

N. P. 1963
6-24

NORTHERN PACIFIC RAILWAY COMPANY
GENERAL MANAGER'S OFFICE

AUTHORITY FOR EXPENDITURE 1929
YEAR 1929

SUPERINTENDENT No. 31

DEPT. NO.

ENGINEERING DEPT. NO. 72-29

A. F. E. NO. 371

Seattle Div. Seattle Terminals DISTRICT STATE Wash. VAL. SEC. No. 3

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 1603

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 | \$ 144 | \$ | \$ | \$ |
| Value of salvage | 15 | | | |
| Incidental costs | | | 129 | 247 |
| Total to Operating Expenses | | | | 376 |
| Total to Profit and Loss | | | | |
| To Material and Supplies | | | | 15 |
| To Bills for Collection | | | | |
| To Other Accounts | | | | |
| Net charge to investment account—Additions and Betterments | | | | 1227 |
| Total of distribution | | | | 1618 |

Original Cost Adjustment
Made in 10/12/1921
gintel
App. 1-4-32

Budget reference: Item 198-1929
Added to Joint Valuation DEC 1931
Class of Works No. 8

Joint facility contract reference: Great Northern Ry 12-1-1909

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

Location: Thomas, Washington

Title: Replace crossing bells with wigwags and change crossing approaches.

Reason: The public highway crossing at Thomas is now protected by crossing bells and it is proposed to replace these bells with standard wigwag crossing signals. This is a heavily traveled unpaved crossing and the present approaches are not satisfactory. There have been several accidents at this crossing. The present approaches to the crossing are steep and have poor alignment, the view being somewhat obstructed on west approach by cars standing on team track at warehouse. To remedy this condition an agreement has been reached between the N.P. Engineering Department and the County Officials providing for a new crossing with improved approaches, the Railway Company to provide the sub-grading for that portion of the new crossing lying on the Railway Company's right of way, for a 30 ft. roadway which will require about 500 cu. yards of embankment, also to place and maintain plank to the width of the roadway and the county to place and maintain the gravel wearing surface to the new roadway including that portion on the Railway Company's right of way. This will permit of placing the wigwag signals in center of road and the abandonment of the old crossing. As this plan will provide for a much safer crossing it is recommended that authority be granted to do the work. This is included in 1929 Work to be done by company force under charge of Signal Dept. budget as Item 198.

Accounting to concentrate in the office of Divn. Acct. at Seattle (Engr. Dept)

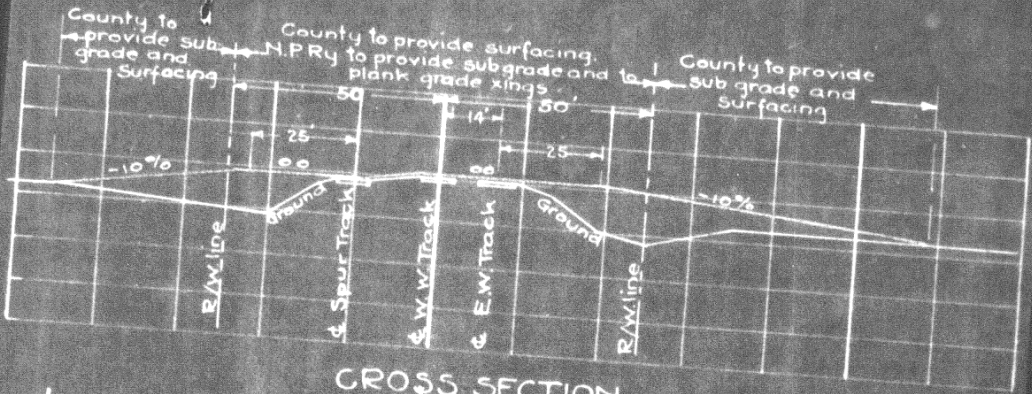
Signature and Title: J. R. ... Supt. Date Feb. 5, 1929

| | | |
|---|---|---|
| <u>[Signature]</u> General Superintendent. | <u>[Signature]</u> Asst. Chief Engr. or Engr. Maint. of Way. | <u>[Signature]</u> General Manager. |
| <u>[Signature]</u> Mech. Dept., Supt. Trench or Signal Engr. | <u>[Signature]</u> Chief Engineer. | <u>[Signature]</u> Vice President. |
| <u>[Signature]</u> For Comptroller. | <u>[Signature]</u> President. | Date of Final Approval: <u>Feb 5 1929</u> |

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1285 issued 19... Work begun... Work finished...

071-02.07

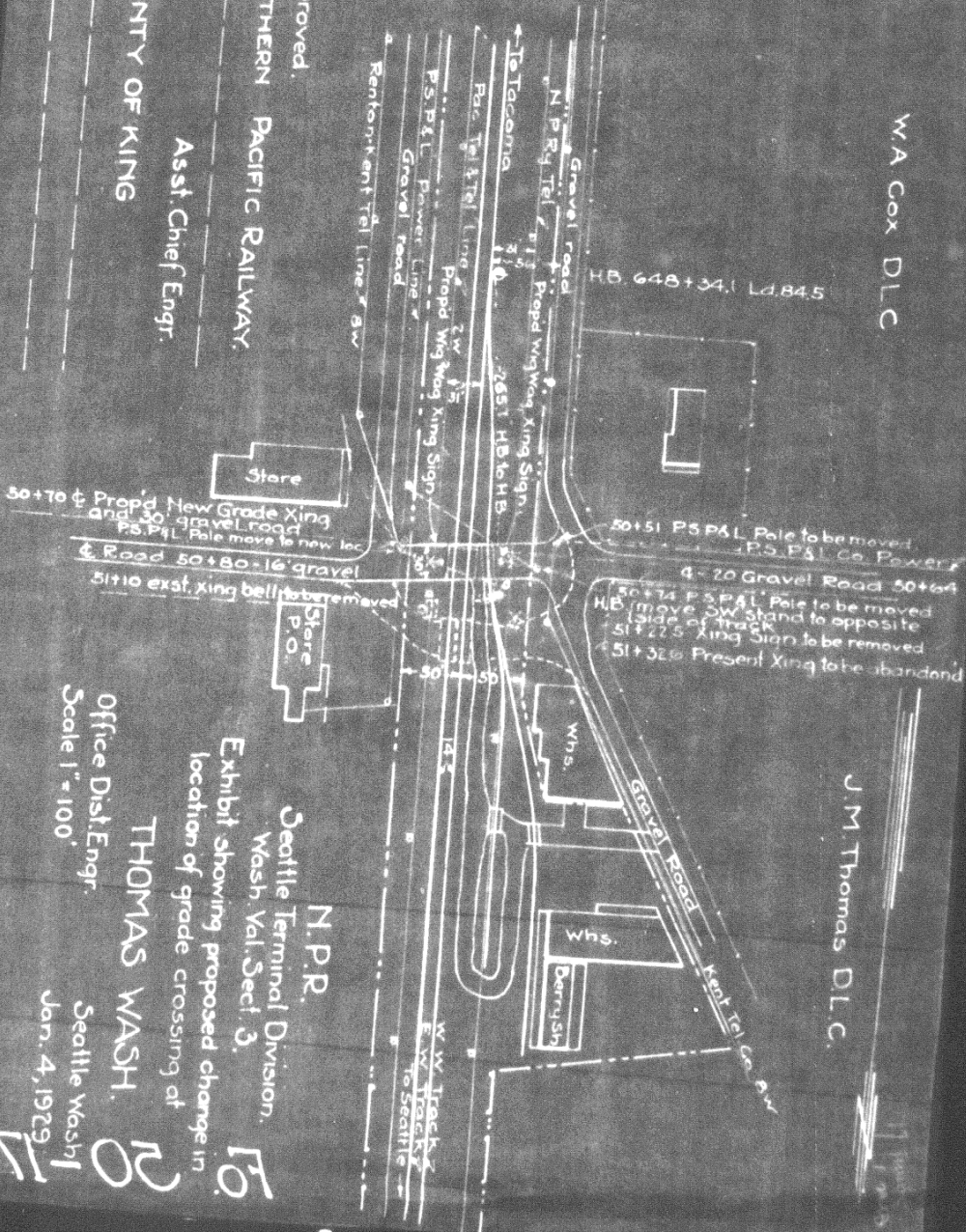


CROSS SECTION
Propd Grade Crossing
Scale 1" = 30'

Approved by
NORTHERN PACIFIC RAILWAY
Asst. Chief Engr.

Approved by
COUNTY OF KING
Title _____

WA Cox DLC



J.M. Thomas D.L.C.

Approved by
N.P.R.
Seattle Terminal Division,
Wash. Val. Sect. 3.
Exhibit showing proposed change in
location of grade crossing at
THOMAS WASH.
Seattle Wash
Jan. 4, 1929

Office Dist. Engr.
Scale 1" = 100'

FO 20 110