

Northern Pacific Railway Company. Engineering Department Records.

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Version 3
August 20, 2018

N. P. 1757/6-24

OFFICE OF Chief Engr

FILE NO. 3444-3

SUBJECT:

ROUNDHOUSES

2444

3

St. Paul, February 28, 1969

2444

Mr. R. G. Brohaugh
Mr. S. H. Barlow
Mr. M. O. Woxland
Mr. A. J. Hendry
Mr. M. C. Wolf
Mr. J. P. Titus
Mr. F. A. Kempe
Mr. D. Peinovich
Mr. J. N. Bone
Mr. V. F. Demarais
Mr. R. E. Nichols
Mr. J. R. Masters
Mr. J. L. Goss
Mr. A. C. Cayou
Mr. G. F. Dalquist
Mr. L. L. Sherman
Mr. R. G. Zietlow
Mr. L. L. George
Mr. V. M. Johnson
Mr. E. L. Musolf
Mr. R. D. Thompson
Mr. J. W. Darby

I am quoting below Mr. Shannon's letter of February 26:

"Some of you may be aware the Burlington experienced an extremely costly fire in their roundhouse at Omaha, Nebraska which is used for housing and servicing diesel locomotives.

"The newspaper account indicates that the damage will approximate one-half million dollars and four diesel units were damaged or destroyed.

"There is a certain hazard in housing diesel locomotives in roundhouses due to the nature of the roof construction, combined with spark emission when starting or moving diesel units, and I am taking this opportunity to call this matter to your attention so that we will not be faced with similar unnecessary expenses."

Please be governed accordingly.

DHS/jwm

Y444

St. Paul, Minnesota
February 26, 1969

CHIEF ENGINEER

FEB 28 1969

NORTHERN PACIFIC RY. CO.
ST. PAUL, MINN.

Mr. W. T. Kennelly
Mr. J. S. Simpson
Mr. C. H. Moreau
Mr. L. R. Earl
Mr. H. H. Goodrow
Mr. O. E. Hetherington
Mr. L. W. Anderson
Mr. A. Stranik

Some of you may be aware the Burlington experienced an extremely costly fire in their roundhouse at Omaha, Nebraska which is used for housing and servicing diesel locomotives.

The newspaper account indicates that the damage will approximate one-half million dollars and four diesel units were damaged or destroyed.

There is a certain hazard in housing diesel locomotives in roundhouses due to the nature of the roof construction, combined with spark emission when starting or moving diesel units, and I am taking this opportunity to call~~ing~~ this matter to your attention so that we will not be faced with similar unnecessary expenses.

WRS/js

cc: Messrs. D. H. Shoemaker
J. E. McLees
J. H. Christensen
G. W. Hove
A. H. Fiedler
C. H. Johnson
S. Berreth
W. H. Hemberry
J. T. Phillips
R. M. Cain
G. E. Fahnlander
P. H. Wagner
G. A. Hill
R. W. Stewart
R. J. Fogel

2444

OFFICE OF
CHIEF ENGINEER

MAY 6 1968

NORTHERN PACIFIC RY. CO.
ST. PAUL, MINN.

St. Paul, Minnesota
May 3, 1968

File 22G13
Turntables - General

Mr. E. L. Jensen:

Please be referred to District Storekeeper Engelhardt's letter of April 29th, File 25E, copy to me, concerning Shop Superintendent Ramer's recommendation that Turntable Motor MN-11012 be scrapped, account uneconomical to repair.

I concur, as the cost of repair parts on these obsolete motors exceeds the cost of a complete new motor.

My survey of spare motors in stock at Livingston with Mr. Engelhardt revealed only one 25 H.P., 870 R.P.M. motor on hand. We have three locations on the system requiring six motors for operation of turntables of this horsepower and speed.

On this account I feel that we should arrange to replace this B.O. motor MN-11012 by arranging for purchase of a new motor of the following description:

1 ea. Electric Motor, wound-rotor, 25 H.P., 220/440 volt, 3-phase, 60-cycle, A.C. 30 minute duty, 870 R.P.M. Rotor volts 220, amperes 60. Open drip-proof enclosure, ball bearing, Class "B" Insulation, double tapered shafts of the following dimensions:

Gear Drive End
Shaft 3" dia. taper to 2-1/2" x 4-1/2" long, keyed, with additional 1-1/2" length threaded shaft and nut.

Opposite Brake End
Shaft 2-1/2" dia. taper to 2-1/16" x 3-3/4" long, keyed, with additional 1-1/2" length threaded shaft and nut.

Estimated cost for above motor is $1,300.00. Suggested suppliers: Sterling Electric, General Electric Company, Graybar or Wesco.

E. L. MUSOLF
Electrical Engineer

ELM:sw

cc: Mr. D. H. Shoemaker
Mr. D. N. Engelhardt

St. Paul, Minn.
January 9, 1958

2444-3

Mr. N. M. Lorentzsen:

As requested in your letter of January 3rd, attached are two prints of Sheets 18, 19, 21, 22 and 24, which with the sheets forwarded with my letter of December 31, 1957, will give you two complete sets of Roundhouse Data books.

H. R. PETERSON

Chief Engineer

WAP:l
enc.

St. Paul, Minn.
Jan. 6th, 1958.

2444-3

Messrs. C. H. Burgess
D. A. Thomson
F. L. Steinbright
J. A. Cannon
J. D. Worthing
J. A. Young
T. N. Buchanan
W. L. Wood
G. L. Slorah
D. H. King
I. W. Brewer
J. O. Davies
N. M. Lorentzsen
W. C. Smith

Herewith two prints of Sheet No. 7, Jamestown roundhouse data revised Jan. 6, 1958, to correct plan to show Section 8, Stalls 45 to 50 being retained in place.

These prints should replace Sheet 7 sent with our letter of Dec. 31, 1957.

H R Peterson
Chief Engineer.

CRH:e
enc. 2

Spokane, Wn., January 3, 1957

OFFICE OF
CHIEF ENGINEER
JAN 8 1958
NORTHERN PACIFIC RY. CO.
ST. PAUL, MINN.

Mr. H. R. Peterson
Chief Engineer
St. Paul, Minnesota

Your joint letter December 31, File 2444-3, attaching two sets of prints of sheets No. 1 to 17, 20, 23 and 25, File 828-4, of "Roundhouse Data", revised October 15, 1957.

We have no record of receiving the original books. Will you kindly furnish us with two copies.

[illegible]
Superintendent

MTA 1/8-58
Pls handle
[illegible] 1/8

Furnish cover + bal. of prints, i.e., 18, 19, 21, 22 + 24
[illegible] 1/8

OFFICE OF
CHIEF ENGINEER
JAN 3 1958
NORTHERN PACIFIC RY. CO.
ST. PAUL, MINN.

RHHH

Fargo, North Dakota
January 2, 1958s

MR. H. R. PETERSON:

Your joint letter of December 31, 1957, File 244-3, and attached sets of prints of sheets Nos. 1 to 17, 20, 23 and 25, File 828-4, of "Roundhouse Data", revised October 15, 1957:

Your print shown as Sheet No. 7, Jamestown Roundhouse, has Stalls 45 to 50, or Section 8, removed. This section will be retained and I have no record of any information being furnished that Section 8 would be removed.

Presume you will take necessary action to correct.

Superintendent

12143
505H

St. Paul, Minn.
December 31, 1957

2444-3

Messrs. C. H. Burgess
D. A. Thomson
F. L. Steinbright
J. A. Cannon
J. D. Worthing
J. A. Young
T. N. Buchanan
W. L. Wood
G. L. Slorah
D. H. King
I. W. Brewer
J. O. Davies
N. M. Lorentzsen
W. C. Smith

Herewith two sets of prints of sheets No. 1 to 17, 20, 23 and 25, file 828-4, of "Roundhouse Data", revised October 15, 1957 to show actual stall numbering as marked on each building and used in designating the various stalls. Also, the removals are shown to the extent that they have been completed to date.

These prints will replace sheets of the same numbers in your present books.

H C Peterson
Chief Engineer

CRH:l
enc.

OFFICE OF
CHIEF ENGINEER
DEC 4 1957
NORTHERN PACIFIC RY. CO.
ST. PAUL, MINN.

St. Paul, Minnesota
December 3, 1957.

File 4612

MR. H. R. PETERSON:

Referring to booklet issued in your office entitled "Roundhouse Data".

The page for the roundhouse at Glendive indicates that the first section north of the machine, blacksmith, tin, pipe and welding shops comprise stalls Nos. 1-7 inclusive. We find that stalls in this particular section are actually numbered 12-18 inclusive.

In our correspondence in regard to removal of roundhouse stalls at Glendive, there have already been several differences noted due to apparent discrepancy between "Roundhouse Data" pages and the actual numbering on the roundhouse stalls.

Will you please investigate this condition and if necessary, make revision on the page describing Glendive roundhouse.

J A Carron

Pls. check att tracings File 828-4 with field check sheets CRA 12/20

2444

OFFICE OF
CHIEF ENGINEER
APR 10 1957
NORTHERN PACIFIC RY. CO.
ST. PAUL, MINN.

Duluth, Minnesota
April 9, 1957

Mr. C. R. Hanson:

Referring to Mr. Peterson's letter of March 29, 1957 relative to the numbering of roundhouse stalls at various locations.

Attached hereto tracing of print attached to Mr. Peterson's letter showing requested information for the roundhouse at Duluth.

D. F. BARTLEY
Division Engineer

cc to Mr. H.R.Peterson
Mr. P. R. Gibson

2444

St. Paul, Minn.
March 29, 1957

D.F.Bartley-Duluth, Brainerd.
G.J.Pechmann-Mississippi Street, Northtown, Staples.
R.W.Ripley-Dilworth, Jamestown.
H.J.Wilkins-Mandan, Dickinson, Glendive, Forsyth, Billings, Laurel.
R.P.Cooley-Livingston, Helena, East Butte, Missoula, Wallace
W.D.O'Hearne-Parkwater, Pascal.
S. Lakie-Yakima, Easton, Lester, Auburn, Seattle.
V.C.Brown- Tacoma, Centralia

I am attaching hereto the Station pages indicated of vault file 828-4 in duplicate showing our information on round houses and particularily stall numbering at various terminals.

Will you please check these on the ground showing crossed out sections which have been removed and show the actual stall numbering used by the Mechanical Department and Operating Department and also as painted on the stalls. We are having considerable difficulty in referring to stall numbers because there seem to be several schemes for numbering these stalls.

As you check individual terminal round houses, would you please send the corrected sheet directly to Mr. C.R.Hanson, Assistant Architect, St. Paul, Minnesota.

Chief Engineer

WRB:j
enc.
cc Mr. C.R.Hanson

7444

St.Paul, Minn.
Sept.12, 1956.

6292

Mr. C. H. Burgess:

This will answer Mr. Harding's telephone request for a figure to use for determining rental to be charged others for use of roundhouse stalls.

Taking a hypothetical case we find that the cost of constructing a roundhouse is $10.45 per square foot. This includes a small allowance for land, cost of building, heating plant, air, pipe lines and water lines. This would be a new building and presumably the structures which are now being rented could be considered as being depreciated 50 percent.

If we use the normal rental figure of one percent per month and fifty percent allowance for repreciation, the rent should be 5 cents per square foot per month for the building proper.

The maintenance and utilities would break down as follows:

Building maintenance	$0.041
Lights and power	0.005
Water	0.001
Heat	0.083
Air	0.002
Total monthly maintenance and utilities per square foot	$0.132

Therefore, if the monthly rental is to be based on the cost of reproduction and current cost of utilities, the rent should be $0.237.

If a 50 percent depreciation is allowed on the building it would appear proper to charge a rent of $0.182 per month per square foot.

The average roundhouse stall consist of approximately 2700 sq.ft.

WRB:e

Chief Engineer.

St.Paul, Minn.
June 4th, 1956.

2444

Mr. D. A. Thomson:

Your letter June 1st, about inquiry from Union Tank Company as to whether or not we have any secondhand turntables available:

We have checked Bridge Dept. records and we have no short 50 to 60' turntables on hand. There are a few short 64 to 70' tables still in use, some of which may be released in the future but we have not been advised of any tentative date.

Therefore, I suggest that you tell the Union Tank Car Co. that we do not have any secondhand turntables on hand. Actually, a transfer table such as I think they are figuring on, probably can be built of new material for less money than the cost of heavy steel for a turntable even if we use scrap value for the steel in the turntable. Generally we have four or five rails under the transfer table which reduces the size of the beams.

DHS:e

Chief Engineer.

2444

St.Paul, Minn.
Nov.24th,1953.

Mr. L. L. Perrin:

In reference to Mr. Jensen's request of Mr. Shoemaker for certain information, we are attaching three prints of our Index Sheet 828-4, showing the length and numbers of stalls and length of turn-tables at our various facilities on the system:

We are also attaching prints showing yard operation and our capacity of tracks at:

Staples	Minn
Jamestown	N.D.
Mandan	"
Missoula	Mont.
Pasco	Wash.
Auburn	"

DHS:e
enc.

Chief Engineer.

2444

St.Paul, Minn.
Feb.2nd, 1953.

Mr. E. R. Manor:

In accordance with your request of Jan.27, file EG-T3/4666, attached is new book of prints, revised as of Jan. 29, 1953, showing number and length of stalls, also length of turntable at system main line roundhouses.

HRP:e
enc.

Chief Engineer.

St. Paul, Minnesota,
January 27, 1953.

File EG-T3
4666

MR. H. R. PETERSON:

I am sending you herewith my book showing length of stalls, number of stalls and length of turntables at various line points.

Will you please have this checked and return with any modifications necessary.

E. R. Manor.

R A Skoog

HRP 1/27

I have marked a no. of slits
there are undoubtedly others.

OFFICE OF
CHIEF ENGINEER
JAN
27
1953
NOR. PAC. RY.
ST. PAUL, MINN.

2454

St.Paul, Minn.
Nov.11th,1952.

Mr. R. A. Skooglun:

Attached is one set of prints, 23 sheets, your file 435-82, showing fire protection lines and hydrants at roundhouses on the system.

You will note red lines and changes have been marked on the prints which Mr. Schudlich had requested his Water Inspector to investigate and check.

I suggest at your convenience, you have your tracings brought up-to-date to cover the information suggested by the Water Service Dept. where pertinent to the original intent of the sketches. In case you have any questions, please discuss with Mr. Schudlich.

May I suggest that the plans be revised as of one date.

We will not circulate any prints at this time.

HRP:e
enc.

cc-Mr.H.M.Schudlich

St.Paul, Minn.
Nov.11th,1952.

Mr. R. A. Skooglun:

Attached is one set of prints, 23 sheets, your file 435-82, showing fire protection lines and hydrants at roundhouses on the system.

You will note red lines and changes have been marked on the prints which Mr. Schudlich had requested his Water Inspector to investigate and check.

I suggest at your convenience, you have your tracings brought up-to-date to cover the information suggested by the Water Service Dept. where pertinent to the original intent of the sketches. In case you have any questions, please discuss with Mr. Schudlich.

May I suggest that the plans be revised as of one date.

We will not circulate any prints at this time.

H R Peterson.

HRP:e
enc.

cc-Mr.H.M.Schudlich

H.R. Peterson -
Fire Protection Plans revised 11/18/52 -
Blue prints used for revision purposes
filed in Folder #435-82 -
Skooglun 11/19/52

to note HRP 11/19

11/19

OFFICE OF
CHIEF ENGINEER
NOV
19
1952
NOR. PAC. RY.
ST. PAUL, MINN.

Form 1878

2-13-47 4M RP

NORTHERN PACIFIC RAILWAY COMPANY

FILE NO. 2444

CROSS REFERENCE

See File No. 5796 for correspondence in regard to

Letter of G.L.E 12/6/50, Diesel shop ventilation discussed with shop Crafts Genl. Committee

2444

~~HCP~~

Am tracing E A Titus &

R E Nichols for data

JEH

9/21

N. P. FORM 709
DATE 8-37

Division_____ Station_____

District or
Branch_____ Structure_____

Type of Construction	Size or Capacity	Date Built

Recommendations for (A) Repairs, (B) Renewals, (C) Improvements

~~F. W. Dennis~~

H.R.P.

Are sketches now available to show fire hydrants and pipe lines at all Rs. No tanks? What are we short?

H.R.P. 9/20

5 Short as of 9/20/50

Mississippi St. St. Paul.
Northtown Minn.
Staples "
Jamestown N.D.
Dilworth N.D.

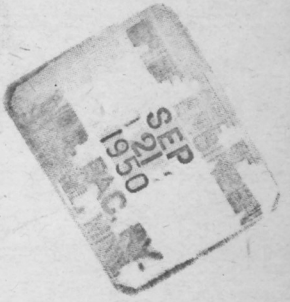
2 prints of all others are colored & ready to go.

J.W.D. 9/20

W W Larsen

203.00

SEP 21 1950 PAC. RY.



St.Paul, Minn.
Nov.14th,1950.

2444-3

Mr. W. W. Judson:

In accordance with your request of April 18, attached are two prints each of individual plats to show existing fire protection lines and hydrants inside and outside of the major main line roundhouses at the following locations.

Duluth	Livingston
Miss.St.,St.Paul	Helena
Northtown	E.Butte
Staples	Missoula
Brainerd	Parkwater
E.Grand Forks	Pasco
Dilworth	Yakima
Jamestown	Auburn
Mandan	Seattle
Glendive	Tacoma
Billings	Centralia.
Laurel	

HRP:e
enc.

Chief Engineer.

MAPS SHOWING
FIRE PROTECTION LINES & HYDRANTS AT
ROUND HOUSES CHECKED THUS ✓

E. Grand Forks ✓

Sheet No.	Station	Length and Number of Stalls																			Total No. of Stalls	Length of T.T.
		67'	70'	75'	80'	87'	90'	98'	100'	105'	110'	116.5'	120'	125'	130'	135'	140'	145'	148'	150'	180'	
1	Duluth ✓				12		6		1		11		6									36	85'
2	Miss. St. St. Paul ○ ✓						25					5			5							35	100'
3	Northtown ✓						22								8							30	105'
4	Staples ✓					14		16														30	80'
5	Brainerd ✓	27		1			9	1	4													42	85'
6	Dilworth ✓									45												45	80'
7	Jamestown ✓				7		19		11			5	4			4						50	100'
8	Mandan ✓	5		10	7		12										9			2		45	125'
8A	Dickinson						6															6	85'
9	Glendive ✓ ○						13						5			14						32	115'
9A	Forsyth						3															3	85'
10	Billings ✓	⊕7			9				5													21	85'
11	Laurel ✓						19		4									9				32	125'
12	Livingston ✓						26		1				12					5				44	135'
13	Helena ✓												3					2	16			21	135'
14	E. Butte ✓		10			3	8			1												22	85'
15	Missoula ✓							5	2	1	●9	5				6		5			2	35	120'
16	Parkwater ✓						19					5							13			37	135'
17	Pasco ✓						27					3						7				37	135'
18	Yakima ✓													7								7	115'
19	Easton ◑																						
20	Lester										6											6	85'
21	Auburn ✓ ○						20					5										25	115'
22	Seattle ✓		9				4				+5		2			2						22	115'
23	Tacoma ✓	+22																				22	85'
24	Centralia ✓						15					5										20	85'

○ Also Diesel Engine Shop.
● 3 Stalls used by N.P. Transport Co.
⊕ 2 Stalls used by N.P. Transport Co.
+ 2 Stalls used for Diesel Engines.
◑ 60'x280' Engine Ho., Capacity 6 Engines. (3 tracks)

ROUNDHOUSE DATA
Office of Chief Engr, St. Paul. Jan. 5, 1938.

INDEX

828-4

JWP

S-69-215

St. Paul, Nov. 8, 1950

Mr. H. R. Peterson:

Referring to your letter of May 5, 1950 in regard to survey of roundhouse terminals account location of fire lines:

Please find attached white prints giving the desired information at Staples and Mississippi Street.

E. E. Hoving
District Engineer

ERS:m
Atts.



S-69-215

St. Paul, Oct. 30, 1950

Mr. H. R. Peterson:

Relative to the request contained in your letter of May 5, 1950 in regard to survey of roundhouse terminals to show location of fire lines, etc. I am attaching hereto print showing location of the fire lines at Northtown roundhouse.

J. E. Hoving
District Engineer

ERS:m

Att.

S-69-215

St. Paul, Oct. 30, 1950

Mr. H. R. Peterson:

Relative to the request contained in your letter of May 5, 1950 in regard to survey of roundhouse terminals to show location of fire lines, etc. I am attaching hereto print showing location of the fire lines at Northtown roundhouse.

J. E. HOVING
District Engineer

ERS:m

Att.

S-69-215

St. Paul, Oct. 3, 1950

Mr. H. R. Peterson:

Please be referred to your letter of May 5, 1950 in regard to survey of roundhouse terminals to show fire lines and hydrants.

I am attaching hereto print of sketch dated April 27, 1950 and tracing dated October 2, 1950 showing the desired information for Jamestown, North Dakota.

J. E. Haning
District Engineer

ERS:m

Atts.

F W Dennis

HRP 10/3

CHIEF ENGINEER'S OFFICE
OCT 3 1950
NOR. PAC. RY.
ST. PAUL, MINN.

S-69-215

St. Paul, Oct. 3, 1950

Mr. H. R. Peterson:

Please be referred to your letter of May 5, 1950 in regard to survey of roundhouse terminals to show fire lines and hydrants.

I am attaching hereto print of sketch dated April 27, 1950 and tracing dated October 2, 1950 showing the desired information for Jamestown, North Dakota.

J. E. HOVING
District Engineer

EES:m

Atts.

S-69-215

St. Paul, August 31, 1950

Mr. H. R. Peterson:

Referring to your letter of May 5 regarding surveys at roundhouse terminals to show fire lines and hydrants:

Please find attached prints showing this information for East Grand Forks, Minnesota and Mandan, North Dakota.

E. E. Hoving
District Engineer

ERS:m

Atts.2

S-69-215

St. Paul, August 31, 1950

Mr. H. R. Peterson:

Referring to your letter of May 5 regarding surveys at roundhouse terminals to show fire lines and hydrants:

Please find attached prints showing this information for East Grand Forks, Minnesota and Mandan, North Dakota.

J. E. HOVING
District Engineer

ERS:m

Atts.2

S-69-215

St. Paul, August 23, 1950

Mr. H. R. Peterson:

Further in reply to your letter of May 5 in connection with surveys for roundhouse terminals to show fire lines and hydrants:

Please find attached print giving this information for Duluth.

J. E. Loving
District Engineer

ERS:m

Att.

T. W. Dennis
What are we lacking
HRP 8/23

AUG 22 1950

S-60-356

Dec. 14th, Seventy-Six, 1780

[illegible]

Further in reply to your letter of May 6
in connection with surveys for townships to show
their true and proper relationship with Point Pitt, this
is to advise that

Steps are being taken to have
instructions for Deputy

Surveyor Pitt

Matthew Duplessis

S-69-215

St. Paul, August 23, 1950

Mr. H. R. Peterson:

Further in reply to your letter of May 5 in connection with surveys for roundhouse terminals to show fire lines and hydrants:

Please find attached print giving this information for Duluth.

J. E. HOVING
District Engineer

ERS:m

Att.

2444

St. Paul, Minn.
August 11, 1950.

Mr. J. T. Derrig:

In accordance with your letter of July 10, File O-487, attached are four prints each of sketch plans dated July 13, completed to show inside and outside fire lines and hydrants at Yakima, Auburn, Seattle, Tacoma and Centralia roundhouses, in accordance with information furnished by you.

BERNARD BLUM

HRP/gs
Encl.

S-69-215

St. Paul, July 27, 1950

Mr. H. R. Peterson:

Replying in part to your letter of May 5 in regard to surveys for roundhouse terminals to show fire lines and hydrants:

Attached is print showing the information for the Brainerd roundhouse.

F. E. Hoving
District Engineer

ERS:m

Att.

T. W. Dennis

HRP 7/27

JUL 27 1950

S-69-215

St. Paul, July 27, 1950

Mr. H. R. Peterson:

Replying in part to your letter of May 5 in regard to surveys for roundhouse terminals to show fire lines and hydrants:

Attached is print showing the information for the Brainerd roundhouse.

J. E. HOVING
District Engineer

ERS:m

Att.

JUL
27
1950

2444

S-69-215

St. Paul, July 19, 1950

Mr. H. R. Peterson:

Replying to your letter of May 5 and tracer of July 12 in regard to surveys for roundhouse terminals to show fire lines and hydrants:

Attached please find print showing this information at Glendive, Montana.

F. E. Hoving
District Engineer

ERS:m

Att.

T. W. Dennis

S-69-215

St. Paul, July 19, 1950

Mr. H. R. Peterson:

Replying to your letter of May 5 and tracer of July 12 in regard to surveys for roundhouse terminals to show fire lines and hydrants:

Attached please find print showing this information at Glendive, Montana.

J. E. HOVING
District Engineer

ERS:m

Att.

Seattle, Washington
July 10, 1950

O-487

Mr. Bernard Blum:

Round Houses - Fire lines and hydrants

Please see your letter of May 18 asking for certain information regarding inside and outside fire lines and hydrants at various roundhouses.

I have previously furnished you this information for Mr. Tremaine's territory, and I am now attaching this information for the following locations on Mr. Hayward's district:

Yakima, Wash.
Auburn "
Seattle "
Tacoma "
Centralia "

After the St. Paul tracing has been corrected to show this information, will you please furnish me four prints for each location.

J F Dennis Jr
Assistant Chief Engineer

~~T. W. Dennis~~

ANB:dl
Enc.

HRP 7/13

H.R.P. cc GIH

4 prints of each as requested JWD 8/11

Seattle, Washington
July 10, 1950

O-487

JUL 13 1950 PAC. RY.

Mr. Bernard Blum:

Round Houses - Fire lines and hydrants

Please see your letter of May 18 asking for certain information regarding inside and outside fire lines and hydrants at various roundhouses.

I have previously furnished you this information for Mr. Tremaine's territory, and I am now attaching this information for the following locations on Mr. Hayward's district:

Yakima, Wash.
Auburn "
Seattle "
Tacoma "
Centralia "

After the St. Paul tracing has been corrected to show this information, will you please furnish me four prints for each location.

Assistant Chief Engineer

ANB:dl
Enc.

cc GIH

St.Paul, Minn.
July 13, 1950.

Mr. J. T. Derrig:

In accordance with your request of July 7, file o-487. about fire line and hydrants at round houses:

Attached are four prints each of sketches dated July 10, showing information furnished for the four roundhouses on Rocky Mountain Division.

HRP:e
enc.

Chief Engineer.

S-69-215

St. Paul, July 13, 1950

Mr. A. C. Cayou
Mr. R. B. Nichols
Mr. E. A. Titus
Mr. J. D. Worthing

Please be referred to my circular letter of May 8 with which you were furnished prints of sketches showing the locations of inside and outside fire lines and also hydrants in the major main line roundhouses. You were asked to return one print with information from locations reviewed on the ground.

Mr. Judson's office is now tracing Mr. Blum and the desired information should be furnished as soon as possible.

J. E. HOVING
District Engineer

EES:m

CC to Mr. H. R. Peterson/ I will forward this information as fast as it is received.

JEH

St.Paul, Minn.
July 12, 1950.

Mr. W. W. Judson:

Referring to your tracer about plans for round-house terminals to show fire lines and hydrants:

To date we have merely received field information for the roundhouses on the Idaho, Rocky Mountain and west half of the Yellowstone Divisions.

We have previously sent out tracers requesting that information be furnished as soon as possible consistent with other important work which must be given preferred handling by Division Engineers.

HRP:e

Chief Engineer.

St.Paul, Minn.
July 12, 1950.

Mr. J. E. Hoving:

Referring to my letters May 5 and 9, about surveys for roundhouse terminals to show fire lines and hydrants:

Mr. Judson's office is tracing me about this matter. To date we have merely been furnished information from you relating to the west half of Yellowstone Division. Will you please call this to attention of your Division Engineers for early handling.

HRP:e

St.Paul, Minn., July 12, 1950.

Mr. Bernard Blum:

Referring to my letter of May 11 and our previous correspondence about plans for roundhouse terminals to show fire lines and hydrants.

Will you now be able to let me have the sketches in the near future?

W. W. Judson.

Idaho
Rky Mtn

Tacoma

JUL
12
1950

Seattle, Washington
July 7, 1950

o-487

Mr. Bernard Blum:

Roundhouses - Fire Line and hydrants

Please see your letter of May 18 asking for further information regarding inside and outside fire lines and hydrants at certain roundhouses.

With my letter of June 15, I furnished you data for certain locations in Mr. Tremaine's territory, and I am now attaching prints of the sketches which you furnished, showing this information for the following locations:

Livingston
Helena
East Butte
Missoula

After the St. Paul tracing has been corrected to show this information, will you please furnish me four prints for each location?

J. F. Davis
Assistant Chief Engineer

ANB:amj

cc: HMT

F. W. Davis

HRP 7/10

Tracings corrected 7-12-50 JLC

H.R.P. 4 prints of above listed Rd. Ho. fire protection are attached JLC 7/13

Seattle, Washington
July 7, 1950

c-487

Mr. Bernard Blum:

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Helena
East Butte
Missoula

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J. T. DERRIG

Assistant Chief Engineer

AMB:amj

cc: HMT

2444

St.Paul, Minn.
June 23, 1950.

Mr. J. T. Derrig:

As requested in your letter June 15, in connection with fire lines and hydrants at roundhouses, attached are four prints each of sketches covering your information at Parkwater and Pasco terminals.

I understand that final information will be issued to all terminals by the Vice-President's office.

Will you please have Mr.Hayward's information sent in as soon as possible.

HRP:e
enc.4

Chief Engineer.

F. W. Dennis

H R P 6/19

Seattle, Washington
June 15, 1950

Mr. Bernard Blum:

Roundhouses: Fire lines and hydrants

Please see your letter of May 18 asking for certain information regarding inside and outside fire lines and hydrants at certain roundhouses.

I am attaching the following data for roundhouses as shown:

PARKWATER -

I am attaching in duplicate copy of Division Engineer Young's letter to Mr. Tremaine of June 13, 1950. I am also returning the print of sketch dated your office May 10, 1950, upon which some of the data you requested is shown. However, in order to more fully cover the situation, I am attaching in duplicate print of sketch dated Office of Division Engineer, Spokane, June 2, 1950.

PASCO -

I am attaching in duplicate copy of Division Engineer Young's letter to Mr. Tremaine of June 13, 1950, and also returning one print of the sketch dated your office May 11, 1950, upon which is shown the information you desired.

The report for Mr. Hayward's district will be furnished later.

After the St. Paul tracing has been corrected to show this information, will you please send me four prints.

J T Dennis Jr

Assistant Chief Engineer

ANB:fl
encs.

cc: HMT

H. R. P.

Recorded on Tracing showing Fire Protection
JLC
6-21-50

Tracings have been revised as per info furnished.
4 prints of each are attached JWD 6/23

Seattle, Washington
June 15, 1950

Mr. Bernard Blum:

Roundhouses: Fire Lines and Hydrants

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I am attaching the following data for roundhouses as shown:

PASCO -

I am attaching in duplicate copy of Division Engineer Young's letter to Mr. Tremaine of June 13, 1950, and also returning one print of the sketch dated your office May 11, 1950, upon which is shown the information you desire.

The report for Mr. Hayward's district will be furnished later.

After the St. Paul tracing has been corrected to show this information, will you please send me four prints.

AMD:ff
encs.

Assistant Chief Engineer

cc: HMT

- C O P Y

Spokane, Wash.
June 13, 1950

Mr. H. M. Tremaine:

Fire Protection at Pasco Engine Terminal

On attached map, Office of Chief Engineer, dated May 11, 1950, I have indicated the location of outside fire hydrants and also the size of overhead fire line in roundhouse. In tabulated statement attached is shown the fire hose connections inside of roundhouse and other buildings. There are also two fire hose connections in the machine shop-connection to these are under ground from the 8" line near southeast corner of Machine Shop.

I have only one print of Pasco and one of Parkwater which are returned herewith.

/s/ J. A. Young
Division Engineer

OFFICE OF
ASST. CHIEF ENGR.
JUN 15 1950
N. P. RY. CO.
SEATTLE, WASH.

FIRE HOSE CONNECTIONS IN ROUNDHOUSE AT PASCO

		DROP PIPE
Between Stalls	#1 and #2	2½"
" "	3 and 4	2½"
" "	5 and 6	2½"
" "	6 and 7	2½"
" "	8 and 9	2½"
" "	9 and 10	2½"
" "	11 and 12	2½"
" "	13 and 14	2½"
" "	15 and 16	2½"
" "	18 and 19	2"
" "	20 and 21	2½"
" "	22 and 23	2½"
" "	24 and 25	2½"
" "	26 and 27	2½"
" "	28 and 29	2½"
" "	30 and 31	2½"
" "	32 and 33	2½"
" "	34 and 35	2½"
" "	36 and 37	2½"

Pasco - Machine Shop

Left of track one 3" pipe up thru floor

" " " one 3" " " " "

Pasco - Car Shop

3 Hose connections from 3" water line
One - 60' from west end
" - 120' " " "
" - 180' " " "

Also one in open shed as shown.

Store Room

One hose connection in basement
2½" pipe connection near bottom of stairs
One hose connection on main floor
at north side of door on west wall

OFFICE OF
ASST. CHIEF ENGR.
JUN 15 1950
N. P. RY. CO.
SEATTLE, WASH.

COAL DOCK

4" pipe connection thru ground 24 feet from east end of dock. This 4" line branches into two 3" lines which lead to hose connections in dock; one at each end of dock. Also a 1" line to ridge of roof of coal dock. This one 1" line is perforated for a sprinkler pipe on top of roof.

There is one Fire Car #763 located at Pasco and kept at east end of Car Shops.

There are also fire extinguishers located at various places thru the Round House, Store Room, Car Shops and other buildings including Oil House which is carbon dioxide.

OFFICE OF
ASST. CHIEF ENGR.
N. P. RY. CO.
SEATTLE, WASH.

COPY

Spokane, Wash.
June 13, 1950

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Division Engineer

OFFICE OF
ASST. CHIEF ENGR.
JUN 15 1950
N.P. RY. CO.
SEATTLE, WASH.

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"	"	8 and 9	2½"
"	"	9 and 10	2½"
"	"	11 and 12	2½"
"	"	13 and 14	2½"
"	"	15 and 16	2½"
"	"	18 and 19	2½"
"	"	20 and 21	2½"
"	"	22 and 23	2½"
"	"	24 and 25	2½"
"	"	26 and 27	2½"
"	"	28 and 29	2½"
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Left of track one 3" pipe up thru floor

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OFFICE OF
ASST. CHIEF ENG'R
JUN 15 1950
N. P. RY. CO.
SEATTLE, WASH.

COAL DOCK

4" pipe connection thru ground 24 feet from east end of dock. This 4" line branches into two 3" lines which lead to hose connections in dock; one at each end of dock. Also a 1" line to ridge of roof of coal dock. This one 1" line is perforated for a sprinkler pipe on top of roof.

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OFFICE OF
ASST. CHIEF ENGR.
JUN 15 1950
N. P. RY. CO.
SEATTLE, WASH.

FIRE PROTECTION LINES & HYDRANTS
AT ROUNDHOUSE
PASCO, WASH.

Scale: 1"=100'

Office of Chief Engineer St. Paul, May 11, 1950.

Fire Hydrants (F.H.) and Fire Lines shown thus ——o

Fire Hyd. #10, 11 & 12 have 4'X4' Hose house built over them

Sta. Plat corrected on accurate data only JLC,

OFFICE
ASST. CHIEF
JUN 15 1950
N. P. RY. CO.
SEATTLE, WASH.

District Engineer N.P.R.
MAY 23 1950
Spokane, Wash.

OFFICE OF
ASST. CHIEF ENGR.
MAY 22 1950
N. P. RY. CO.
SEATTLE, WASH.

Spokane; Washington
June 13, 1950

Mr. H. M. Tremaine:

Fire Protection at Parkwater Terminal

Attached sketch- scale 1" = 200' d ated Office Division Engineer, Spokane, June 2nd, 1950, shows location of fire lines and hydrants outside of buildings. This also shows the fire lines and hydrants in the Round House. Also attached is tabulated statement of fire protection in other buildings. Also the 40' to 1" Scale map of Parkwater shows the fire lines and hydrants. Print of this map was furnished Mr. Derrig's and Mr. Blum's offices in connection with report on air lines.
The water fire line from pumps in Boiler Plant Building run from the pump pit thru the tunnel, one 6 inch line to the Round House and one 8" line thru the tunnel and turns west and runs under the new Shopmens' Service Bldg. and turns southeast of Machine Shop and continues as an 8" line to the southeast corner of the Car Shop.

On the map furnished by Chief Engineer's Office 1"= 100' dated May 10, 1950, the fire line shown from fire hydrant marked #1, then following the west leg of wye track along south of the stub engine tracks is not in existence. This was searched for in 1939 and could not be located and none of the old B&B men at that time could remember of such a line ever having been there. The Spokane Office records were corrected at that time.

/s/ J. A. Young
Division Engineer

OFFICE OF
ASST. CHIEF ENGR.
JUN 15 1950
N. P. RY. CO.
SEATTLE, WASH.

STATEMENT SHOWING FIRE PROTECTION IN OTHER
BUILDINGS AT PARKWATER BESIDES OUTSIDE FIRE HYDRANTS

YARDLEY ICE HOUSE

2 Soda Acid Fire Extinguishers (Ice House)

1 " " " " (Employees Bldg.)

There is one hydrant in the street (town of Yardley) approximately 250' east of frame Ice Storage Bldgs.

YARDLEY YARD OFFICE

2 - soda -acid fire extinguishers

JACK HOUSE - ON TRACK 22 WEST OF CAR SHOP

1 - Soda - Acid Fire Extinguisher - (Bad - Order)

OIL HOUSE - ON TRACK 22 WEST OF WASTE RECLAIMER

1 - C-O-Two Type PSH 15 Extinguisher

AIR BRAKE BUILDING

1 C-O-Two Type PSH 15 Extinguisher

HOSE CART HOUSE - SOUTH OF CAR SHOP

Hose cart with 350 ft. of 2½" hose

Hose tested 8-26-48

CAR SHOP

4 hydrants in building (with hose)
(3 along center line of bldg., 1 in Machine Shop portion)

7 - soda-acid fire extinguisher

PAINT SHOP - SOUTH OF CAR SHOP
1 - Soda-Acid Fire Extinguisher

CAR SHOP STORE

1 - Soda-Acid Fire Extinguisher

DIESEL FUEL PUMP HOUSE

1 - Soda-Acid Fire Extinguisher

METAL HOSE HOUSE NEAR DIESEL PUMP HO.

"Phomaire" Play Pipe Model PP14 with 200 L.F. 1" Rubber Lined Hose

OFFICE OF
ASST. CHIEF ENGR.
JUN 15 1950
N. P. RY.
SEATTLE, WASH.

COAL DOCK

1 - Soda-acid Extinguisher
1 - Pyrene 1½ Qt. hand fire extinguisher } Hoist House

2 - Hydrants with 25 ft. 2½" hose, each 2½" supply pipe } Coal Dock Shed

STORE

Oil Room: 1 C-O-Two Squeez Grip Extinguisher
Basement: 1 2½" Fire hydrant with 2" hose
1 Soda-acid fire extinguisher

First Floor: 2 2½" fire hydrants with 2" hose
1 Soda-Acid Fire Extinguisher

Second Floor: 2 2½" Fire hydrants with 2" hose
2 soda acid fire extinguisher

Offices 1 Soda-Acid Fire Extinguisher

MAchine Shop

4 hydrants with hose (2 on North Wall, 2 on So. Wall)
3" Supply Risers

1 Pyrene Push-Type Fire Extinguisher

1 Soda-Acid Fire Extinguisher

SHOPMEN'S SERVICE BLDG.

1 Detachable fire hose reel 16" diam. 3/4" hose

Hose Cart House - on west wall of paint locker bet. Boiler House and Round House

Hose Cart with 600 ft. of 2½" hose

STATIONARY BOILER PLANT

Fan Room 1 - Soda-Acid Fire Extinguisher

Engine Room 1 - Soda Acid Fire Extinguisher

1 - Pyrene Hand Pump Fire Extinguisher

1 - 3" hydrant (without hose)

Boiler Room 1 - 3" hydrant (without hose)

OFFICE OF
ASST. CHIEF ENGR.
JUN 15 1950
N. P. RY. CO.
SEATTLE, WASH.

ROUNDHOUSE

18 Hydrants with hose
1 each on posts bet. Stalls 1&2, 4&5, 6&7, 8&9; 10&11; 12&13; 14&15; 16&17; 18&19; 20&21; 22&23, 24&25, 26&27, 28&29, 30&31, 32&33, 34&35, 36&37.

3 Soda Acid Fire Extinguishers

Fire Car #769

Tank Capacity 8,000 gals.
Pump - Gardiner - Quincy, Ill.

Now spotted on stub spur north of Coal Dock and west of Storehouse Platform.

Office of Division Engineer
Spokane, Washington
June 13, 1950

OFFICE OF
ASST. CHIEF ENGR.
JUN 15 1950
N. P. RY. CO.
SEATTLE, WASH.

Spokane; Washington
June 13, 1950

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/s/ J. A. Young
Division Engineer

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Hose cart with 350 ft. of 2½" hose

Hose tested 8-28-48

CAR SHOP

4 hydrants in building (with hose)
(3 along center line of bldg., 1 in Machine Shop portion)

7 - soda-acid fire extinguisher

PAINT SHOP - SOUTH OF CAR SHOP
1 - Soda-Acid Fire Extinguisher

CAR SHOP STORE

1 - Soda-Acid Fire Extinguisher

DIESEL FUEL PUMP HOUSE

1 - Soda-Acid Fire Extinguisher

METAL HOSE HOUSE NEAR DIESEL PUMP HO.

"Phomaire" Play Pipe Model PP1/4 with 200 L.F. 1" Rubber Lined Hose

OFFICE OF
ASST. CHIEF ENG.
JUN 15 1950
N.P.RY.
SEATTLE, WN.

COAL DOCK

1 - soda-acid Extinguisher
1 - Pyrene 1½ Qt. hand fire extinguisher } Hoist House

2 - Hydrants with 25 ft. 2½" hose, each 2½" supply pipe } Coal Dock Shed

STORE

Oil Room: 1 C-O-Two Squeez Grip Extinguisher
Basement: 1 2½" Fire hydrant with 2" hose
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SHOPMEN'S SERVICE BLDG.

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Hose Cart with 600 ft. of 2½" hose

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1 - 3" hydrant (without hose)

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OFFICE OF
ASST. CHIEF ENGR.
JUN 15 1950
N. P. RY. CO.
SEATTLE, WASH.

ROUNDHOUSE

18 Hydrants with hose
1 each on posts bet. Stalls 1&2, 4&5, 6&7, 8&9; 10&11; 12&13; 14&15; 16&17; 18&19; 20&21; 22&23, 24&25, 26&27, 28&29, 30&31, 32&33, 34&35, 36&37.

3 Soda Acid Fire Extinguishers

Fire Car #769

Tank Capacity 8,000 gals.
Pump - Gardiner - Quincy, Ill.

Now spotted on stub spur north of Coal Dock and west of Storehouse Platform.

Office of Division Engineer
Spokane, Washington
June 13, 1950

OFFICE OF
ASST. CHIEF ENGR.
JUN 15 1950
N. P. RY. CO.
SEATTLE, WASH.

PROP'D 6" FIRE LINE UNDER AFE 514-49

No Work done as of June 1, 1950

MACHINE SHOP
4 HYDRANTS
1 SODA-ACID EXTING
2 PYRENE EXTING

STATIONARY BOILER PLANT
FIRE HYDRANTS
FIRE PUMP

WATER LINES IN TUNNEL

ROUND HOUSE
18 - 3½" FIRE HYDRANTS AT EVERY OTHER STALL
3 - SODA-ACID EXTINGUISHERS

FIRE CAR

CAR SHOP
4 HYDRANTS
7 SODA-ACID EXT.

PH 2" FIRE EXT. HO.

DIESEL FUEL PUMP HOUSE

14" FROM WATER TANKS

STORE HOUSE
2 HYDRANTS - 1ST & 2ND FLS.
1 HYDRANT - BASEMENT
5 SODA-ACID EXTINGUISHERS
1 C-O-TWO EXTINGUISHER - OIL ROOM

JACK HO.
TOOL HO.
OIL HO.
AIR BRAKE BLDG.

CAR SHOP STORE

PAINT SHOP

BOOSTER PUMP

ICING DOCK

1¼" WATER LINE TO OLD SEC. HO.

N.P. ICE PLANT

1 IN TANK ROOM
1 IN 2ND. FLOOR OFFICE

● TOWN OF YARDLEY FIRE HYDRANT

KEY	
●	FIRE HYDRANT
(E)	SODA-ACID FIRE EXTINGUISHER
(P)	PYRENE HAND PUMP "
(S)	C-O-TWO SQUEEZ-GRIP "
(C)	HOSE CART
(R)	HOSE REEL - ¾" HOSE
(PH)	"PHOMAIRE" PLAY PIPE WITH 200 LF RUBBER LINED HOSE.

N.P. RY.

IDAHO DIV. 1ST SUBDIV.

PARKWATER

FIRE PROTECTION SURVEY

OFF. DIV. ENGR.
SPOKANE WASH.

SCALE: 1" = 200'

JUNE 2 1950

× 257-48 unit heaters
× 472-42 Addl. drop pits.
✓ 511-43 Ext. R.H.
✓ 308 E 39 Fire door
✓ 210-37 Ext. part of R.H.
have 510-35 Blow off drop pipes & tower at R.H.
299-31 lengthen stalls
× 111-34
✓ 57-35 Fire Pump.
32-14 Pipe Line & Hyd.

OFFICE OF
ASST. CHIEF ENG.
JUN 15 1950
N. P. RY. CO.
SEATTLE, WASH.

PROP'D 6" FIRE LINE UNDER AFE 514-49
No work done as of June 1, 1950

MACHINE SHOP
4 HYDRANTS
1 SODA-ACID EXTING.
2 PYRENE EXTING.

STATIONARY BOILER PLANT
FIRE HYDRANTS
FIRE PUMP

WATER LINES IN TUNNEL

ROUND HOUSE
18 - 2½" FIRE HYDRANTS AT EVERY OTHER STALL
3 - SODA-ACID EXTINGUISHERS

FIRE CAR

CAR SHOP
4 HYDRANTS
7 SODA-ACID EXT.

JACK HO. TOOL HO.

OIL HO. AIR BRAKE BLDG.

CAR SHOP STORE

PAINT SHOP

BOOSTER PUMP

ICING DOCK

"PHOMAIRE" FIRE EXT. HO.

DIESEL FUEL PUMP HOUSE

14" FROM WATER TANKS

STORE HOUSE
2 HYDRANTS - 1ST & 2ND FLS.
1 HYDRANT - BASEMENT
5 SODA-ACID EXTINGUISHERS
1 C-O-TWO EXTINGUISHER - OIL ROOM

1¼" WATER LINE TO OLD SEC. HO.

N.P. ICE PLANT
1 IN TANK ROOM
1 IN 2ND. FLOOR OFFICE

TOWN OF YARDLEY FIRE HYDRANT

KEY	
●	FIRE HYDRANT
(E)	SODA-ACID FIRE EXTINGUISHER
(P)	PYRENE HAND PUMP "
(S)	C-O-TWO SQUEEZ-GRIP "
(C)	HOSE CART
(R)	HOSE REEL - ¾" HOSE
(PH)	"PHOMAIRE" PLAY PIPE WITH 200 LF RUBBER LINED HOSE.

N.P. RY.

IDAHO DIV. 1ST SUBDIV.

PARKWATER
FIRE PROTECTION SURVEY

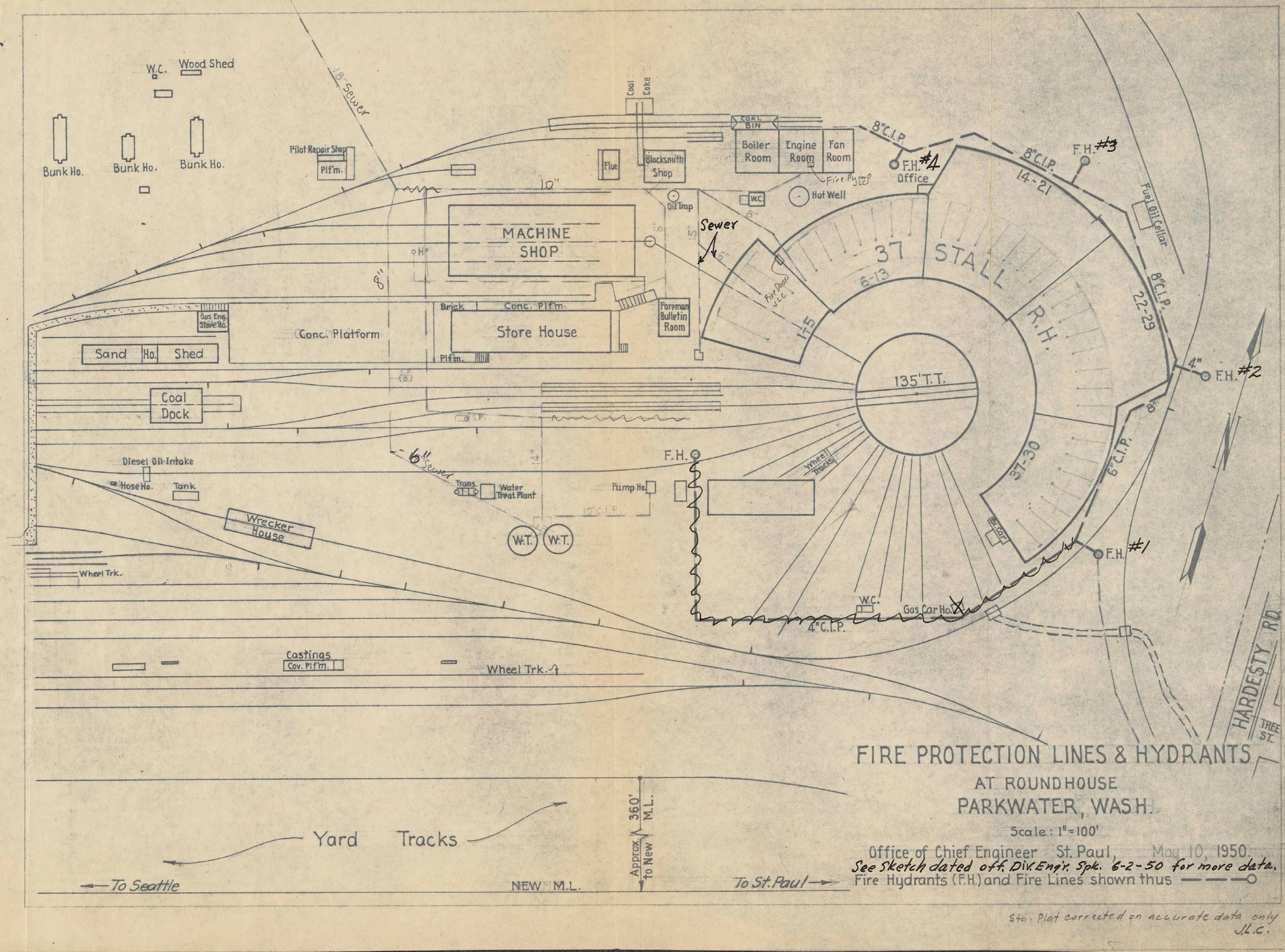
OFF. DIV. ENGR.
SPOKANE WASH.

SCALE: 1" = 200'
JUNE 2 1950

Live Steam + Ret. Pipes

~~H.P.~~

OFFICE OF
ASST. CHIEF ENGR.
JUN 15 1950
M.P.R.R.
SEATTLE, WASH.



FIRE PROTECTION LINES & HYDRANTS

AT ROUNDHOUSE

PARKWATER, WASH.

Scale: 1" = 100'

Office of Chief Engineer St. Paul, May 10, 1950.

See Sketch dated off. Div. Engr. Spk. 6-2-50 for more data.

Fire Hydrants (F.H.) and Fire Lines shown thus ——o

Sta. Plat corrected on accurate data only
J.L.C.

OFFICE OF
ASST. CHIEF ENGR.
JUN 15 1950
N. P. RY. CO.
SEATTLE, WASH.

District Engineer N.P.R.
MAY 23 1950
Spokane, Wash.

OFFICE OF
ASST. CHIEF ENGR.
MAY 22 1950
N. P. RY. CO.
SEATTLE, WASH.

S-69-215
Y-133-13
Y-160-19

St. Paul, May 22, 1950

Mr. H. R. Peterson:

Your letter of May 5 relative to information showing location of inside and outside fire lines and hydrants at major main line roundhouses:

Attached is information for two locations listed in your letter, as follows:

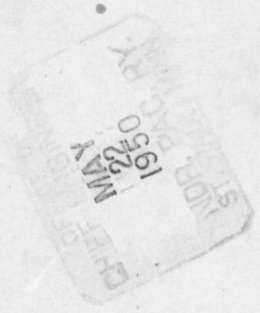
Billings - print dated Apr. 21, 1950, revised May 17, 1950

Laurel - print dated Apr. 25, 1950, revised May 12, 1950

J. E. Hovring
District Engineer

FLJ:m
Att.

T W Dennis
HRP 5/22


MAY
1950

S-69-215
Y-133-13
Y-160-19

St. Paul, May 22, 1950

Mr. H. R. Peterson:

Your letter of May 5 relative to information showing location of inside and outside fire lines and hydrants at major main line roundhouses:

Attached is information for two locations listed in your letter, as follows:

Billings - print dated Apr. 21, 1950, revised May 17, 1950

Laurel - print dated Apr. 25, 1950, revised May 12, 1950

J. E. HOVING
District Engineer

FLJ:m
Att.

2444

St. Paul, May 18, 1950.

Mr. J. T.Derrig:

We have been requested to furnish prints of sketches showing locations of the inside and outside fire lines and hydrants at the major main line Roundhouses.

As up-to-date information is not available in General Office files, it will be necessary to have each location reviewed on the ground and information furnished from the field.

Attached are two prints each of proposed sketches for Roundhouses at Livingston, Helena, East Butte, Missoula, Parkwater, Pasco, Yakima, Auburn, Seattle, Tacoma and Centralia. Please return one print marked to show desired information including sizes of existing pipe lines, if readily available.

We have indicated/information to cover pipe lines and hydrants which is available from our office records.

Chief Engineer.

HRP:L
enc.

2 Black & White prints of each location (11)
"Fire Protection Lines & Hydrants
at various Roundhouses"

Livingston
Helena
E. Butte
Missoula
Parkwater
Pasco
Yakima
Easton — Not to be drawn
Lester — " " " "
Auburn
Seattle
Tacoma
Centralia

2444

St.Paul, Minn.
May 11th,1950.

Mr. W. W. Judson:

Referring to your tracer May 11, about letter April 18, requesting plans for roundhouse terminals to show fire lines and hydrants:

As discussed with Mr. Lowry Smith we are preparing small scale sketches to cover all main line roundhouse terminals on the system. Available records in the St.Paul office are not complete as to location of fire lines and hydrants so that it is necessary to secure this information from the field before we can complete our tracings.

We anticipate it will be from one to two months before we can furnish the information desired to cover all roundhouse locations.

HRP:e

Chief Engineer.

St. Paul, Minn., May 11, 1950.

Mr. Bernard Blum:

My letter April 18 requesting two prints each of main line roundhouses showing in red the locations of the inside and outside fire lines and also the hydrants.

Can you now let me have the prints requested?

W. W. Judson.

OFFICE OF THE CHIEF ENGINEER
MAY 11 1950
HDR RESEARCH LIBRARY

St.Paul, Minn.
May 9th,1950.

Mr. J. E. Hoving:

Referring to my letter May 5, about location of fire lines and hydrants at roundhouses:

Attached are two prints each of sketches covering Staples and East Grand Forks roundhouses, for which similar information is desired.

HRP:e
enc.2

St.Paul, Minn.
May 5th, 1950.

Mr. J. E. Hoving:

We have been requested to furnish prints of sketches showing locations of the inside and outside fire lines and also hydrants at the major main line roundhouses.

As up-to-date information is not available in General Office files, it will be necessary to have each location reviewed on the ground and information furnished from the field.

Attached are two prints each of proposed sketches for roundhouses at Duluth, Mississippi St., Northtown, Brainerd, Dilworth, Jamestown, Mandan, Glendive, Billings and Laurel.

Please return one print marked to show desired information. We have indicated information about pipe lines and hydrants which is available from office records.

I suggest information also be furnished to show size of existing pipe lines if readily available.

HRP:e
enc.

2 Prints of each Roundhouse at

Duluth

Miss. St. St. Paul

Northtown

Staples —— map not yet completed

Brainerd

Dilworth

Jamestown

Mandan

Dickinson —— no map required

Glendive

Forsyth —— no map required

Billings

Laurel

Livingston

Helena

St. Paul, Minn., April 18, 1950.

Mr. Bernard Blum:

Please furnish two prints each of a print of each of the major main line roundhouses that shows in red the locations of the inside and outside fire lines and also the hydrants. They are desired for framing and placing in the offices of the roundhouse foremen and, therefore, should be of a uniform size which should be no larger than necessary.

W. J. Quinn.

T. W. Dennis

I expect this involve special plan for each location - can you handle.

H R P 4/18

OFFICE OF
CHIEF ENGINEER
APR
18
1950
NOR. PAC. RY.
ST. PAUL, MINN.

2444

S-69-9A

St. Paul, April 23, 1949

Mr. A. B. Riley
Mr. E. J. Johnson
Mr. H. Espeland

Attached is copy of Mr. Blum's letter of April 22 regarding Mr. Judson's instructions pertaining to replacement of roundhouse window frames and sash with glass block.

Will you please keep this in mind when prepearing your preliminary recommendations for consideration on bridge and building inspection this fall.

H. F. BROWN
District Engineer

RAH:m
Att.

CC to Mr. Bernard Blum

2444

St.Paul, Minn.
April 22,1949.

Messrs H. F. Brown
V. A. Bennett
H. M. Tremaine
G. I. Hayward:

Mr. Judson's letter April 22 to the General Managers, with copy to Mr.Ernstrom and myself, advised as follows:

> There are undoubtedly conditions under which glass brick could be used to good advantage in replacing roundhouse window frames and sash, and where such work is going to be required to any considerable extent in a brick roundhouse that is in good condition and to be maintained the Engineering Dept. should be requested to make a joint inspection with the Supervisor to determine the best thing to do under the circumstances. While the glass brick would cost more than the mill work, I believe that the advantages that would result would justify it. One big help would be doing away with storm windows.

It seems to me this matter can best be handled each year at time of handling fall inspection for setting up Form 133 building repair program for the following year. Will you please keep this in mind and handle accordingly.

Replacement of wood sash windows with glass block is chargeable to operating expense.

Several jobs have been carried out for a number of window openings at various locations. Where narrow windows are provided in the rear wall of the roundhouse at each stall we have suggested removal of the intermediate brick wall pier in order to offset the decreased lighting with use of glass block and also improve the natural lighting in the roundhouse.

Plans for this work will be furnished by the Architect's office.

bc-DHS - LBC
HRP:e
cc-Mr.J.T.Derrig

Chief Engineer.

St. Paul, Minn., April 22, 1949.

Mr. C. V. Berglund:
Mr. J. F. Alsip:

There are undoubtedly conditions under which glass brick could be used to good advantage in replacing roundhouse window frames and sash, and where such work is going to be required to any considerable extent in a brick roundhouse that is in good condition and to be maintained the Engineering Department should be requested to make a joint inspection with the Supervisor to determine the best thing to do under the circumstances.

While the glass brick would cost more than the mill work, I believe that the advantages that would result would justify it. One big help would be doing away with storm windows.

W. W. JUDSON
L.S.

cc- Mr. Bernard Blum
Mr. G. L. Ernstrom

2444

St.Paul, Minn.
April 20,1949.

Mr. W. W. Judson:

Yours of April 19, about replacement of wood and steel window sash with glass block in roundhouses:

Attached is one print each of the following plans to illustrate such construction as has been carried out in recent years:

Glass block panels, Rice's Point roundhouse, file 52-32, sheets 1 to 4 inclusive.

Glass block panels in roundhouse at Glendive, sheets C1 and C1A, file 51-29.

Glass block replacing doors, electric repair shop South Tacoma, sheet 2, file 53-25.

Glass block windows in roundhouse, Jamestown, N.D. file 39-13.

In general, we have provided ventilating panels. During the war and a short time thereafter it was necessary to use wood frames but at the present time steel frames are available for these panels.

Our estimated cost of glass block windows complete in place, is $3.15 per sq.ft. as compared to $2.45 per sq.ft. for wood sash with frames.

We agree that replacement of worn out wood sash should be made with glass blocks to eliminate maintenance, frequent repainting of wood and replacement of broken glass panes. Further glass block openings are considerably easier to keep clean.

HRP:e
enc.

Chief Engineer.

8Ft. Glass Block Panels

Per. Sq. Ft. = $2\frac{1}{4}$ × $\frac{.35}{.70}$ = .79 + 1.58 = $2.37

Add Conc. Jamb, Insulation & Caulking

.35	.15
.02	.03
.03	.01
1.19	1.77

$2.96/□

add 8.00 for

WOOD SASH WINDOW

Round House Wood Sash & Frame $\frac{.30}{.75+.70}$ = .30 + 1.45

Storm Sash

.30	1.45
.10	.60
.40	2.05

$2.45/□

Summary

13 × 5 = 65 × 3.00

Ventilator

195.00

8

65) 203 (313 Say 3.15

195

80

65

150

N.P. 1347
6-24

Electric Shop So Tacoma
Ro Ho Rices Pt - Duluth
Glendive — Sheet C.1
Car Shop Duluth.
Jamestown Ro Ho
Bremerd Old Car Shop

St. Paul, Minn., April 19, 1949.

Mr. Bernard Blum:

Please have developed the possibilities of replacing wooden window frames and sash in roundhouses with glass bricks when such replacement is necessary. Ventilating panels could be left where necessary. It seems to me that such an arrangement should have considerable merit. It would do away with the maintenance of the wooden frames and sash as well as the maintenance and handling of storm windows. It might be advisable to consider bricking up a distance at the bottoms of the window openings as it does not seem necessary to have them extend down as far as is now the case.

W W Judson

DHS
Pls let me have
prts to illustrate
what we have done
recently for old sash in Ro Ho.
HRP 4/19

H.R.P.
Herewith prts of
several recent jobs. Glass block @ $3.15/□'
compared to $2.95 □ for wood sash and storm sash.
Dont believe we should
reduce window area acct 15%
reduction in light with glass block DHS 4/19

2444

St. Paul, Dec. 3, 1948

Mr. H. R. Peterson:

Referring to our various conversations and Mr. Shoemaker's designing of the oil removal traps to be installed at various round houses.

For your information I can advise that the Technical Advisory Board of the Federation of Sewage Works Associations are developing a list of objectives, and the principal ones of which are the following:

Limitation on effluent discharged to streams

pH	5.5 to 10.6
Iron	17 ppm maximum
Oil	15 ppm "
Threshold odor	8

I believe that oil is the only one we are concerned with.

HMS:P

HMS

Engineer of Water Service

to note

HRP 12/3

St. Paul, Dec. 3, 1948

Mr. H. R. Peterson:

Referring to our various conversations and Mr. Shoemaker's designing of the oil removal traps to be installed at various round houses.

For your information I can advise that the Technical Advisory Board of the Federation of Sewage Works Associations are developing a list of objectives, and the principal ones of which are the following:

Limitation on effluent discharged to streams

pH	5.5 to 10.5
Iron	17 ppm maximum
Oil	15 ppm "
Threshold odor	8

I believe that oil is the only one we are concerned with.

HMS:P

Engineer of Water Service

St. Paul, Dec. 3, 1948

Mr. H. R. Peterson:

Referring to our various conversations and Mr. Shoemaker's designing of the oil removal traps to be installed at various round houses.

For your information I can advise that the Technical Advisory Board of the Federation of Sewage Works Associations are developing a list of objectives, and the principal ones of which are the following:

Limitation on effluent discharged to streams

pH	5.5 to 10.6
Iron	17 ppm maximum
Oil	15 ppm "
Threshold odor	8

I believe that oil is the only one we are concerned with.

H. M. SCHUDLICH

HMS:P

Engineer of Water Service

2444

St. Paul, Minnesota
April 29, 1948

Mr. T.R. Williams:

Attached is one print each of Standard Plan 100, Standard Plan S-32-6, and Sheet A-13 of File 51-30, per your phone request.

Architect

LBC/efv

Att.

2444

St. Paul, Minn.
March 17, 1947.

Mr. H. E. Stevens:

In accordance with your request of March 6, attached are six copies of roundhouse data, brought up to date, with numbering of stalls also added.

HRP:e
enc.

Chief Engineer.

St. Paul, Minn., March 6, 1947

Mr. Bernard Blum:

Please have the booklet giving roundhouse information brought up to date. It should include the numbers used for the stalls locally. It is not necessary that each stall be shown individually but the numbers in each section can be noted, for instance, on the outer circle a notation can be made for each section which shows the numbers of the stalls inclusive; in other words, if there were six stalls in a section, the notation would be "Stalls 1-6, inclusive", "Stalls 7-12, inclusive", etc.

I would like to have six copies of the booklet when the revision is completed.

H E Sturms.

RAF?

HRP 3/6

HRP

Herewith 6 copies

PAL

3/17

OFFICE OF
CHIEF ENGINEER
MAR
6
1947
NOR. PAC. RY.
ST. PAUL, MINN.

2444

St. Paul, Minn.
Nov.25th, 1946.

Mr. H. E. Stevens:

In accordance with your request Nov.19, attached are the following prints available in Architect's files, showing general layout including lengths of stalls, pits and turntables:

Mandan	Sheet 1A	File 19-58
Glendive	" 1	" 18-33
"	" 1	" 16-52
"	2 sheets	" 282-39
Livingston	Sheet 1	" 28-8
Missoula	" 1A	" 22-44
"	" 1	" 21-70
"	" 1	" 8-36
Parkwater	" 1	Job 327 File 22-56
"	" 1	" 656 " 22-56
"	" A5	File 300-43
Pasco	" 1	" 22-55
Seattle	" 1	" 21-71
"	" A1	" 295-35

For portions of roundhouse for which prints are not furnished old standard plans were used.

HRP:o
enc.

Chief Engineer.

HRP

Mr. Stevens request of Nov. 19 for general layout plans for various roundhouses.

As you know - we have up-to-date general layout plans for only two or three roundhouses. I had hoped that Mr. Laurentzen could make others before he left but rush of work did not permit this work.

I am attaching the following prints which cover all that we have -

Mandan -	File 19-58, sheet 1A
Glendive -	File 18-33, sheet 1, file 16-52 sheet 1
	File 282-39 - 2 sheets
Lovingston -	File 28-8, sheet 1
Missoula -	File 22-44, sheet 1A, file 21-70 sheet 1
	File 8-36, sheet 1
Parkwater	File 22-56, sheet 1 job 327 and sheet 1 job 656
	File 300-43, sheet A-5
Pasco	File 22-55, sheet 1
Seattle	File 21-71, sheet 1, file 295-35 sheet A-1

For portions for which prints are not furnished, the old standard plans were used.

LBG

11-25

St. Paul, Minn., November 19, 1946

Mr. Bernard Blum:

Please let me have promptly prints of the following roundhouse plans that will show the general layout, including the lengths of the stalls, pits and turntables:

Mandan

Glendive

Livingston

Missoula

Parkwater

Pasco

Seattle.

H E Owen.

NOV 20 1946

2444

January 31, 1946.

Mr. B. H. Prater,
Chief Engineer,
Union Pacific RR. Co.,
1416 Dodge Street,
Omaha 2, Nebraska.

Dear Mr. Prater:

Referring to your letter of Jan.28, file 11380-OW-21-31, about oil separator for sewer system:

I am attaching one print of Architect's plan file 26-19 dated Mar.15, 1940, showing detail of oil separator, concrete construction, which we installed at Brainerd, and from all reports is working satisfactorily. The necessity for separator developed at the time the City installed sewage treatment plant and it was necessary to eliminate oil in the sewage. We have a large shop terminal at Brainerd which the oil separator serves.

Also attached is one print of Austin Company's plan, sheet K-2 for settling basin which was installed at our Livingston locomotive shop terminal which was recently considerably expanded. Our original plans for the shop expansion did not include oil separation as the sewage is dumped directly into the river. Later the City authorities requested we provide for separation of the oil and while this facility has been in operation only a short period of time, indications are that it will prove satisfactory.

I trust this information will answer your purposes.

Yours very truly,

HRP:e
enc.

Chief Engineer.

FORM 6201
10-44-3M

UNION PACIFIC RAILROAD COMPANY

OPERATING DEPARTMENT

B. H. PRATER,
CHIEF ENGINEER

1416 DODGE STREET
OMAHA 2, NEBRASKA

January 28, 1946

FILE A-11380
OW-21-31

Mr. Bernard Blum, Chief Engineer
Northern Pacific Railway Company
St. Paul, 1, Minnesota

Dear Sir:

We are making a study of the various means employed to remove oil from water which is wasted around enginehouses and terminals before discharging the sewage into streams.

Will you please send me prints of facilities which you have used to remove oil from waste water and advise if the operation has been satisfactory. Any information which you can furnish me in connection with this problem will be appreciated.

Yours truly,

B H Prater

Oil Separator - Brained
26-19 - 3/15/40
Austin Co Sh K-2 Settling Basin.

OFFICE OF
CHIEF ENGINEER
JAN 31 1946
NORTHERN PACIFIC RY.
ST. PAUL, MINN.

279-15

Feb+ ~~May~~ Feb 1900 - 7 sheets

3444

St. Paul, Minnesota
December 6, 1945

2.

Mr. J. T. Derrig:

In accordance with your letter December 1, I am enclosing negative of plan of 125-ft. frame roundhouse dated July 20, 1932, sheet #6, covering large doors.

Bernard Blum
Chief Engineer

Enc.
TRG:rel

2444

St. Paul, Minn.
Nov.14th, 1945.

Mr. G. L. Ernstrom:

Yours Nov.13, file EG-R1, requesting up to date blueprints of diagrams for roundhouses, our file 828-4.

I am attaching two sets of blueprints of the diagram plans which have been brought up to date.

You will note the diagram for the Helena roundhouse has been revised to cover the present construction which has not been completed.

HRP:e
enc.

Chief Engineer.

St. Paul, November 13, 1945.

Roundhouse Stalls

File EG-R1

MR. B. BLUM:

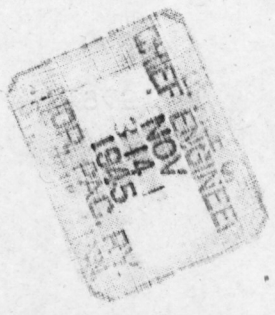
Kindly note the attached copy of letter from Mr. Fiedler, Asst. Supt. Motive Power, at Seattle, in connection with securing an up-to-date set of blueprints showing the number of stalls in the various roundhouses.

We have a similar set of blueprints on file in this office, and, if you have any up-to-date sets available, would appreciate receiving one set for this office and one for Mr. Fiedler.

E. L. Erickson
Supt. Motive Power.

M/s

PAS
HRP 11/14



CHIEF ENGINEER
NOV
3 14
1945
MOR. PAC. RY.

Seattle, Washington
November 9th, 1945

031

Mr. G. L. Ernstrom:

Referring to attached showing the number of stalls in the various roundhouses on the system.

It is my understanding these drawings are prepared by the Chief Engineer's office. Would it be possible to secure an up-to-date set of drawings showing these various roundhouses?

Asst. Supt. Motive Power

S/w

2444

St. Paul, Minn., September 18, 1945

Mr. Bernard Blum:

Your letter of the 7th about service life of timbers around roundhouse track pits:

I am not very clear as to the situation even though we have been given additional information.

It might be advisable to check our designs and see if any changes should be made. We should also be sure that we get material of the proper quality and that it is placed correctly.

H E Dennis.

St. Paul, Minn.
Sept.7th, 1945.

7444

Mr. H. E. Stevens:

Yours of May 26, about service life of jacking timbers for roundhouse track pits:

Reports received from District Engineers as to experience with treated and untreated timbers are as follows:

Mr.Brown advises that the four stalls in Jamestown roundhouse extended in 1934 with treated timbers, which have been in constant use, appear to be in good condition at the present time and should last a good many years longer. Untreated timbers, subject to rot due to considerable dirt and moisture around them are estimated to probably last seven or eight years.

Mr. Bennett, based on investigation at Glendive and Livingston, advises failure of jacking timbers seems to be due both to dry rot and breakage, with service life anywhere from 10 to 25 years, dependent upon amount of locomotive repair work handled at the particular pit.

Mr. Bennett also suggests protection of timbers with suitable mastic material where mechanical wear is excessive.

Mr. Tremaine recently advised, has discussed this matter with Master Mechanics and Supervisors in his territory. While they are not in unanimous opinion, most of them feel that jacking timbers should be eliminated if possible and replace with concrete jacking blocks. If that is not possible then there seems to be no objection but that treated timber should be employed, preferably hard wood if possible.

It seems to me the opinion previously received that mechanical wear of timbers resulted in similar service life for either treated or untreated timber, is not correct, and that untreated jacking timbers have been replaced in the past at three to five year intervals.

In looking over a number of installations of creosoted jacking timbers I find that the grain has not been placed in the vertical as called for on plans.

It is my recommendation that use of creosoted jacking timbers be continued. While the use of concrete jacking blocks has been suggested in lieu of timber, due to breakage under heavy loads, maintenance of concrete surface would be involved as heavy loads on surface of concrete will in time result in failure and rough surfaces would involve replacement or constant patching with mastic material.

HRP:e

Chief Engineer.

St. Paul, Minn., August 30, 1945

Mr. Bernard Blum:

My letter of May 26 about roundhouse-pit timbers that it is necessary to renew at Missoula:

Can you now let me have the information requested?

H. E. Stevens

St. Paul, Minnesota.

June 22, 1945.

Mr. Bernard Blum:

My letter of May 26 about roundhouse-pit timbers that it is necessary to renew at Missoula:

Can you now let me have the information requested?

H. E. Stevens



Spokane, Washington
June 19, 1945

Mr. Bernard Blum:

Mr. J. T. Derrig:

Please be referred to Mr. Blum's letter of May 28 about service life of jacking timbers at engine pits in engine houses.

I have discussed this with the Master Mechanics and Supervisors in this territory and while we are not in unanimous opinion, most of us feel that the jacking timbers should be eliminated if possible, and replaced with concrete jack blocks. If that is not possible, then there seems to be no option but that treated timber should be employed, preferably hardwood, if possible, because their strength suffers constant deterioration through the effect of steam and hot water.

District Engineer

HMT-b
c Mr. E. H. Carlson
Mr. J. A. Cannon
Mr. Andrew Hanson
Mr. A. F. Ainslie

Spokane, Washington
June 19, 1945

Mr. Bernard Blum:

Mr. J. T. Derrig:

Please be referred to Mr. Blum's letter of May 28 about service life of jacking timbers at engine pits in engine houses.

I have discussed this with the Master Mechanics and Supervisors in this territory and while we are not in unanimous opinion, most of us feel that the jacking timbers should be eliminated if possible, and replaced with concrete jack blocks. If that is not possible, then there seems to be no option but that treated timber should be employed, preferably hardwood, if possible, because their strength suffers constant deterioration through the effect of steam and hot water.

District Engineer

HMT-b
c Mr. E. H. Carlson
Mr. J. A. Cannon
Mr. Andrew Hanson
Mr. A. F. Ainslie

Livingston, Montana
June 14th, 1945

Mr. Bernard Blum:

Referring to your letter of May 28th to Mr. Derrig, with copies to District Engineers, regarding the life of jacking timbers at Roundhouses:

After having investigated the matter at Glendive and Livingston, it would appear that the life of these timbers is dependent upon the extent of use made of them. There are certain stalls which are favored more than others in doing work necessitating jacking. Failure of the jacking timbers seems to be due to both dry rot and breakage. The life of these timbers seems to be anywhere from 10 to 25 years, and this is due, generally, to the frequency of work that is done upon them.

In the case of our newer design of engine pits, where the drainage away from these timbers is adequate, it has been found, in some cases, that the actual breakage of the timbers could be traced to partial decay, but this is not frequent.

In my opinion, it is entirely a matter of frequency of use of these timbers that would determine whether creosoted material will be any more favorable than untreated. This will be hard to determine, as it is not known which timbers will receive the most severe use.

One suggestion has been made, that possibly some sort of a mastic material could be placed on those timbers receiving the heaviest use. This would depend entirely upon the wearing qualities of the mastic material.

In general, I am of the opinion that creosoted material will last longer than the untreated and ⫢, in the special locations where mechanical wear is excessive, possibly the timbers could be protected with some other surface.

V. A. Bennett

VAB:lv

District Engineer

Livingston, Montana
June 14th, 1945

Mr. Bernard Blum:

Referring to your letter of May 28th to Mr. Derrig, with copies to District Engineers, regarding the life of jacking timbers at Roundhouses:

After having investigated the matter at Glendive and Livingston, it would appear that the life of these timbers is dependent upon the extent of use made of them. There are certain stalls which are favored more than others in doing work necessitating jacking. Failure of the jacking timbers seems to be due to both dry rot and breakage. The life of these timbers seems to be anywhere from 10 to 25 years, and this is due, generally, to the frequency of work that is done upon them.

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In my opinion, it is entirely a matter of frequency of use of these timbers that would determine whether creosoted material will be any more favorable than untreated. This will be hard to determine, as it is not known which timbers will receive the most severe use.

One suggestion has been made, that possibly some sort of a mastic material could be placed on those timbers receiving the heaviest use. This would depend entirely upon the wearing qualities of the mastic material.

In general, I am of the opinion that creosoted material will last longer than the untreated and ~~if~~, in the special locations where mechanical wear is excessive, possibly the timbers could be protected with some other surface.

W. A. BENNETT

VAB:lv

District Engineer

S-69-215

St. Paul, June 14, 1945

Mr. Bernard Blum:

Your letter of May 28 to Mr. Derrig relative to service life of jacking timbers at roundhouses with particular reference to the use of treated timbers:

Our experience on this end has been that treated timbers are very satisfactory. We have used them for a considerable number of years without having to replace them. At Jamestown there are 4 stalls in the roundhouse which were extended in 1934 and provided with treated timbers for jacking timbers. These timbers have been in constant service ever since and from their appearance should last a good many years longer. Untreated timbers are subject to rot due to the fact that there is considerable dirt and moisture around them and untreated, they will probably last 7 or 8 years.

I have a report from Supervisor A. B. Riley, whose experience has been principally on the west end, that he has found treated timbers do not last as long as untreated as there is no trouble from decay but the treatment tends to break down the outer fiber of the wood. This apparently is the same experience as referred to by Mr. Tremaine but this certainly is not the experience on the east end.

H. F. Brown

HFB:m

District Engineer

6097

St. Paul, Minn.
May 28th, 1945.

Mr. J. T. Derrig:

Referring to Mr.Tremaine's letter of May 21, advising service life of jacking timbers at Missoula roundhouse was merely ten years for creosoted timbers and the same for untreated timbers, the short life being due to mechanical wear and breakage account jacking:

Will you please check up and advise if experience at other roundhouses on your district is similar, in which case we would hardly be justified in the use of creosoted jacking timbers.

I would like to have comments and advice from all District Engineers.

HRP:e

Chief Engineer.

cc-Mr.H.M.Tremaine 6/19
Mr.H.F.Brown 6/14
Mr.V.A.Bennett 6/14

St. Paul, Minn., May 26, 1945

Mr. Bernard Blum:

Your letter of the 25th about roundhouse pit timbers that it is necessary to renew at Missoula:

From the information received it would appear that the timbers in question failed mechanically and, if that is correct, there would seem to be no advantage in giving them preservative treatment.

Please see what the experience has been in other locations so that we can follow the practice justified.

H. E. Burris.

CHIEF ENGINEER
MAY
1945
HDR. PAC. RY.

6097

St. Paul, Minn.
May 25th, 1945.

Mr. H. E. Stevens:

Yours of April 20 about replacement of creosoted timbers along engine pits at Missoula roundhouse as called for on form 133:

This matter was referred to Mr. Tremaine and attached is copy of his reply dated May 21 which is self-explanatory.

HRP:e
enc.

Chief Engineer.

Spokane, Washington
May 21, 1945

Mr. Bernard Blum:

Please be referred to yours of April 23 citing a letter from Mr. Stevens' office of April 20 which called attention to the fact that Form 133 of the 1944 inspection calls for the renewal of a large portion of all the creosoted timbers on both sides of the engine pits and some short creosoted ties supporting the rail on the engine pits of the first 28 stalls of the Missoula roundhouse.

Additional information is requested as to the cause of this seemingly short life for creosoted material.

The 28 stall roundhouse in question was built under AFE 992-23 as per plan dated Office of Chief Engineer, June 1, 1923 and there has been no changing out of these short crossties since. As per this plan, the spacing of the short crossties at the engine pits is 24" and no tie plates were required under the 90# rail (this as reported by Division Engineer Erickson). The longitudinal timbers on each side of the engine pit were changed out from the original untreated timbers to ones treated as per AFE 210-33.

The short crossties thus, you see, have approximately between 22 and 23 years of life, which perhaps is not to be regarded as an especially short life when compared with our crossties, when one considers that there were no tieplates provided. The spacing is 24" and the heavy power now in service throws pretty severe load on such crossties at such spacing, particularly when the drivers are being raised by jacking, which transfers additional load to the other wheelbases. Also, these ties suffer severely from hot water which drips from the locomotives, with a deterrent effect. We believe that if large tieplates are applied and the spacing of the short ties be reduced to 18", the adverse effects of which we speak will be reduced to a considerable extent.

With respect to the longitudinal treated timbers on each side of the pits, you will note the original timbers, untreated, were about ten years old when renewed. The treated timbers now in place have sufferred only from breaking. This breaking is caused by jacking, the dragging of heavy locomotive parts thereacross, and the usual deterrent effect from hot water leaking from the locomotives.

I may advise that for repairi ng of these timbers in question there is the following treated material on the ground:

1120 pcs. 5 x 5½ - 16'
280 " 5½ x 8 - 16'
150 " 7 x 8 - 2'8" ties.

It is the intention of the supervisor to apply tie plates in making the repairs but the size of the tie plates is dependent upon what is available, and I think the largest possible plates for the 90# rail should be employed.

District Engineer

HMT-b
c Mr. J. T. Derrig


CHIEF ENGINEER
MAY
1945
HDQ. PRO. RY

6097

St. Paul, Minn.
April 23, 1945.

Mr. H. M. Tremaine:

A letter reading as follows has been received from Mr. Stevens' office dated April 20:

> "Form 133 shows that a large portion of the all creosoted timbers on both sides of the engine pits and also some short creosoted ties on the engine pits of the first 28 stalls of the Missoula roundhouse will have to be renewed.
> The record strikes me as not being good for treated material. Can you give me some further information ?"

Will you please submit complete report together with any suggestions you may have for improvement of design, also investigate operations which might involve undue damage to timbers in jacking of locomotives.

HRP:e

Chief Engineer.

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

St. Paul, Minn., April 20, 1945.

Mr. Bernard Blum:

Form 133 shows that a large portion of the all creosoted timbers on both sides of the engine pits and also some short creosoted ties on the engine pits of the first 28 stalls of the Missoula roundhouse will have to be renewed.

The record strikes me as not being good for treated material. Can you give me some further information?

H E Downes.

2444

Saint Paul, Minnesota,
May 6, 1940.

Gale Locomotive Drafter

File 4318

MR. BERNARD BLUM:

Your letter of March 27, with return of papers about the Gale Locomotive Drafter.

It appears to me this device has some merit; but one cannot tell just how effective it would be when firing up large locomotives.

I do not know where we could use this device to good advantage at present, as all of our important roundhouses are equipped with blower lines or Drafto units. Personally, I doubt very much if we would be justified in trying this out, because I do not know of a single place where we could use it to advantage, even if it proved effective and efficient.

E L Grimm

ELG/T

OFFICE OF CHIEF ENGINEER
MAY 31 1940
NOR. PAC. RY.

St. Paul, Minnesota
March 27, 1940

Mr. E. L. Grimm:

It occurred to me that we might be able to use to advantage the so-called Gale Locomotive Drafter described by leaflet among the attached papers. I wrote the Gale people and their answer of March 20th is also attached.

If these things would really work satisfactorily it strikes me as being by far the simplest and cheapest way that we can draft locomotives where steam is not accessible but where electricity is. It would be much simpler to put in a small electrically driven compressor than to use any of the expensive and complicated drafting units such as we have at Yakima. This thing of course has definite limitations and probably could not be considered for large locomotives. I thought you would be interested in knowing about it.

Please return all of the papers after you have looked them over.

LS:wp
enc

Chief Engineer

WALTER C. THATCHER
VICE-PRES. AND CHIEF ENGINEER

FREDERICK A. GALE
PRESIDENT

M. S. BACHMAN
SECRETARY AND TREASURER

GALE SERVICE AND CONSTRUCTION COMPANY

Successors to The National Boiler Washing Co. of Illinois

CONTRACTORS

RAILWAY EXCHANGE BUILDING

CHICAGO, U. S. A.

TELEPHONE WABASH 3661

MODERN BOILER WASHING FACILITIES
REPAIR AND REHABILITATION
OF BOILER WASHING FACILITIES
WATER SOFTENING SYSTEMS
WATER SUPPLY SYSTEMS

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POWER PLANT CONSTRUCTION
POWER PLANT REHABILITATION
GENERAL PIPE WORK
CONCRETE FOUNDATIONS
STEEL TANKS

March 20, 1940

Mr. Lowry Smith, Office Engineer
Northern Pacific Railway Company
St. Paul, Minnesota

Dear Sir:

We have your letter of March 21st, making inquiry about the Gale Locomotive Drafter. We make this device in two sizes.

	Size #1	Size #2	
To serve grate areas up to	55 and 60	60 to 100	sq.ft.
Motor operation at 90# pressure	3500	3700	r.p.m.
Air consumption per minute	28 to 31	39	cu.ft.
Weight, about	25	27	lbs.
Price, f.o.b. factory Indianapolis, Indiana	$325.00	$325.00	Ea. 2%-10 days.
Delivery	Ten days to three weeks.		

This device is composed of a standard vane type air motor fitted with special bearings and special propellor, all built into either rustless steel, or drawn aluminum, welded type of frame. The devices are equipped with our patents refrigeration so that the exhaust from the air motors is carried up between the housings and keeps the motor entirely cool so that it may be taken out of the stack with the bare hands. The device is mannally applied and one device will serve a number of locomotives.

The device is strong, durable, and portable. We have had some of them in use for two or three years and have had no maintenance expense whatsoever.

Regarding the efficiency of operation: We have tested them under different conditions, and have proven that they will draft a locomotive as quickly or quicker than any other device used so far, and with much less noise.

The time required for drafting a locomotive depends upon the grate area and the water temperature in the boiler, so that the time required for drafting will vary accordingly, from 40 minutes to an hour and ten minutes.

We shall be glad to furnish any further information you may desire.

Yours very truly,

Frederick A. Gale
President

FAG:B


OFFICE OF
CHIEF ENGINEER
MAR
1940
NOR. PAC. RY.
ST. PAUL, MINN.

March 21, 1940

Gale Service & Constr. Co.,
Railway Exchange Bldg.,
Chicago, Illinois

Gentlemen:

I have just received your bulletin describing The Gale Locomotive Drafter. While we have no prospect for equipment of this kind at present, I will be very glad if you will send me further information as to capacities, air requirements, method of installation and approximate cost for file reference.

Yours truly,

LS:wp

WALTER C. THATCHER
VICE-PRES. AND CHIEF ENGINEER

FREDERICK A. GALE
PRESIDENT

M. S. BACHMAN
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CONCRETE FOUNDATIONS
STEEL TANKS

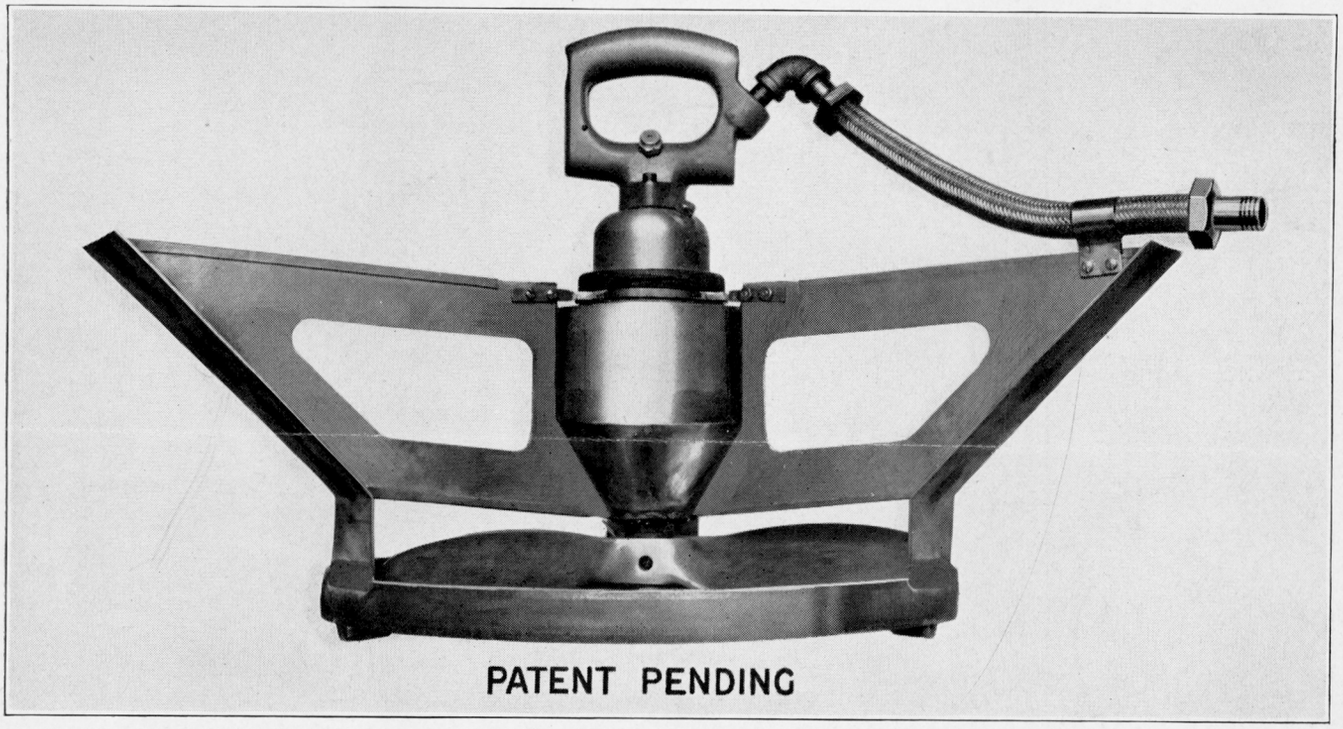
THE GALE LOCOMOTIVE DRAFTER

OPERATES WITH COMPRESSED AIR

Made for Grate Areas up to 120 Square Feet

Draft your Locomotives Quickly and Cheaply

One Unit will Serve a Number of Locomotives



PATENT PENDING

Strong, Light, Rustless Steel Frame - - - Welded Construction - - - Manually Applied

No Maintenance Expense

Information and Performance Records on Request

OFFICE OF CHIEF ENGINEER
MAR 21 1946
NOR. PAC. RY.
ST. PAUL, MINN.

WALTER C. THATCHER
VICE-PRES. AND CHIEF ENGINEER

FREDERICK A. GALE
PRESIDENT

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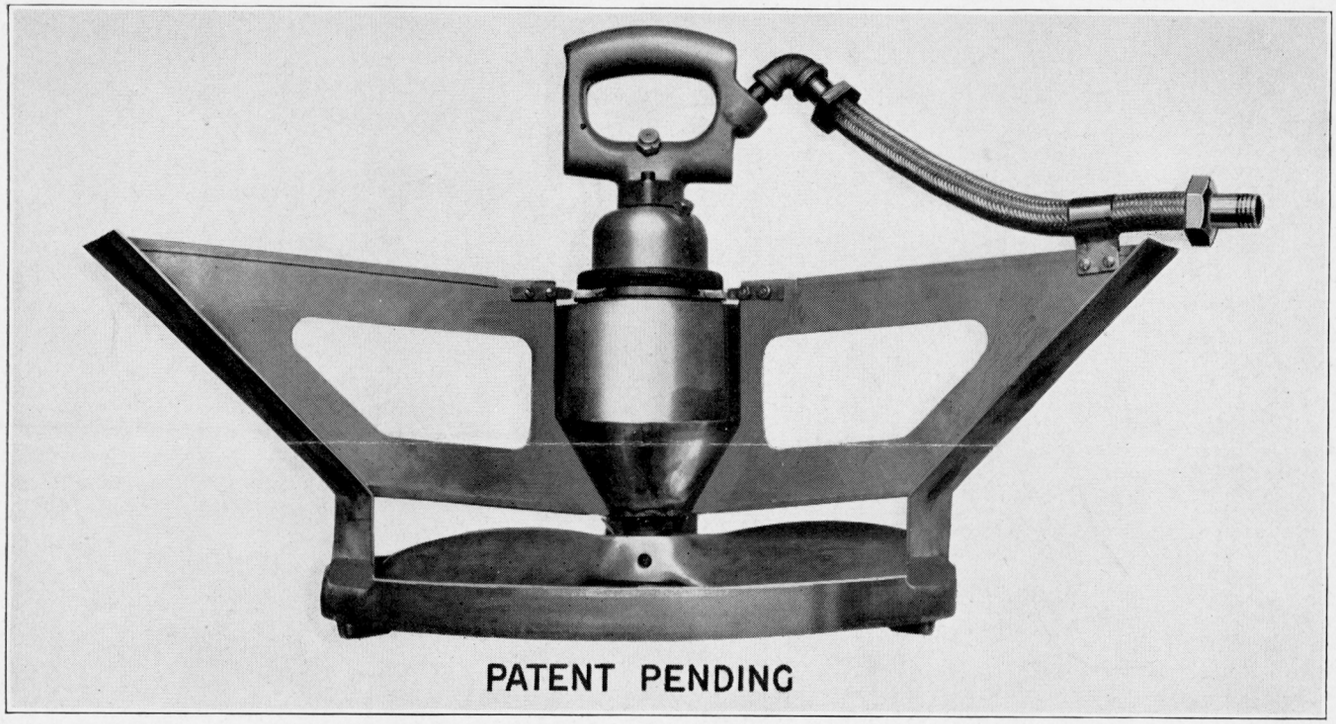

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