

1923

NORTHERN PACIFIC RAILWAY COMPANY
AUTHORITY FOR EXPENDITURE

1923

Year

Superintendent's No. **12**
No.

Dept. No. **Engineering Dept. No. 34(23)**

A. F. E. No. **127**

Seattle Div. **Snoqualmie** District **State Wash.** Val. Ser. No. **23**

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ **546**

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 . . . \$		\$ 823	\$	\$
Value of salvage		465		358
Incidental costs				119
Total to Operating Expenses				\$
Total to Profit and Loss Acct. #619, Loss on retired road & equip.				477
To Material and Supplies				481
To Bills for Collection				12
To Other Accounts				
Net charge to investment account—Additions and Betterments				823
Total of distribution				\$ 110

Budget reference: *not in Budget* Original Class of Work: No. **10**
Joint facility contract reference: *not joint* Made in **SEI** *1923*

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

Location: **Levo, Wn.**
Track decrease **826 feet.**
Title and Reason: **Removal of High Point Mill Co. Spur near MP 31.**

This spur was constructed under AFE 747-15 for the High Point Mill Co. The N. P. Ry. furnished all the metal, laid the track and furnished 145 cross ties for the first 434 ft. The industry furnished the balance of the labor and material.

A deposit of \$12.82 is available for removing the track, and this deposit was carried over from the removal of a spur at M.P. 30 plus 608 under AFE 720-15. The prospects of the Mill Co. paying for the cost of removal are poor and the spur has not been used by them for several years. At times outfit cars have been spurred in on this track.

It is recommended that the spur be removed and material sold as there is a good demand at this time for light metal.

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

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

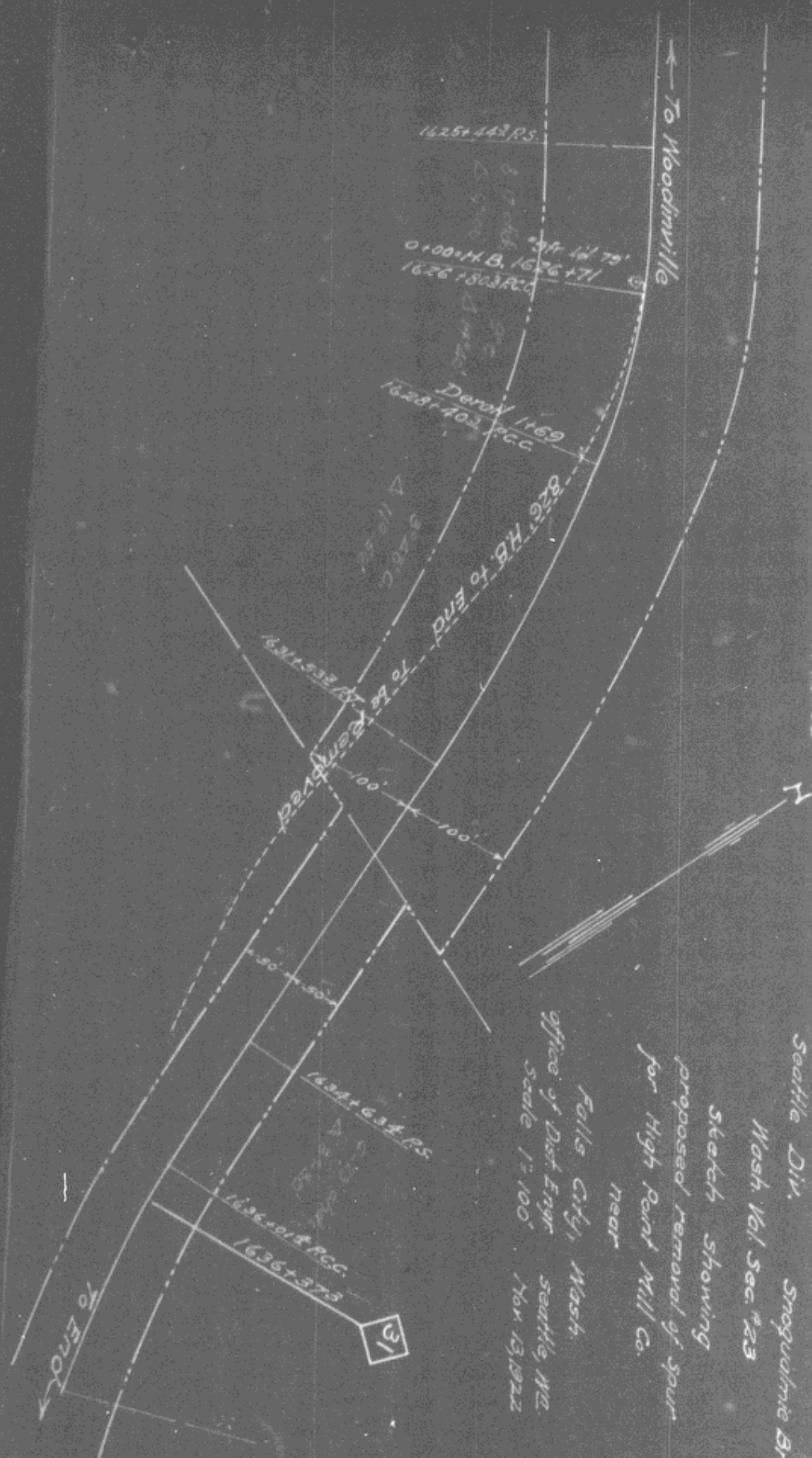
Signature and Title: *[Signature]* Supt. Date **Jan. 12 19 23**

<i>[Signature]</i> General Superintendent.	<i>[Signature]</i> Prin. Asst. Chief of Eng. 1923	<i>[Signature]</i> Assistant General Manager.
<i>[Signature]</i> Mech. Supt., Supt. Tele. or Signal Engr.	<i>[Signature]</i> Chief Engineer.	<i>[Signature]</i> General Manager.
<i>[Signature]</i> Comptroller.	<i>[Signature]</i> President.	<i>[Signature]</i> Vice-President.
		Date of Final Approval 19 23

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued *Sept. 1922* Work begun **19 23** Work finished **Jan. 12, 19 23**

Note:-
Spur constructed under A.E.E. 747-15



H.P.R.G.

Seattle Div. Snoqualmie Br.
Wash. Vol. Sec #23
Sketch showing
proposed removal of spur
near
High Road Mill Co.

Falls City, Wash.
Office of Dist. Engr. Seattle, Wa.
Scale 1"=100'
Nov 13, 1922