

1923

NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

1923
Year 1923

Superintendent's No. 106
No.

District No.
Engineering Dept. No. 130 (22)

A. F. E. No. 11

IDAHO - Div.

CSL

District Branch

State IDAHO

Val. Sec. No. 6

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ (256)

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	\$	\$ 460	\$	\$
Value of salvage		256		
Incidental costs				
Total to Operating Expenses				
Total to Profit and Loss	\$ 460			\$ 204
To Material and Supplies				256
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments			460	
Total of distribution			\$ Blank	



Budget reference: *Not in Budget*

Class of Work: No. 10

Joint facility contract reference: *Not joint*

Original Cost Adjustment
Made in 1929

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

Location: **Magill, Idaho.**

Track decrease 690 feet.

Title **Estimated cost of removing 690' Magills spurs.**

Reason: **The North Fork White Pine Company were recently granted our lease 39414 covering lumber storage ground and planing mill site at Magills Spur. In order to handle their output to the best advantage, they removed without our knowledge or authority, the end 481' of the main spur and the end 209' of the parallel track, cutting out of the main spur, a total of 690' of track or 1380 lineal feet of 56# rail. The rail and track material recovered is piled up near the spur.**

The White Pine Company have constructed a high timber platform where the removed trackage was located and explain that it is necessary to take up the rail so they can truck their lumber over this platform and pile it between the main track and the river. They have been advised that they must not interfere with any more of our trackage in this manner without proper authority.

There is no question but that Magill Spur as it existed prior to the partial removal, contained a great deal more trackage than the business conditions justified. The removal should, therefore, be considered permanent and covered by an AFE.

Completed

Work to be done by *contract* under charge of

Superintendent *Received and Entered President's Office*

Accounting to concentrate in the office of

Superintendent

Signature and Title:

[Signature]
Superintendent

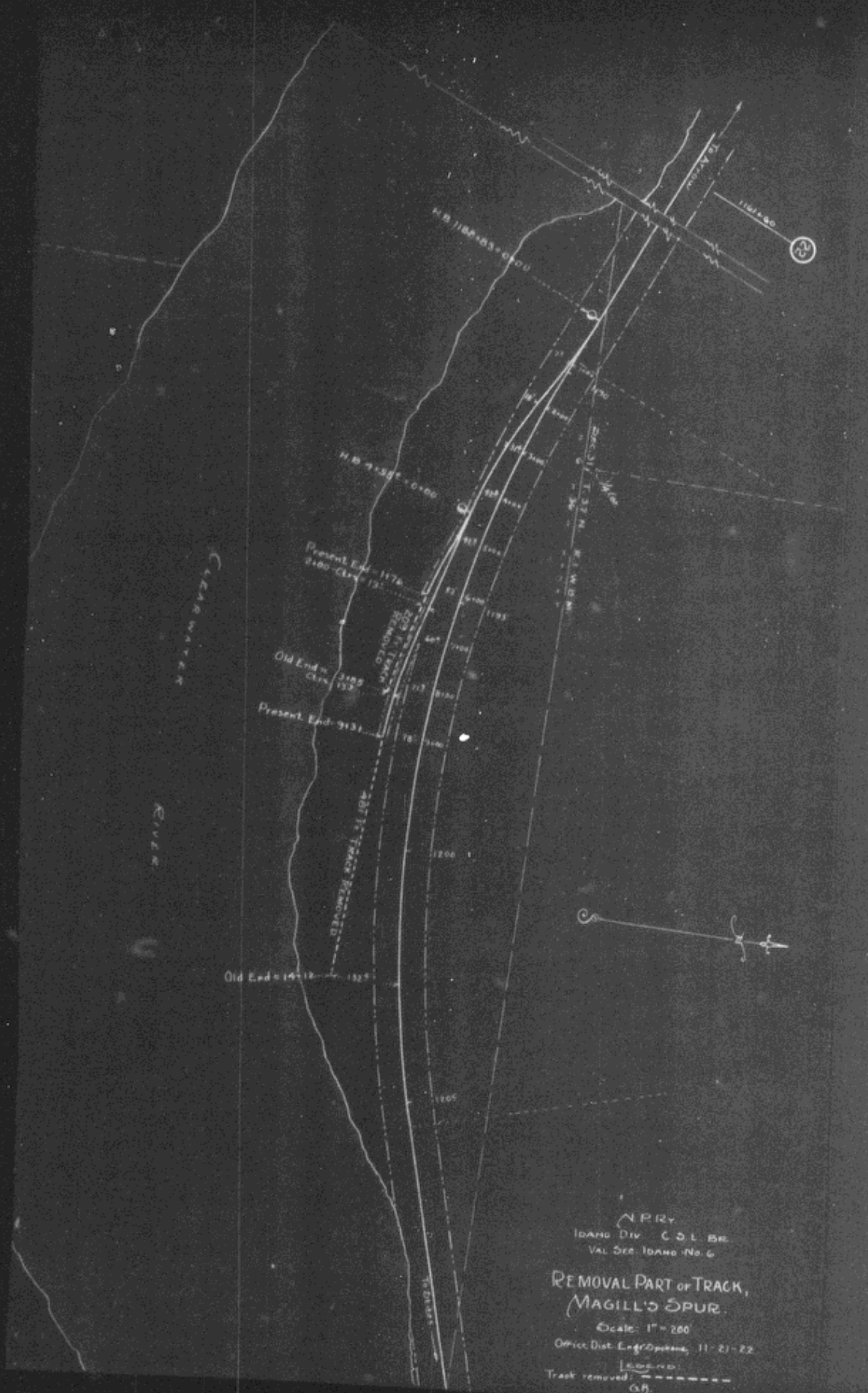
Date Nov. 25th 19 22n

APPROVED:

<i>[Signature]</i> General Superintendent.	<i>[Signature]</i> Prin. Asst. Engr. or Engr. <i>Nov 25 1922</i>	<i>[Signature]</i> Assistant General Manager.
<i>[Signature]</i> Mech. Supt., Supt. Telp. or Signal Engr.	<i>[Signature]</i> Western Traffic Manager	<i>[Signature]</i>
<i>[Signature]</i> Chief Engineer.	<i>[Signature]</i> General Manager.	<i>[Signature]</i> Vice President.
<i>[Signature]</i> General Auditor or Comptroller.	<i>[Signature]</i> President	Date of Final Approval } 11 19 22

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued _____ 19 _____ Work begun _____ 19 _____ Work finished *June 12, 19 22*



N. P. RY
 IDAHO DIV. C. O. L. BR.
 VAL. SEC. IDAHO No. 6
**REMOVAL PART OF TRACK,
 MAGILL'S SPUR.**
 Scale: 1" = 200
 Office Dist. Engr. Spokane, 11-21-22
 Tract removed:
 G.B.