



N. P. 1363
6-24

NORTHERN PACIFIC RAILWAY COMPANY AUTHORITY FOR EXPENDITURE

COMPTROLLER'S COPY

1929 1929
YEAR

SUPERINTENDENT'S No. 29
No.

DEPT. No.
ENGINEERING DEPT. No. 75-29

A. F. E. NO. 429

Seattle Div. Seattle Terminal

DISTRICT STATE Wash

VAL. SEC. No. 8

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 649

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	18		18	
Value of salvage			83	
Incidental costs				101
Total to Operating Expenses				
Total to Profit and Loss				
To Material and Supplies				46
To Bills for Collection				594
To Other Accounts				649
Net charge to investment account—Additions and Betterments				
Total of distribution				

Class of Work: No. 10

Original Cost Adjustment
Made in June 1929

Budget reference: Item 277-1929

Joint facility contract reference: S.N.Ry., deed dated May 22, 1926

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

Location: Seattle, Washington.

Title and Reason: Spur track to serve City of Seattle Asphalt Plant.
Track increase 68 ft.

The City of Seattle has an Asphalt Plant located on waterway No. 4 at the South end of Lake Union. The city has been using between 800 and 900 tons of asphalt per year and this has formerly moved from California by water. The City authorities wish to change this custom and to in future move this material by rail in tank cars. The material is shipped by the Standard and Union Oil Companies and they as well as the City will favor the N.P. with the business, which is estimated as approximately 2000 tons per year. In order to carry out this plan the City of Seattle Street and Sewers Dept., has made application for a spur track to serve the Asphalt Plant and construction will also enable them to receive considerable cement at the Asphalt Plant, the movement of which is also promised to the Northern Pacific.

It is recommended that this spur be constructed on the basis of the Railway Company standing the cost from headblock to Franchise Line, a distance of 68 ft., balance to be constructed and owned by the City. Industrial Track Agreement Form 802 signed by Mr. D.A. Boyle, Supt of Streets and Sewers of the City of Seattle is attached.

Work to be done by company force under charge of Divn. Superintendent at Seattle, Wn. Checked and Entered President's Office Supt. Date Feb. 6

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

Signature and Title: J.R. Bailes

APPROVED: [Signatures]

General Superintendent: [Signature]

Asst. Chief Engr. or Engr. Maint. of Way: [Signature]

Mech. Supt., Supt. Telg. or Signal Engr.: [Signature]

Chief Engineer: [Signature]

Western Traffic Manager: [Signature]

GENERAL TRAFFIC MANAGER: [Signature]

For Comptroller: [Signature]

President: [Signature]

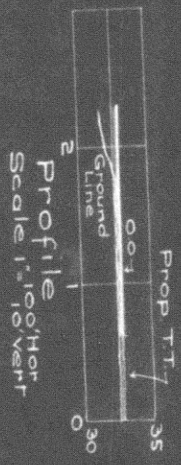
Date of Final Approval: MAR 22 1929

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

FORM No. 1345 issued 19 Work begun 19 Work finished

LAKE UNION

WATERWAY No. 4



TERRY AVE

VALLEY ST

BOREN AVE N.

N.P.Ry.
Seattle Terminal Divn.
Wash Vol 5 Sec 8
Proposed Spur To serve
City of Seattle Asphalt Plant
of
SEATTLE WN.
Office of Dist Engr. Seattle Wn
Scale 1"=100' Jan 28 1929

