

Form 1345 **1922**

# NORTHERN PACIFIC RAILWAY COMPANY

## AUTHORITY FOR EXPENDITURE

Year: **1922**

Superintendent's No. **80**  
No.

Dept. No. **Engineering Dept. No. 135 (21)**

A. F. E. No. **6**

**Puget Sound** Div.

District State **Wash.**  
Branch

Val. Sec. No. **4**

**AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ Blank**

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				\$ 436



Budget reference: *Not in Budget*

Joint facility contract reference: *Not joint*

Class of Work: No. **10**

The location is *partly* on this company's property. To secure rights, it will be necessary *to obtain consent*

Location: **Tacoma, Wash.**

Reason: *Extend spur for Marty Lumber & Manufacturing Co.*

The Marty Lumber & Manufacturing Company have made application for an extension to their track. The present switch is to be taken up and placed about 90 feet ahead which will extend their track 90 feet. This company has under contract to purchase the 100 foot next adjoining their plant on the west end, and the owner of the next adjoining 75 feet west has advised the Marty Lumber Company that he would have no objection to giving an easement to the railway company. The Marty Lumber Company have been paying the Northern Pacific Railway Company very heavy demurrage, ranging from \$100.00 to \$500.00 per month, which is the direct result of inadequate spur facilities. The principal reason for the Lumber Company in requesting this spur is, therefore, to avoid heavy demurrage expenditure. The applicant is to bear the entire cost and provide necessary easement for track beyond the right of way.

The Lumber Company has signed Spur Track Agreement Form 802 dated -10-28-21, and forms attached hereto.

Work to be done by ~~company~~ under charge of **Division Superintendent**

Accounting to concentrate in the office of **Superintendent at Seattle**

Signature and Title:

APPROVED:

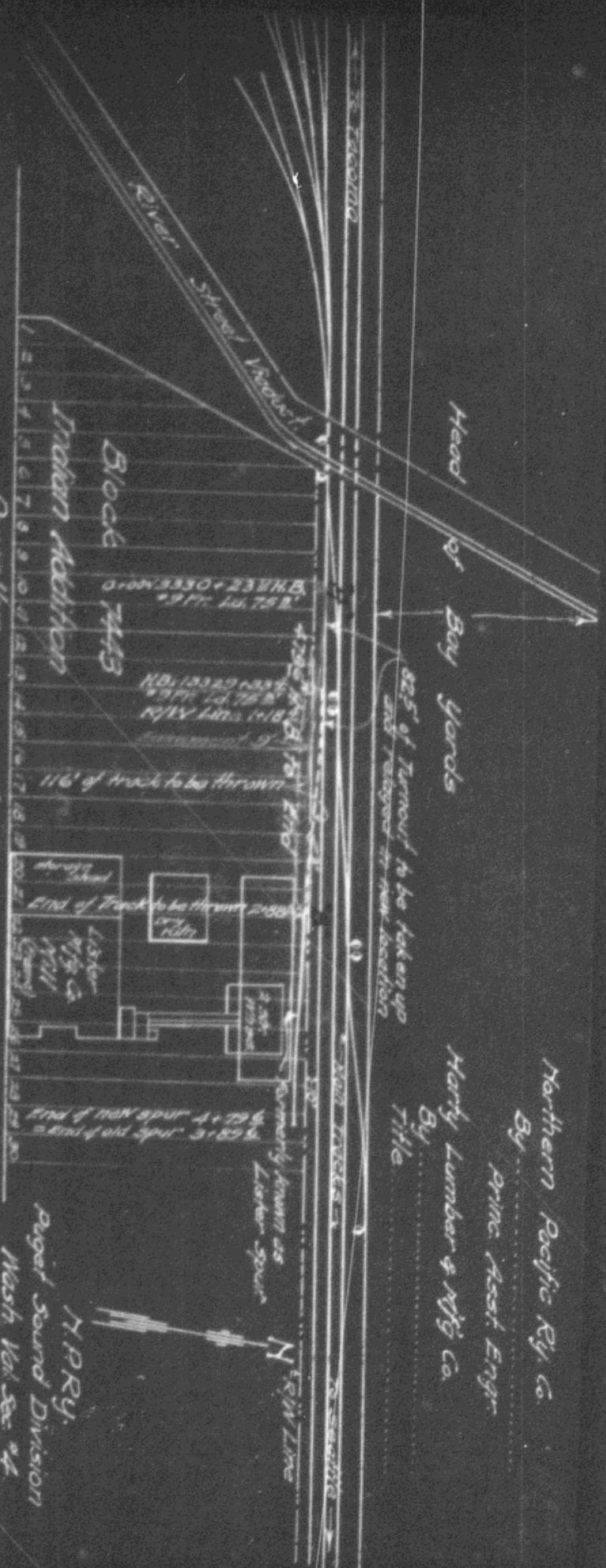
<i>[Signature]</i> General Superintendent.	<i>[Signature]</i> Frm. Asst. Engr. or Equip. Maint. Insp.	<i>[Signature]</i> Assistant General Manager.
<i>[Signature]</i> Mech. Supt., Supt. Tel. or Signal Engr.	<i>[Signature]</i> Chief Engineer.	<i>[Signature]</i> VICE PRESIDENT.
<i>[Signature]</i> Comptroller.	<i>[Signature]</i> General Manager.	<i>[Signature]</i> Vice President.

Date of Final Approval: **JAN 12 1922**

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued **JAN 14 1922** 19... Work begun... 19... Work finished... 19...

During the past 11 months these people have favored us with 137 carloads of lumber, practically all of which moved to long haul competitive points, which represents between 75% and 80% of their business.



Note: Profile of proposed extension to spur is level.

Northern Pacific Ry. Co.  
 By Prime Asst. Engr.  
 Harry Lumber & Mfg. Co.  
 Title

sketch showing proposed extension of Lister spur to serve the Harry Lumber and Mfg. Co. of Tacoma, Wash. office of Dist. Engr. Tacoma, W.A. scale 1"=100' Nov. 29, 1921

N.P.R.Y.  
 Puget Sound Division  
 Wash. Vol. Sec. 44