

Form 1361 10M 040 1923

PACKED  
DEC 21 1922  
DIVISION SUPT  
TLE WASH

# NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

Year: 1923

Superintendent's No. 72  
No.

Dept. No. Engineering Dept. No. 184 (22)

A. F. E. No. 90 *A - joint B - joint*

Seattle Div. Terminal District State Wash Val. Sec. No. 8

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 731

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	\$ 99	\$ 51	\$	\$
Value of salvage	31	39	68	12
Incidental costs			143	3
Total to Operating Expenses				\$ 211
Total to Profit and Loss				\$ 15
Acct. #619, Loss on Retired Road & Equipment				\$ 70
To Material and Supplies				\$ 117
To Bills for Collection				\$ 505
To Other Accounts				\$ 918
Net charge to investment account—Additions and Betterments				\$ 170
Total of distribution				\$ 456

DEPRECIATION DOCUMENT 15140  
ENTERED ON EXHIBIT E

Budget reference: *Not in Budget*

Class of Work: No. 10

Joint-facility contract reference: Gt. Nor. Ry. 1-26-22

The location is on this company's property. To secure rights, it will be necessary to add to title valuation NOV 1923

Location: Interbay, Wash.  
Track increase 61.2 feet.  
Title: Re-arrange trackage and replace 56# rail with 85# and construct track connection with Great Northern Railway  
Reason: on Glass Works spur.

During Federal Control the G.N. Ry., removed the crossings leading from our Main Line to the so-called Glass Works spur and when the crossings and interlocking plant were restored in December 1921 it was found desirable to replace a small amount of 56# rail with heavier rail for the convenience of the G.N. Ry., in placing their detector bars. Also under contract dated January 26th, 1922, the switch was installed and track connections made with the G.N. Ry., to permit them to reach the Port of Seattle spur from their trackage and this involved the moving an existing switch. Work was completed in February 1922.

Work Completed

Original Cost Adjustment Made in JUN 1923

Completed, Feb 14, 22  
Work 100% done by company force under charge of Division Superintendent.

Accounting to concentrate in the office of Division Superintendent.

Signature and Title: *J. H. ...* Sup't. Date Dec. 19th, 1922.

APPROVED:

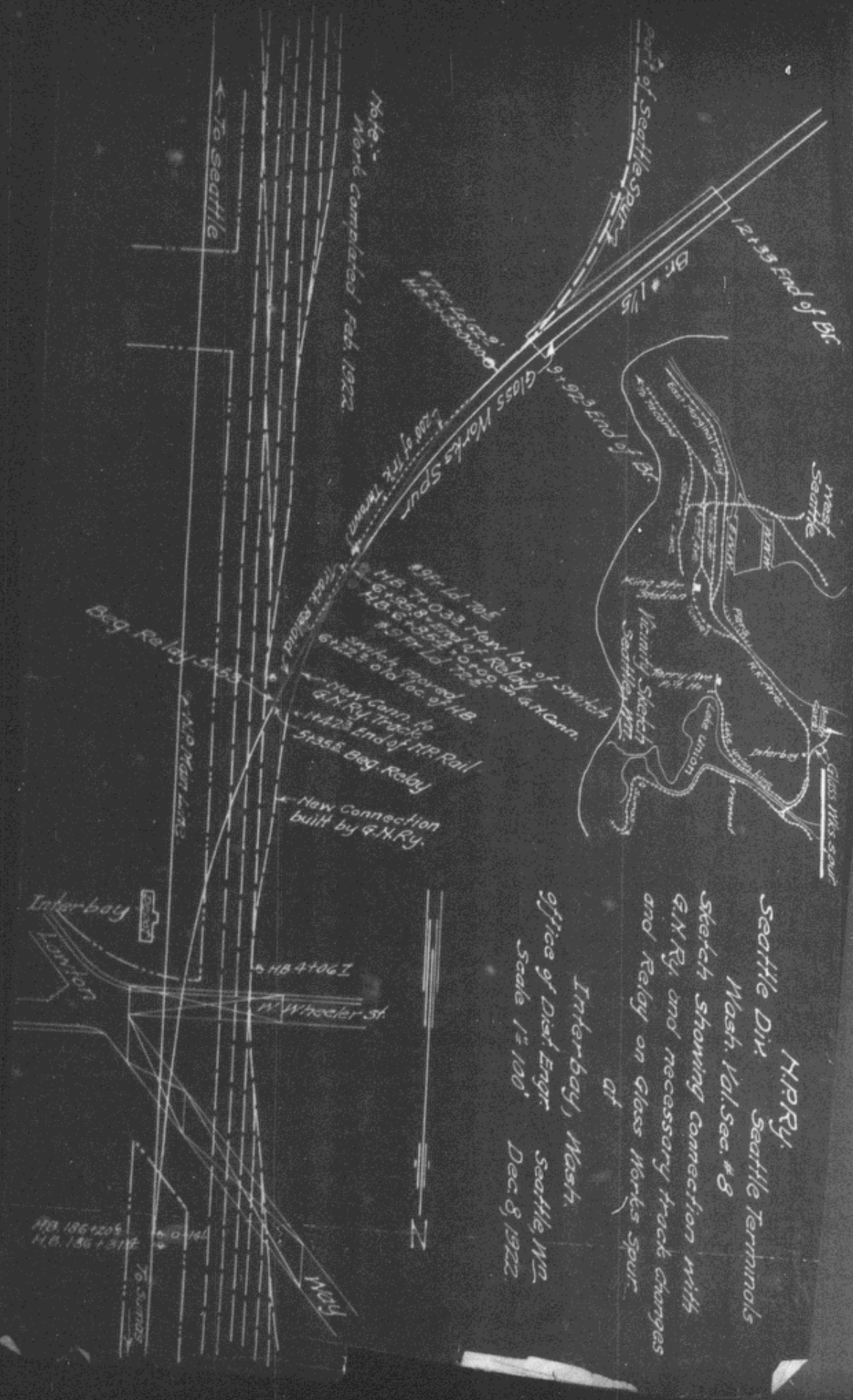
*W. H. Brown* General Superintendent  
*A. R. ...* Prin. Asst. Engr. or Insp. in Charge  
*...* Assistant General Manager

*W. H. ...* Chief Engineer  
*...* General Manager  
*...* Vice President

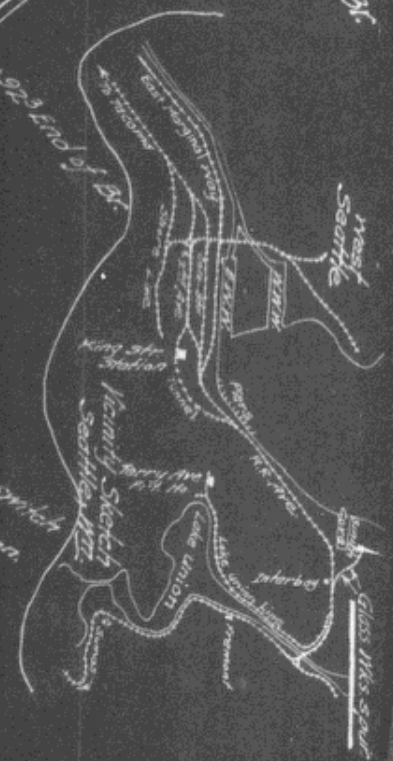
*...* General Accounting Comptroller  
*Charles ...* President  
Date of Final Approval: Feb 25 1923

### COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued Work begun 19 Work finished Feb 18 1922



Note -  
Work completed Feb. 1922

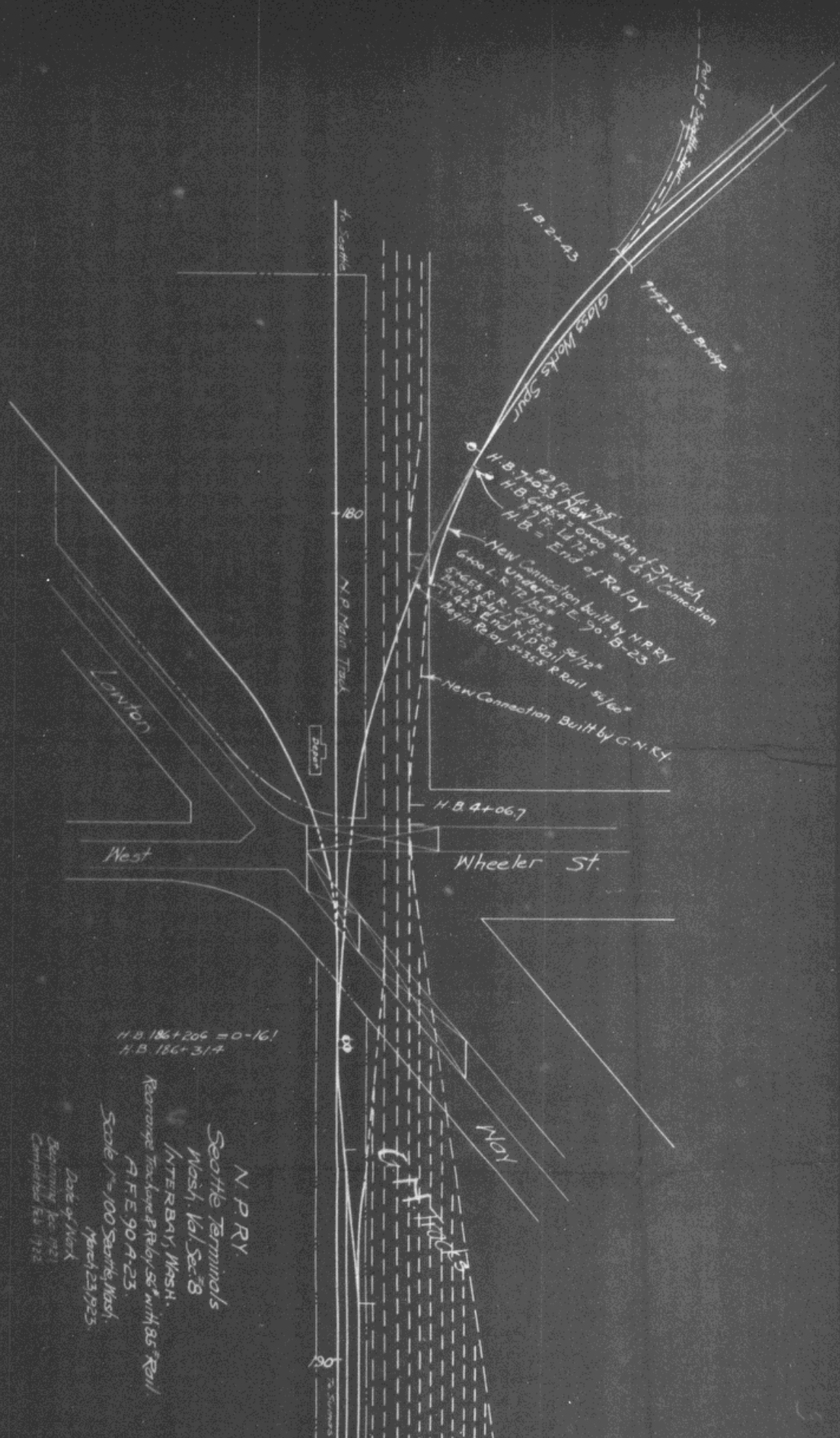


H.P.R.Y.  
Seattle Div. Seattle Terminal  
Mash. Vol. Sec. #8  
Sketch showing connection with  
G.N.Ry. and necessary track changes  
and Relay on Glass Works Spur  
at  
Inter-bay, Wash.

Office of Dist. Engr  
Scale 1"=100'  
Seattle, WA  
Dec. 8, 1922

H.B. 186+205  
H.B. 186+31E

To Summit



H.B. 186+206 = 0-161  
 H.B. 186+317

N.P.R.Y.  
 Seattle Terminals  
 Wash. Val. Sec. 8  
 INTERBAY, WASH.  
 A.F.E. 90 A-23  
 Re-arrange Track layout & Relays with 85' Rail  
 Scale 1/4" = 100' Seattle, Wash.  
 Date of Work  
 Begun Dec. 1921  
 Completed Feb. 1923