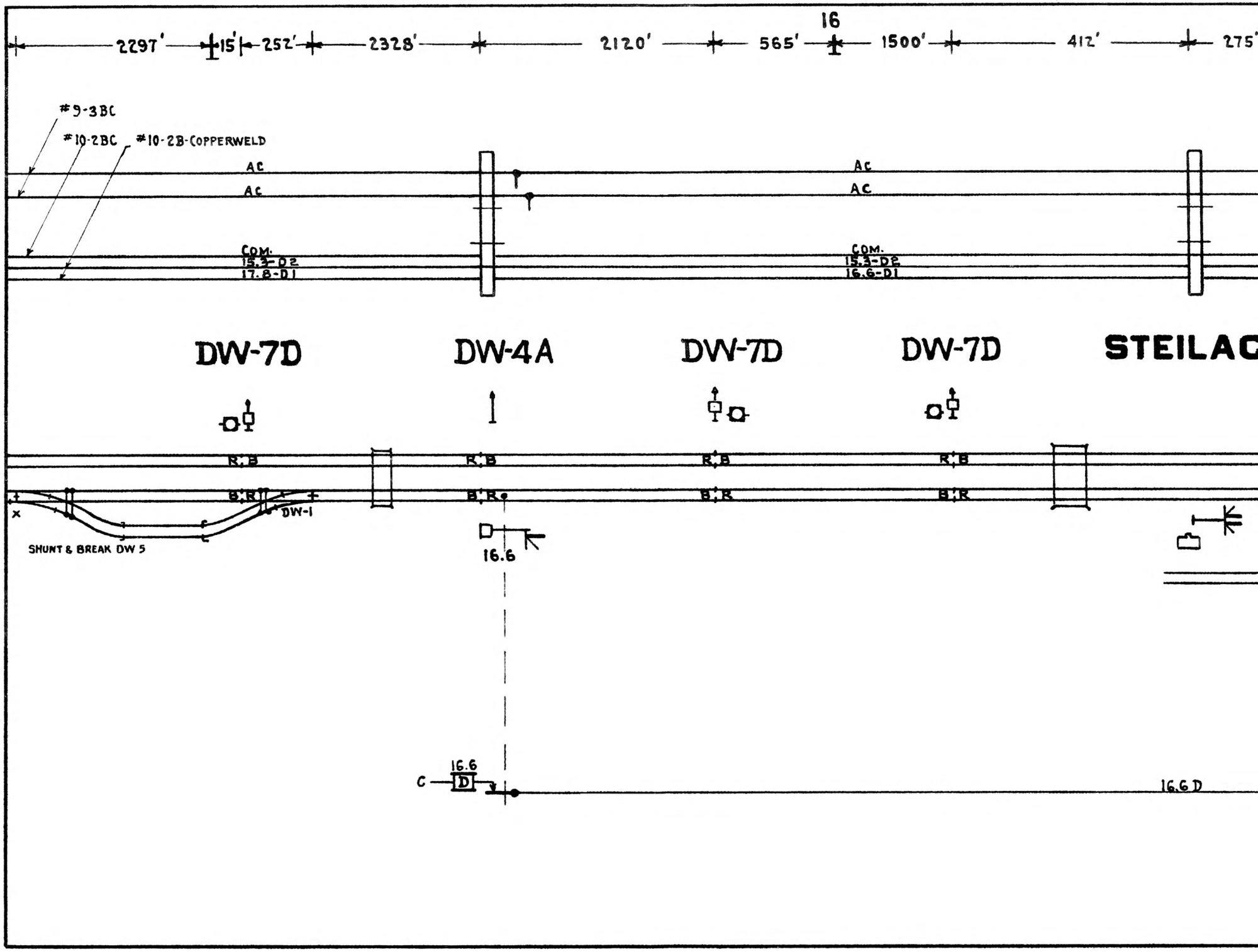
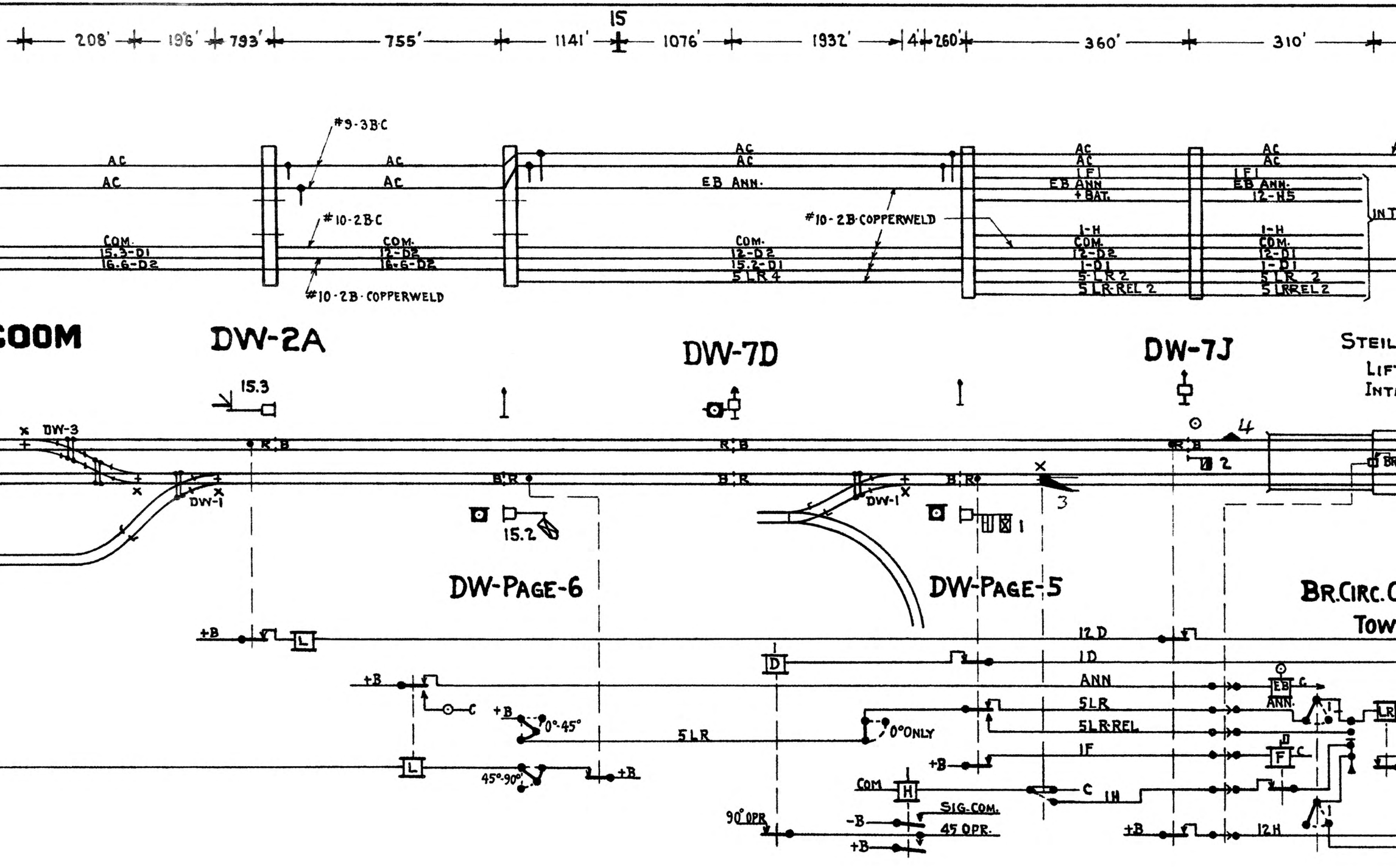
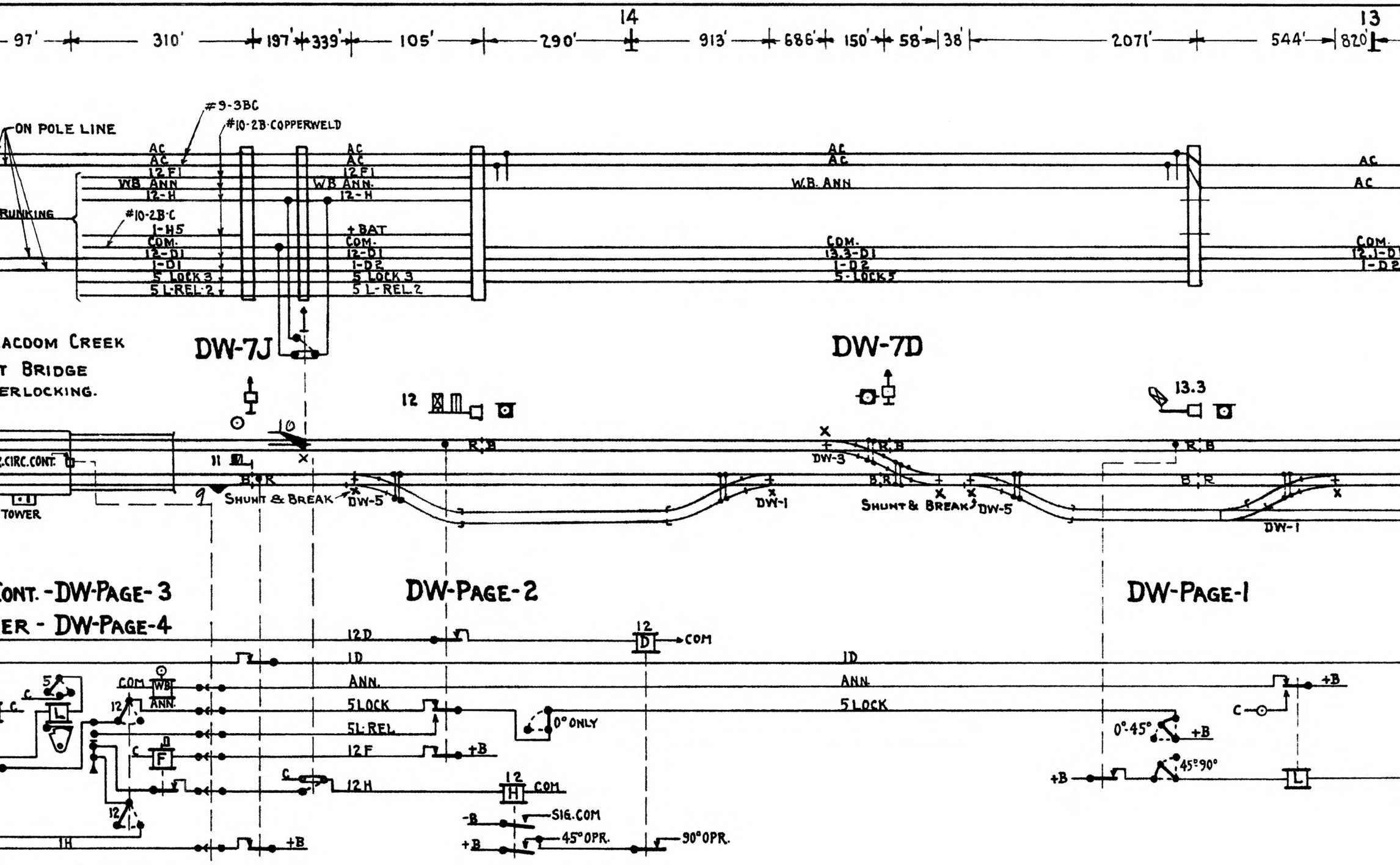
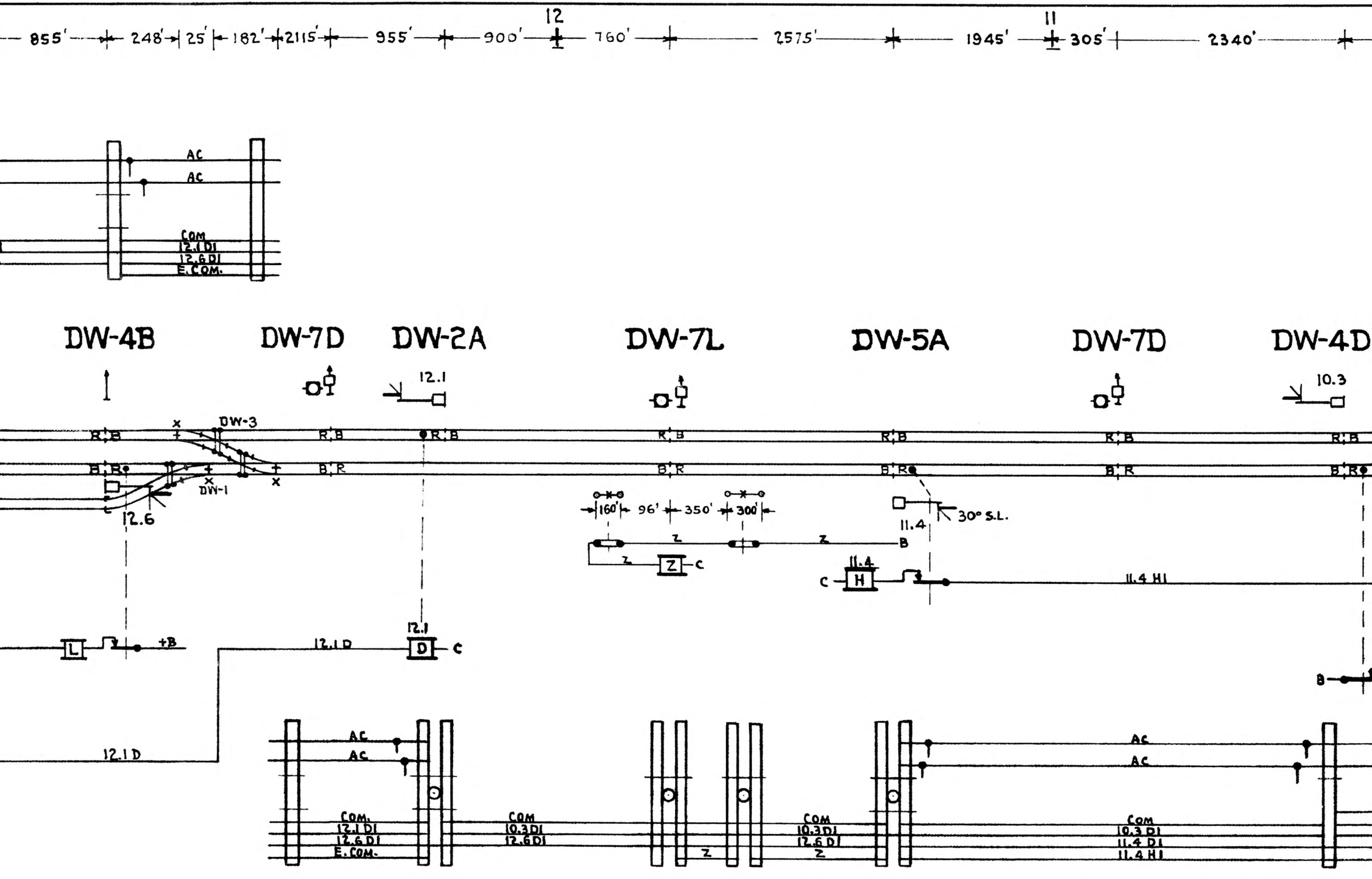
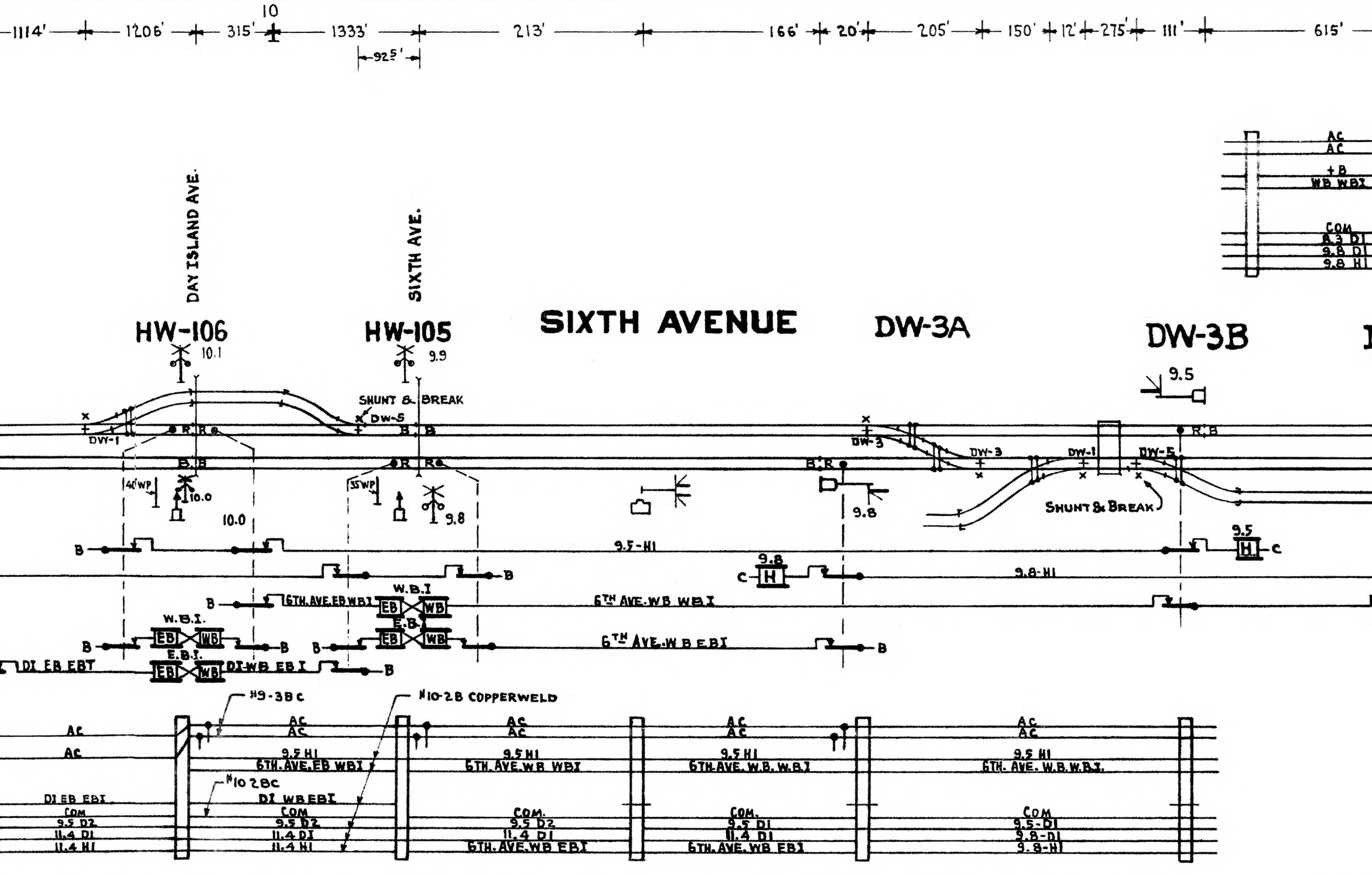
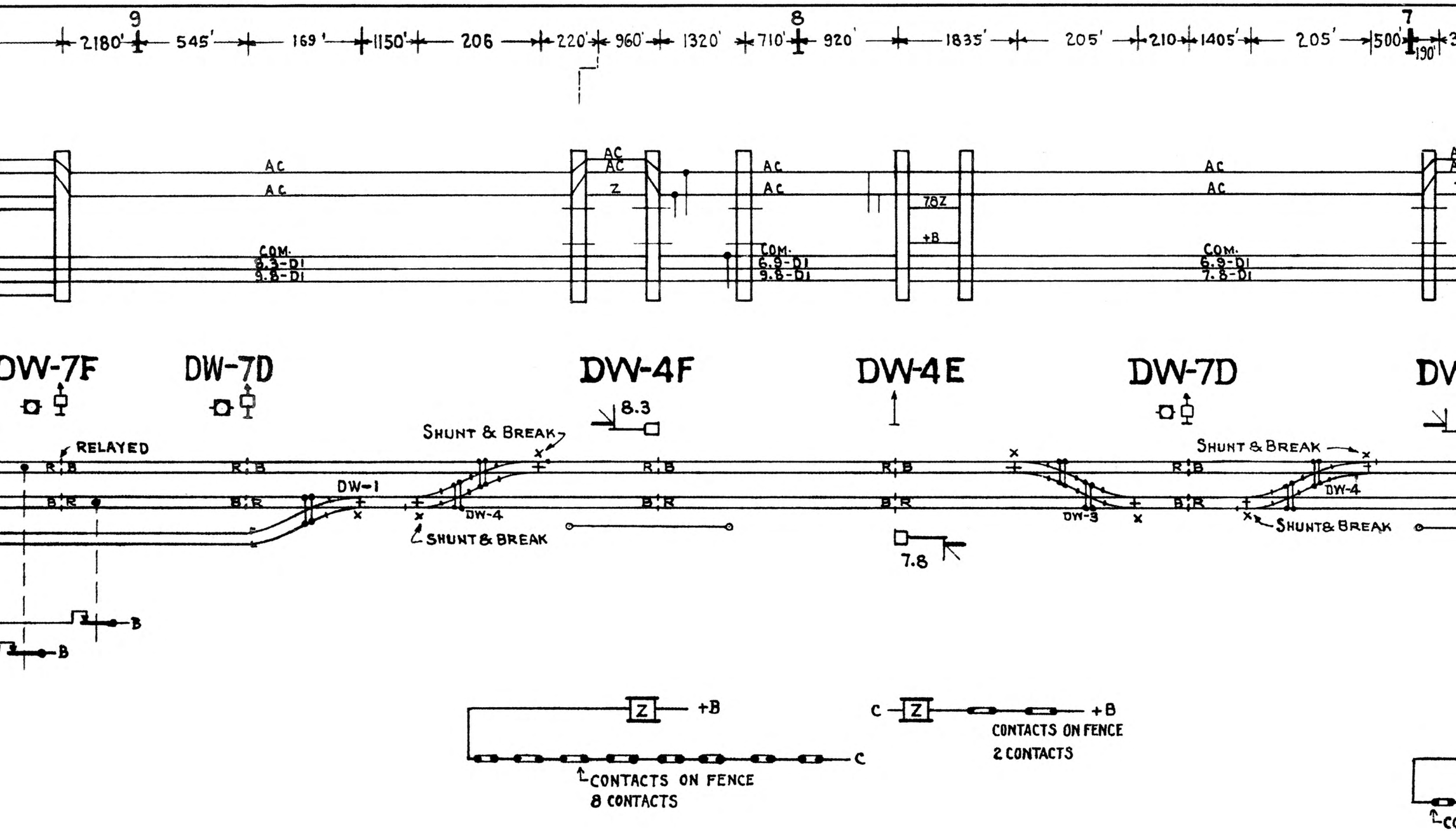

16
2297'
15'
252'
2328'
2120'
565'
1500'
412'
275'
#9-3BC
#10-2BC
#10-2B-COPPERWELD
AC
AC
COM.
15.3-D2
17.8-D1
AC
AC
COM.
15.3-D2
16.6-D1
DW-7D
DW-4A
DW-7D
DW-7D
STEILAC
R B
B R
R B
B R
R B
B R
R B
B R
DW-1
SHUNT & BREAK DW 5
16.6
16.6
D
C
16.6 D

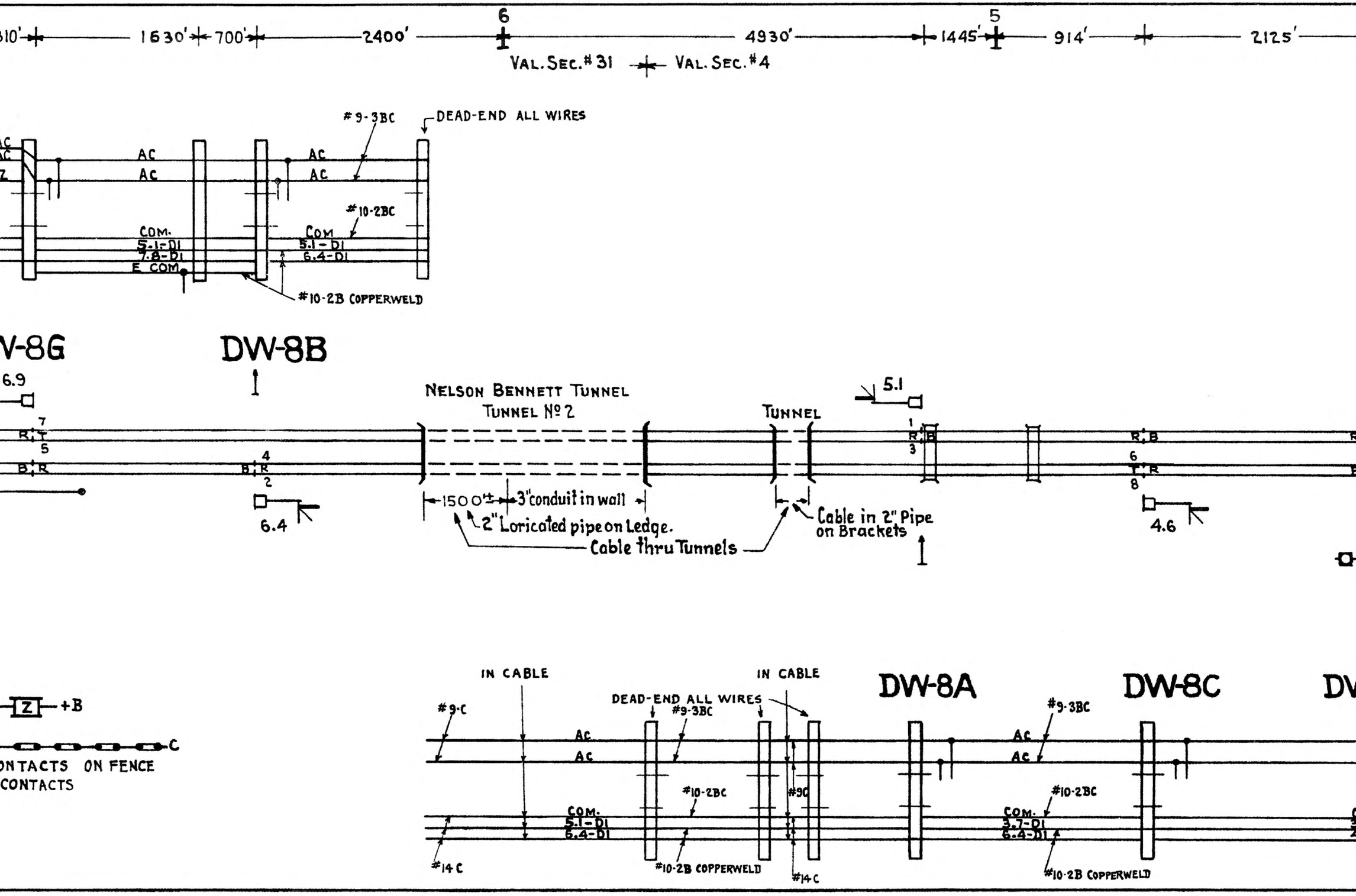

15
208'
196'
793'
755'
1141'
1076'
1932'
4'
260'
360'
310'
#9-3B-C
AC
AC
#10-2B-C
COM.
15.3-D1
16.6-D2
#10-2B-COPPERWELD
AC
AC
COM.
12-D2
16.6-D2
AC
AC
EB ANN.
COM.
12-D2
15.2-D1
5LR4
#10-2B-COPPERWELD
AC
AC
LF1
EB ANN
+BAT.
1-H
COM.
12-D2
1-D1
5-LR2
5LR-REL2
AC
AC
LF1
EB ANN.
12-H5
1-H
COM.
12-D2
1-D1
5LR 2
5LRREL2
DW-2A
DW-7D
DW-7J
15.3
DW-3
DW-1
R B
B R
15.2
DW-PAGE-6
DW-PAGE-5
3
4
2
1
+B
L
C
0°-45°
45°-90°
5LR
D
0°ONLY
90° OPR
-B
COM
H
SIG-COM.
45 OPR.
12D
1D
ANN
5LR
5LR-REL
1F
C
1H
12H
EB
ANN.
F
LR


14
13
97'
310'
197'
339'
105'
290'
913'
686'
150'
58'
38'
2071'
544'
820'
#9-3BC
#10-2B-COPPERWELD
ON POLE LINE
AC
AC
12 F1
WB ANN
12-H
RUNKING
#10-2B-C
1-H5
COM.
12-D1
1-D1
5 LOCK 3
5 L-REL-2
+BAT
COM.
12-D1
1-D2
5 LOCK 3
5 L-REL 2
W.B. ANN
COM.
13.3-D1
1-D2
5-LOCK 5
ACOM CREEK
T BRIDGE
ERLOCKING.
DW-7J
DW-7D
12
13.3
10
11
9
R B
B R
SHUNT & BREAK
DW-5
DW-1
DW-3
TOWER
CONT. - DW-PAGE-3
ER - DW-PAGE-4
DW-PAGE-2
DW-PAGE-1
12D
1D
ANN.
5LOCK
5L-REL
12F
12H
COM
WB
ANN.
0° ONLY
+B
-B
SIG. COM
45° OPR.
90° OPR.
0°-45°
45°-90°
1H


855'
248'
25'
182'
2115'
955'
900'
12
760'
2575'
1945'
11
305'
2340'
AC
AC
COM
12.1 DI
12.6 DI
E.COM.
DW-4B
DW-7D
DW-2A
DW-7L
DW-5A
DW-7D
DW-4D
12.1
10.3
DW-3
DW-1
12.6
160'
96'
350'
300'
30° S.L.
11.4
11.4 HI
+B
12.1 D
12.1
COM.
12.1 DI
12.6 DI
E.COM.
COM
10.3 DI
12.6 DI
COM
10.3 DI
12.6 DI
COM
10.3 DI
11.4 DI
11.4 HI


1114'
1206'
315'
10
1333'
92.5'
213'
166'
20'
205'
150'
12'
275'
111'
615'
DAY ISLAND AVE.
SIXTH AVE.
HW-106
HW-105
SIXTH AVENUE
DW-3A
DW-3B
10.1
9.9
SHUNT & BREAK
DW-5
DW-1
R.R.
B.B.
40'WP
35'WP
10.0
9.8
9.5
9.5-HI
9.8-HI
W.B.I.
E.B.I.
EB
WB
6TH.AVE.EB WBI
6TH AVE.WB WBI
6TH AVE.WB EBI
DI EB EBI
DI WB EBI
#9-3B C
#10-2B COPPERWELD
#10 2Bc
AC
+B
WB WBI
COM
8.3 DI
9.8 DI
9.8 HI
9.5 HI
6TH.AVE.EB WBI
6TH.AVE.WB WBI
6TH.AVE.W.B.W.B.I
6TH. AVE. W.B.W.B.I.
DI WB EBI
COM
9.5 D2
11.4 DI
11.4 HI
6TH.AVE.WB EBI
9.5 DI
9.5-DI
9.8-DI
9.8-HI


9
2180'
545'
169'
1150'
206
220'
960'
1320'
8
710'
920'
1835'
205'
210
1405'
205'
500'
7
190'
AC
AC
COM.
8.3-DI
9.8-DI
AC
AC
Z
AC
AC
COM.
6.9-DI
9.8-DI
7.8Z
+B
AC
AC
COM.
6.9-DI
7.8-DI
DW-7F
DW-7D
DW-4F
DW-4E
DW-7D
RELAYED
R B
B R
DW-1
SHUNT & BREAK
DW-4
SHUNT & BREAK
8.3
R B
B R
R B
B R
7.8
DW-3
SHUNT & BREAK
DW-4
SHUNT & BREAK
B
B
Z
+B
C
CONTACTS ON FENCE
8 CONTACTS
C
Z
+B
CONTACTS ON FENCE
2 CONTACTS


310'
1630'
700'
2400'
6
4930'
1445'
5
914'
2125'
VAL. SEC. #31
VAL. SEC. #4
#9-3BC
DEAD-END ALL WIRES
AC
AC
AC
AC
#10-2BC
COM.
5.1-D1
7.8-D1
E COM
COM
5.1-D1
6.4-D1
#10-2B COPPERWELD
V-8G
DW-8B
6.9
NELSON BENNETT TUNNEL
TUNNEL Nº 2
TUNNEL
5.1
6.4
4.6
1500'±
3" conduit in wall
2" Loricated pipe on Ledge.
Cable thru Tunnels
Cable in 2" Pipe on Brackets
+B
C
ONTACTS ON FENCE
CONTACTS
IN CABLE
IN CABLE
DW-8A
DW-8C
DW
#9-C
DEAD-END ALL WIRES
#9-3BC
#9-3BC
AC
AC
AC
AC
#10-2BC
#9C
#10-2BC
COM.
5.1-D1
6.4-D1
COM.
3.7-D1
6.4-D1
#14 C
#10-2B COPPERWELD
#14 C
#10-2B COPPERWELD

B-1303

TRACK AND LOCATION PLAN

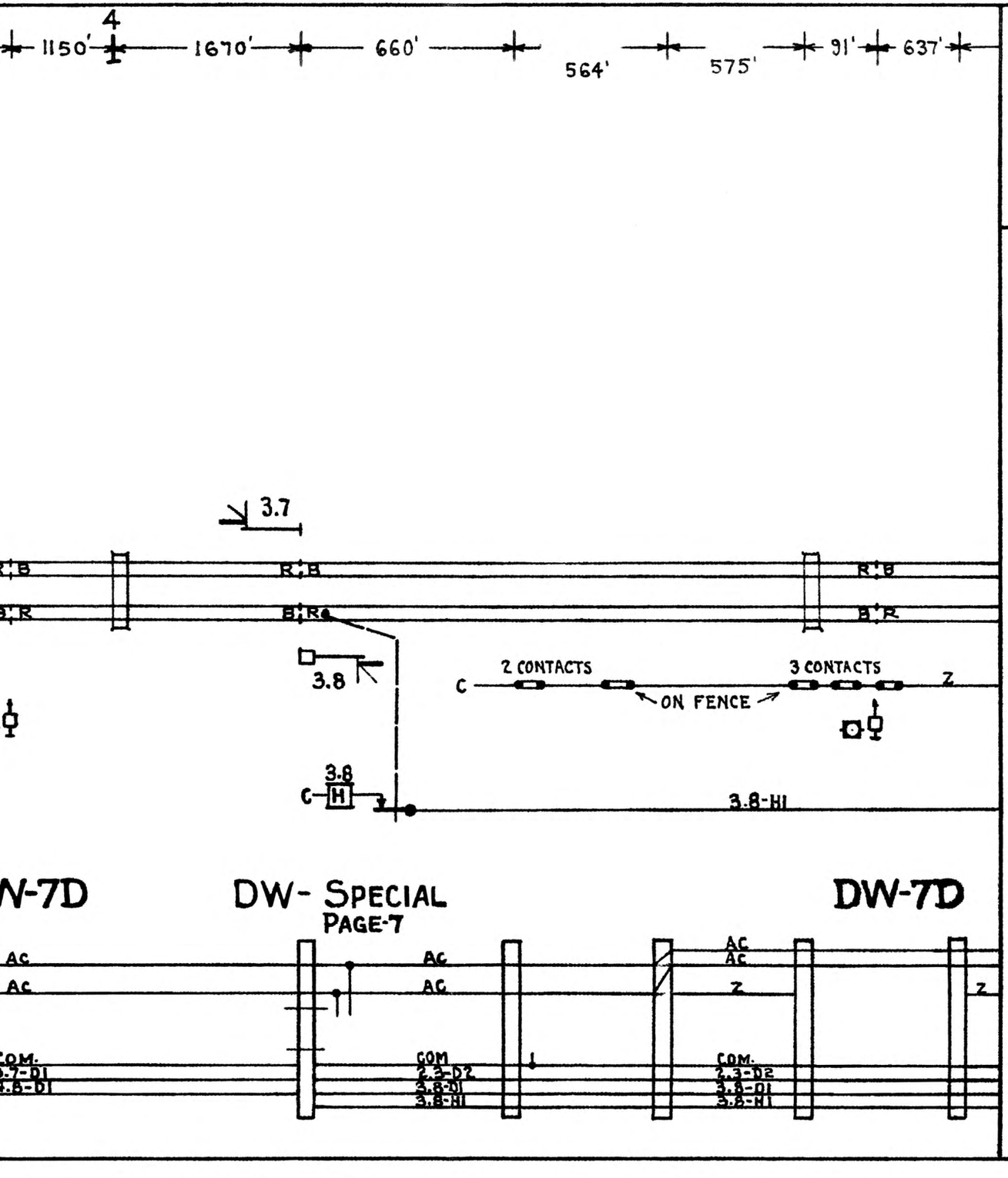
N.P. RY.

TACOMA TO TENINO

VIA POINT DEFIANCE LINE.

M.P. 3 TO M.P. 17.

Office of Signal Eng'r., St. Paul, Minn



DETAIL WIRING SERIES 1929
DOUBLE TRACK COLOR LIGHT SIGNALS

8-19-29.
AS INSTALLED 3-9-30.
12-13-30.
5-25-36
4-5-37
9-22-39

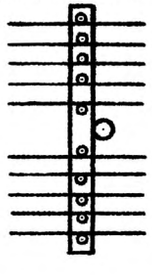
DETAIL WIRING FOR SWITCHES
PER PLAN EK-18

DW-1
DW-2 } SHUNT ONLY
DW-3

SEMAPHORE SIGNAL

COLOR LIGHT SIGNALS

ARRANGEMENT OF SIGNAL WIRES ON CROSSARM



WIRES TO BE NUMBERED FROM LEFT TO RIGHT LOOKING WEST FROM ST. PAUL.

ON CURVES WIRES TO BE PLACED ON PINS SO THAT PULL IS AGAINST PINS

Checked: LS

Checked: [illegible]

Approved: [illegible]
Signal Engineer