



N. P. 1363
6-24

NORTHERN PACIFIC RAILWAY COMPANY
AUTHORITY FOR EXPENDITURE

1929
YEAR 1929

SUPERINTENDENT'S No. 15

1929

DEPT. No.

ENGINEERING DEPT. No. 61-29

A. F. E. NO. 282

Seattle Div. Seattle Terminal DISTRICT STATE Wash VAL. SEC. No. 5

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 67525

Accounting distribution as follows: (Distribution to be made in General Office.)

	Operating Expenses	Profit and Loss	Net Operating Expenses	Net Profit and Loss
Cost of property retired	\$	\$	\$	\$
Value of salvage				
Incidental costs				
Total to Operating Expenses				\$ 48858 ✓
Total to Profit and Loss				
To Material and Supplies				
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				18657 ✓
Total of distribution				67525 ✓

Budget reference: ~~S.N.Ry. 12-1-08~~ Item 54-1929

Joint facility contract reference: S.N.Ry. 12-1-1909

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

Location: Between Auburn and Meeker

Title: Reballast between MP 21 plus 2186 and MP 30 plus 3209

Reason: This section of track was reballasted in 1907-08, using pit run Auburn gravel. Approximately four miles of this track was reballasted in 1917 with material from the same source. This ballast is now foul and results in increased maintenance expense. It is recommended that the track be reballasted with washed gravel from Kamaskat Pit. The haul for this gravel will be from 21 to 30 miles and it is estimated that 52,000 cu.yds will be required. Entire track should be skeletonized to bottom of tie except where raises cannot be made where it should be skeletonized to below bottom of tie. This work is included in 1929 budget.

Checked and Entered
President's Office

Work to be done by company force under charge of Divn. Superintendent at Seattle, Wa.

Accounting to concentrate in the office of Divn. Accountant at Seattle, Wa.

Signature and Title: *J. H. Sauter* Supt. Date Jan. 25 29

APPROVED: *E. C. ...* General Superintendent. *W. H. ...* Asst. Chief Engr. or Engr. in Charge of Way. *W. H. ...* General Manager.

Mech. Supt., Supt. Telegraph or Signal Engr.

Edward ... Chief Engineer. *W. H. ...* Vice President.

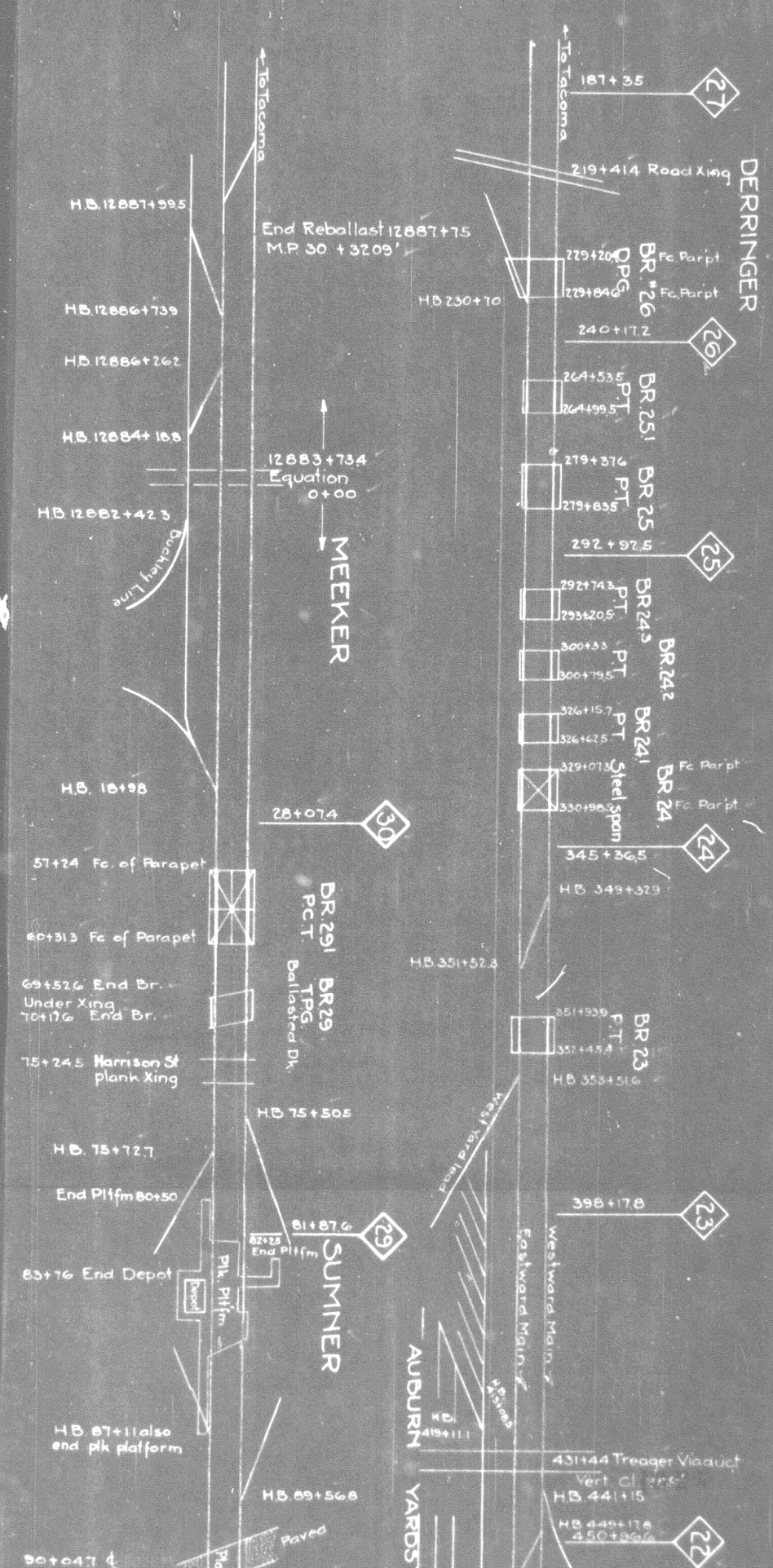
W. H. ... For Comptroller. *Charles ...* President. Date of Final Approval: FEB 25 1929

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1945 issued 19 Work begun 19 Work finished June 9 29



Admitted JUN 1933
Class of Work No. 2
Added to Joint Valuation OCT 1929
AUG 1930
Adjusted JUL 1931



H.B. 12887+995

End Reballast 12887+75
M.P. 30 + 32.09'

H.B. 12886+739

H.B. 12886+262

H.B. 12884+168

12883+734
Equation
0+00

MEEKER

H.B. 12882+423

H.B. 16+98

28+074

30

51+24 Fc. of Parapet

DR 291
P.C.T.

60+313 Fc. of Parapet

BR 29
TPG.
Ballasted Dk.

69+526 End Br.
Under Xing
70+176 End Br.

75+245 Harrison St
plank Xing

H.B. 75+505

H.B. 75+727

End Pkfm 80+50

81+87.6

29

85+76 End Depot

SUMNER

H.B. 87+11 also
end plk platform

H.B. 89+568

90+047

H.B. 90+545

187+35

27

219+414 Road Xing

DERRINGER

229+200 Fc. Parpt

229+846 Fc. Parpt

240+17.2

26

264+535

264+99.5

279+376

279+835

292+97.5

25

292+743

293+205

300+33

300+79.5

326+15.7

326+425

329+073 Steel span

330+963

345+365

24

H.B. 349+323

H.B. 351+52.3

351+939

352+45.4

H.B. 353+51.6

H.B. 353+51.6

398+17.8

23

AUBURN
YARDS

Westward Main
Eastward Main

431+44 Trough Viaduct

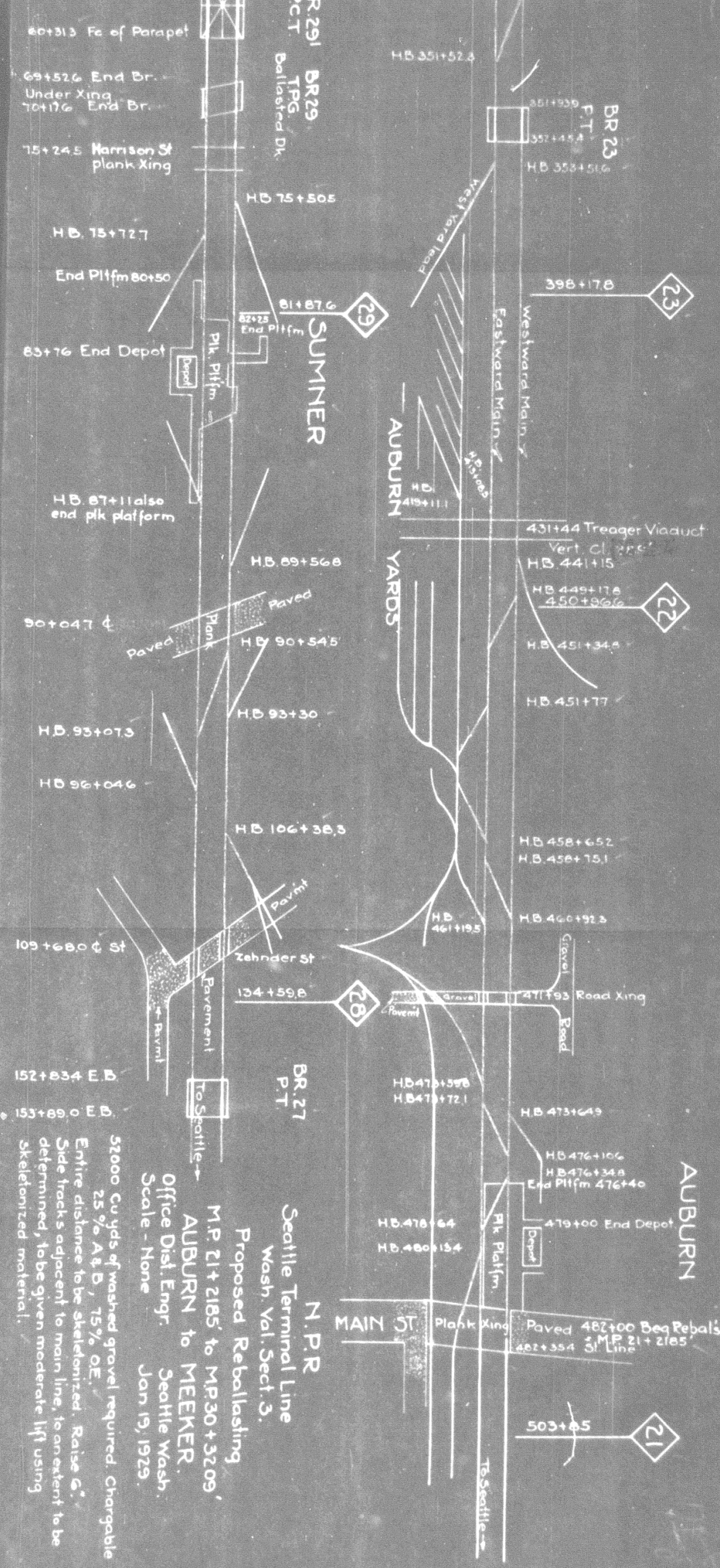
Vert. Cl. 226'

H.B. 441+15

H.B. 449+17.6

450+89.6

22



5800 Cu yds of washed gravel required. Chargeable
 25% A & B, 75% O.E.
 Entire distance to be skeletonized. Raise G.
 Side tracks adjacent to main line, to an extent to be
 determined, to be given moderate lift using
 skeletonized material.

Seattle Terminal Line
 Wash. Vol. Sect. 3.
 Proposed Reballasting
 M.P. 21+2185' to M.P. 30+3209'
 AUBURN to MEEKER.
 Office Dist. Engr. Seattle Wash.
 Scale - None
 Jan 19, 1929.

N.P.R.
 BR. 27
 P.T.