

1923

NORTHERN PACIFIC RAILWAY COMPANY
 AUTHORITY FOR EXPENDITURE

Year: 1923

Superintendent's No. 9
 No.

Dept. No. Engineering Dept. No. 31(23)

A. F. E. No. 124

Seattle, Div. Darrington Branch State Wash. Val. Sec. No. 25

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 214

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	\$	\$ 484	\$	\$
Value of salvage		302		182
Incidental costs				88
Total to Operating Expenses				
Total to Profit and Loss Acct. #619, Loss on retired road & equip.				\$ 270
To Material and Supplies				302
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				\$ 484
Total of distribution				\$ 88

Budget reference: *Not in Budget*

Joint facility contract reference: *Not Joint*

The location is — on this company's property. To secure rights, if available necessary

Location: Hazel, Wn.
 Track decrease 254 feet.

Title and Reason: Removal of the Lake Riley Mill Co. Connection

Constructed under AFE 123-16 N. P. Ry. furnishing metal only. Under AFE 365-19 a relay of the Darrington Branch was made thru this place and the turnout was relaid with 8 5/8 material.

The Mill Co. has removed their rail. The metal in the N. P. Portion of the track has been taken up, except the turnout, but is still on the ground. There is no further use for the track.

It is recommended that turnout be removed and the lighter rail be disposed of in view of a favorable market for track metal.

No deposit available for removal.

Work to be done by company force *contract* under charge of Div. Supt.

Accounting to concentrate in the office of Div. Supt. at Seattle

Signature and Title: *M. H. Murray* Supt. Date Jan. 12th 1923

APPROVED: <i>W. H. Brown</i> General Superintendent.	<i>A. P. Boyd</i> Prin. Asst. Engr. in Charge	<i>W. H. Murray</i> Assistant General Manager.
<i>W. H. Brown</i> Mech. Supt., Supt. Telph. or Signal Engr.	<i>W. H. Murray</i> Chief Engineer.	<i>W. H. Murray</i> General Manager.
<i>W. H. Brown</i> General Auditor or Comptroller.	<i>Charles Arnold</i> President.	Date of Final Approval } 1923

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued *Feb 6* 1923 Work begun.....19..... Work finished *Jan 28* 1923

17

897+60

To Arlington ←

← 50' 50' →

HB. 907+772 - 0+00
#9 SR Fr. Id. 75'

To be Retained
254' HB to End of 1st

1+412 ctr. Road Xing

2+54 End of NR steel

To Darrington →



Note:-
spur built under A.F.E. 123-16
Spur abandoned and relay. A.F.E. 365-19

N.P.Ry.

Seattle Div. Darrington Br.
Wash. Vol. Sec. # 25

Sketch showing
proposed removal of spur
Track connection for Lake Riley Mill Co.
of

Hazel, Wash.
office of Dist. Engr. Seattle, Wn.
scale 1"=100' Nov 14, 1922

130
x 203