

1922

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NORTHERN PACIFIC RAILWAY COMPANY
AUTHORITY FOR EXPENDITURE

Superintendent's No. 45
No.

Dept. No.
Engineering Dept. No. 106 (23)

Year:

1922

A. F. E. No.

Seattle

Div. Seattle Terminals

District State Wash.

Val. Sec. No. 8

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 48

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				
Total to Profit and Loss				
To Material and Supplies				
To Bills for Collection				
To Other Accounts				
Net charge to investment account - Additions and Betterments				
Total of distribution				



The location is on this company's property. To secure rights, it will be necessary to acquire title to the land on which the location is made in *Ballard* investment.

Location: Seattle (Ballard) Wn.

Title and Reason: Additional weight of metal etc, in Pacific Coast Wood Pipe Company's Spur.

Under agreement dated October 11th, 1921, between the Northern Pacific Railway Company and the Great Northern Railway Company the Northern Pacific agreed to convey to the Great Northern an undivided one-half interest in 994 feet of spur track at Ballard, Washington, known as the Pacific Coast Wood Pipe spur.

Negotiations for sale of one-half interest in this track were entered into in 1920 between the two Railway Companies and schedule showing valuation of \$648.75 for one-half interest was compiled at that time on basis of the then existing light rail and covered by AFE 4-22.

Auditor's bill #26043, amount \$648.78 was rendered by Northern Pacific Railway Company versus Great Northern Railway Company and has recently been paid by that Company.

Subsequent to negotiations for sale of one-half interest in this track a portion of same was relaid under AFE 1861 of 1920, with work to be done by company force under charge of contract.

Accounting to concentrate in the office of Div. Supt.

Signature and Title: *Maurer*

Supt. Date March 20 1922



<i>[Signature]</i> General Superintendent.	<i>[Signature]</i> Prin. Asst. Engr. or Engr. Maint. of Way.	<i>[Signature]</i> Assistant General Manager.
<i>[Signature]</i> Mech. Supt. Supt. Tech. or Signal Engr.	<i>[Signature]</i> Chief Engineer.	<i>[Signature]</i> General Manager.
<i>[Signature]</i> General Auditor or Comptroller.	<i>[Signature]</i> Vice President.	<i>[Signature]</i> Date of Final Approval

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued APR 25 1922 Work begun 19 Work finished 19

85g rail, the N. P. Ry. furnished track metal only.

This RFA is submitted to cover the increased weight of metal and additional material placed in this track in connection with relay under AFE 1861 of 1920, for which an additional bill is to be rendered versus Great Northern Railway. Quantities used herein are taken from a joint inventory taken May 2, 1922, by A. D. Stewart for the Great Northern Railway and H. F. Brown for the Northern Pacific Railway.

NORTHERN PACIFIC RAILWAY COMPANY

SEATTLE DIVISION

SEATTLE TERMINALS

SEATTLE

STATE OF WASHINGTON

VALUATION SECTION #8

Under agreement dated October 11th, 1921, between the Northern Pacific Railway Company and the Great Northern Railway Company the Northern Pacific agreed to convey to the Great Northern an undivided one-half interest in 594 feet of spur track at Ballard, Washington, known as the Pacific Coast Wood Pipe spur.

Negotiations for sale of one-half interest in this track were entered into in 1920 between the two Railway Companies and schedule showing valuation of \$648.75 for one-half interest was compiled at that time on basis of the then existing light rail and covered by AFE 4-22.

Auditor's bill #26043, Amount \$648.78 was rendered by Northern Pacific Railway Company versus Great Northern Railway Company and has recently been paid by that Company.

Subsequent to negotiations for sale of one-half interest in this track a portion of same was relaid under AFE 1861 of 1920, with 85# rail, the N.P. Ry. furnished track metal only.

This RFA is submitted to cover the increased weight of metal and additional material placed in this track in connection with relay under AFE 1861 of 1920, for which an additional bill is to be rendered versus Great Northern Railway. Quantities used herein are taken from a joint inventory taken May 2, 1922, by A. D. Stewart for the Great Northern Railway and H. F. Brown for the Northern Pacific Railway.

BILLS FOR COLLECTION VS G.N. RY. CO.

(CREDIT ADDITIONS & RETIREMENTS)

MATERIAL

<u>RAILS</u>			
85#	Bessemer Steel	3.470	G T
68#	" "	0.708	" "
60#	" "	7.540	" "
As per inventory May 2, 1922			11.718 G T
68#	Bessemer Steel	0.708	G T
60#	" "	9.450	" "
56#	" "	0.500	" "
As paid for by G. N. RY		10.658	G T
Additional weight of rail		1.060	GT @ 40.00

42

OTHER TRACK MATERIAL

7 prs	85# Angle bars	336#	
32 "	60# " "	1000#	
4 "	85#-60# offset angle bars	146#	
As per inventory May 2, 1922			1482#
42 prs	56# -60# and 68# angle bars		
(As paid for by G.N.RY)			1375#
Increased weight of Angle Bars			107# @ 2.16
13/16"	x 4 1/4 track bolts	47#	
23/32"	x 3 3/8 " "	124#	
As per inventory May 2, 1922			171#
23/32"	x 3 3/8" track bolts (as paid for by G. N. Ry)		160#
Increased weight of track bolts			11# @ 2.80
14 pcs	56# rail braces	42#	
As per inventory May 2, 1922			42#
52 pcs	56# rail braces	156#	
As paid for by G.N. RY			156#
			114# @ 3.10

(3)