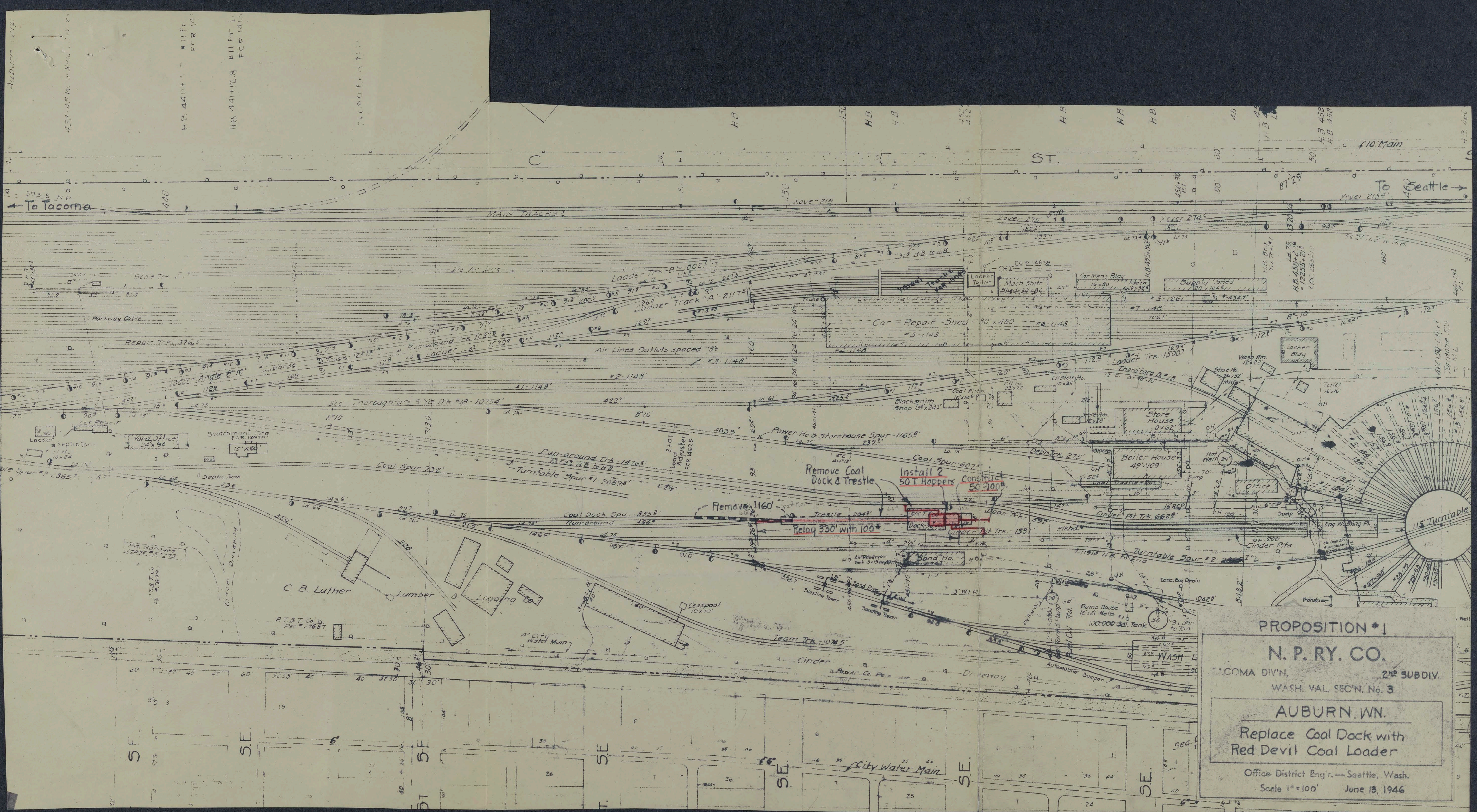
Proposition #1 - - - $23,600
" #2 - - - $18,800

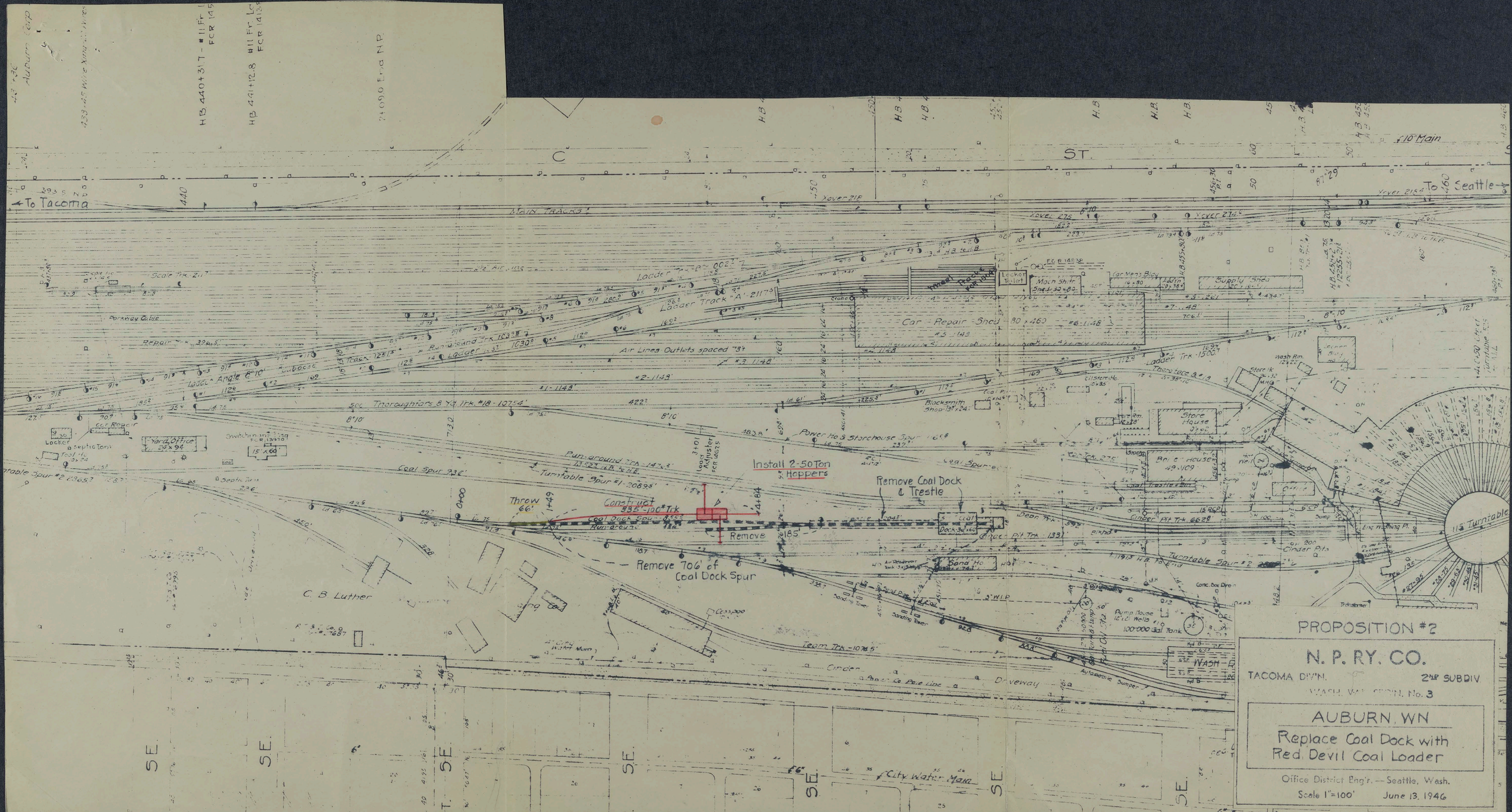
Both of the above propositions are on the basis of concrete hopper and rearrangement of trackage to accommodate and includes the removal of the old dock.

It seems to me that in passing this on it would be in order to obtain from the Operating Dept. a recommendation of the hopper capacity required at Auburn and in all probability a lesser capacity could be utilized with a correspondingly less expense in installation.

G. I. HAYWARD

District Engineer


PROPOSITION #1
N. P. RY. CO.
TACOMA DIV'N. 2ND SUB DIV.
WASH. VAL. SEC'N. No. 3
AUBURN, WN.
Replace Coal Dock with Red Devil Coal Loader
Office District Eng'r. — Seattle, Wash.
Scale 1" = 100'
June 13, 1946
C ST.
← To Tacoma
To Seattle →
MAIN TRACKS
Ladder Track "A"
Car Repair Shed 80 x 460
Locker Toilet
Mach. Shop
Car Mens Bldg
Supply Shed
Air Lines Outlets spaced 34'
Blacksmith Shop
Store House
Boiler House
Office
Yard Office
Power Ho. & Storehouse Spur - 1165.8
Coal Spur
Run-around Trk.
Turntable Spur #1
Remove Coal Dock & Trestle
Install 2 50 T Hoppers
Construct 50-200'
Remove 160'
Relay 330' with 100#
Treatle
Coal Dock Spur
Run-around
Cinder Pit Trk.
Cinder Pits
Turntable Spur #2
115' Turntable
Eng. Washing Pl.
Sand Ho.
Sanding Tower
Pump House
100,000 Gal. Tank
Cesspool
C. B. Luther
Lumber
Logging Co.
4" City Water Main
Team Trk.
Cinder
Driveway
Automobile Bumper
WASH
City Water Main
Transformer
Locker Bldg
Septic Tank



PROPOSITION #2

N. P. RY. CO.

TACOMA DIV'N. 2ND SUBDIV

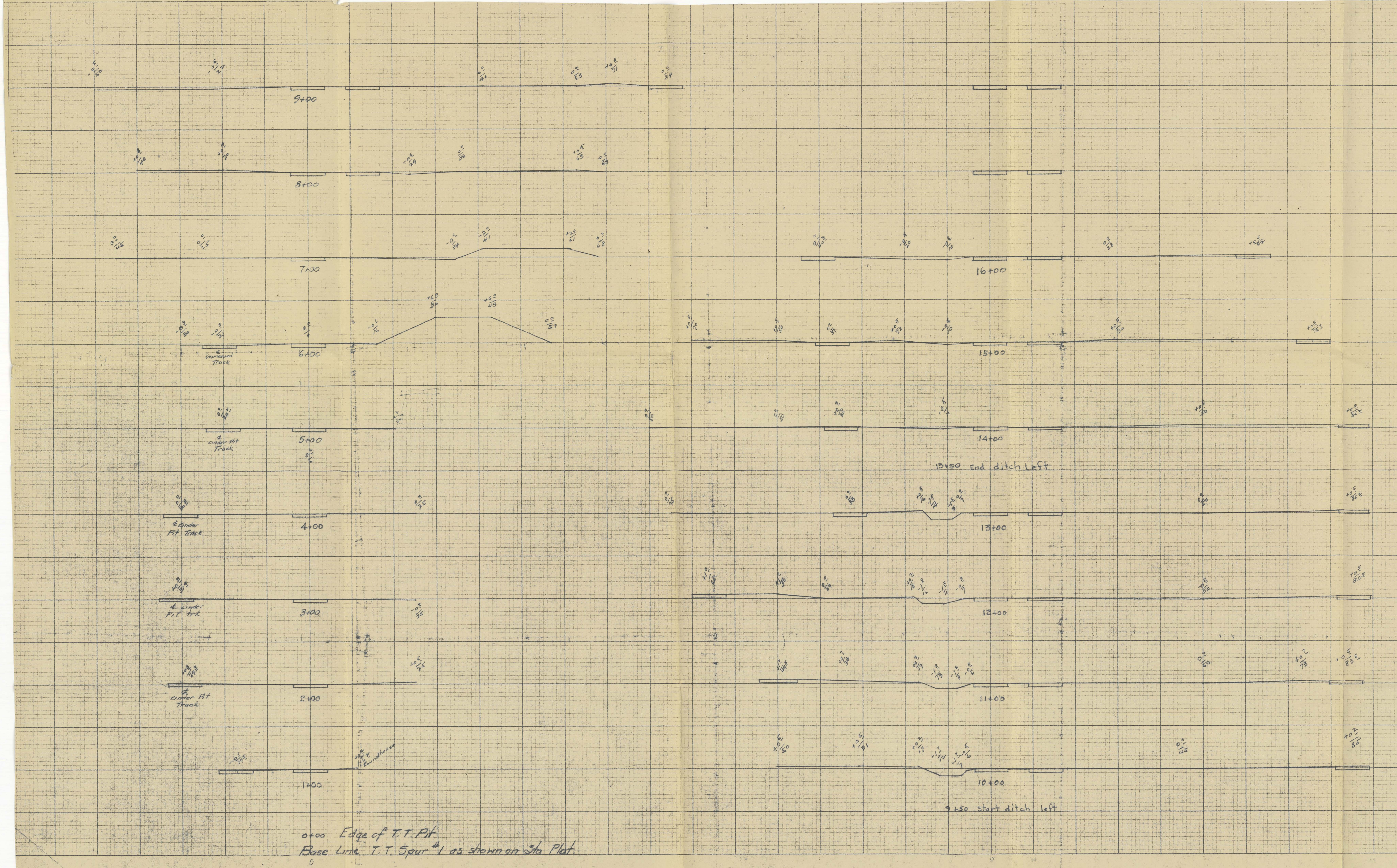
WASH. VAL. DIV'N. No. 3

AUBURN, WN

Replace Coal Dock with Red Devil Coal Loader

Office District Eng'r. — Seattle, Wash.

Scale 1"=100' June 13, 1946



N.P. RAILWAY
Tacoma Division 2nd Sub
Auburn
X-section account R-P
Coal Loader
Scale 1" = 10' May 21, 1946
Office Div Engr Seattle, Wn.

Seattle, Wn.
July 18, 1946

1105-2
1003-49

Lester & Auburn - Coaling facilities

Mr. G. I. Hayward:

In further reference to my letter of July 9 relative to providing "Red Devil" coal loader for the Auburn and Lester locations in lieu of rebuilding the present coal docks.

Mr. Alsip requests that RFA be submitted for the larger type coal loader at Lester and the smaller type at Auburn. You have copy of Bridge Engineer's estimate for the coal loading facilities at Lester with 20 ft. hopper, 30 ton capacity. I suggest you use these figures as a basis for your field estimate and for Mr. Burgess' use in originating the RFA, increasing the labor price about 20% or a reasonable increase and I think you should also add 5% to the material cost for the same reason.

In regard to the Auburn location, Mr. Alsip requests that we use a smaller type hopper. I would understand that he desires hopper similar to the Everett and Elma installation but with a slight increase in the hopper capacity. I suggest you figure on a 15 ft. hopper and Mr. Ekberg can furnish the detail estimate for the AFE when and if the RFA is approved by the management.

J. T. DERRIG

Assistant Chief Engineer

JTD:p

cc CEE - In submitting your AFE for the Auburn location I assume
CHB you will take into account Supt. suggestions for improved track layout.

JTD

15-87

Seattle, Wn.
July 20, 1946

1105-2
1003-49

Lester & Auburn - Coaling facilities

Mr. G. I. Hayward:

My letter of the 18th in regard to coaling facilities at Lester and Auburn. The location of the larger size dock should read Auburn in place of Lester.

J. T. DERRIG

Assistant Chief Engineer

JTD:p

cc CHE
CHB

1587

Auburn Coal Dock

CEE

Saint Paul, June 19, 1946.

Mr. J. T. Derrig:

On June 18 I sent you a telegram quoting a price of $3,500 for converting the Toppenish coal dock to a two track coal dock for installation at Auburn.

I am attaching Ogle Construction Co.'s Erection Drawing No. 55711, V.F. 1063-15, showing in pencil how the second track is to be served by placing a new spout ten feet higher on the bin than the existing spout. You will note that we have shown a support beyond the second track. I do not know whether this will interfere with tracks at the location proposed for the new dock.

TELEGRAM

TELEGRAM

TELEGRAM

NP23CF MO SEATTLE 18 949A

C E EKBERG STP

YOUR LETTER OF 13TH QUOTING ALTERNATE PROPOSITIONS FOR COAL DOCK AT LESTER WOULD IT BE POSSIBLE TO REDESIGN THIS DOCK FOR TWO TRACKS. IF THAT CAN BE ACCOMPLISHED WITH REASONABLE EXPENSE IT MIGHT BE PREFERABLE TO USE THE DOCK AT AUBURN IN PLACE OF LESTER. PLEASE WIRE ME WHAT ADDITIONAL EXPENSE WOULD BE INVOLVED IF THE TOPPENISH DOCK IS MOVED TO LESTER AS A TWO TRACK DOCK D-277

J T DERRIG..

N. P. 1386 12-24

TELEGRAM—BE BRIEF

TIME FILED M.

CEE

St Paul June 18 1946

J T Derrig
Seattle

D-277 Additional cost to convert Toppenish dock to two track coal dock for Auburn is $3500 STOP Propose to place spout for second

track ten feet above present spout cutting hole in bin at that point STOP Support for new spout will be placed 30 feet from present

column of dock. E-27

C E EKBERG

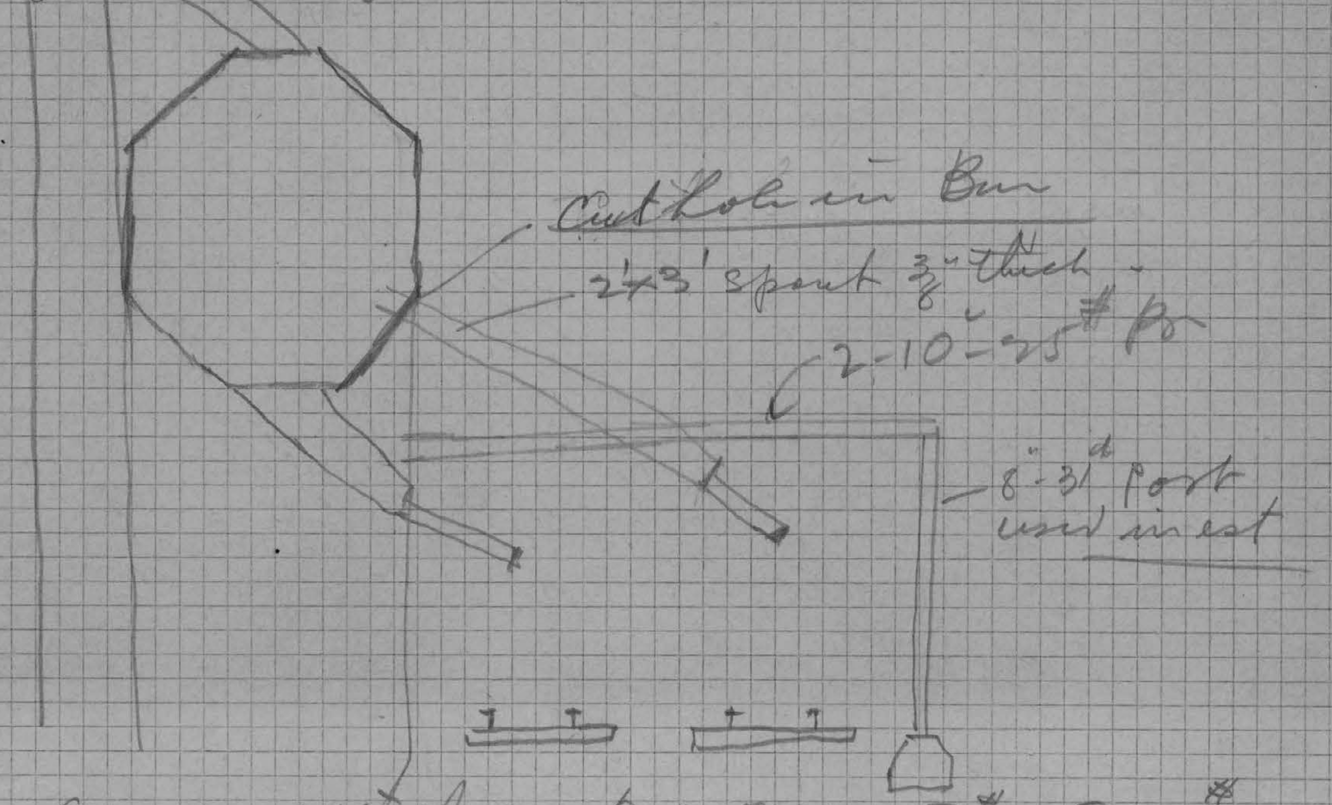
N.P. 1347 6-24

CEE

Auburn

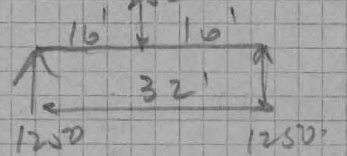
Toppenish Coal Dock for use at Auburn Wash

Change to two tracks –



assume wgt of spout. 2x3x17x50# = 5000#

One beam carrying 1/2 of coal = 2500#



Bm = 1250x16 = 19200 in#

Sm reqd = 19200x12 / 16000 = 20

Distribution = 2 Bms 10"x25#x32 = 1600#

2 Col = 8"x8"x31#x25x2 = 1600

Cross Bracing 15# 1000

Spout 2x3x17 (12"x3/8")x10x17 2500

6700 call it 5 Ton

Est 4 Ton

L100 or 200

Remodel		400	800	
Extra spout		200		
wgts and mech		200	200	1600
Foundation	1200	200	300	1780
Eng etc	1600	150	150	1480
		500		
erect		80	80	3260
Sales Tax		40	50	
		1770	1480	use 3500