

# NORTHERN PACIFIC RAILWAY COMPANY

## AUTHORITY FOR EXPENDITURE

Year: 1922 **1923**

Superintendent's No. **185**  
No.

Dept. No. **193 (22)**  
Engineering Dept. No.

A. F. E. No. **19**

**Tacoma** Div. **Main Line** District State **Wash** Val. Sec. No. **7**  
Branch

**AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 00.**

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 . . . . .				X
Total to Profit and Loss . . . . .				
To Material and Supplies . . . . .				
To Bills for Collection . . . . .				
To Other Accounts Profit & Loss Account #606, Donations . . . . .				242
Net charge to investment account—Additions and Betterments . . . . .				242
Total of distribution . . . . .				\$Blank



Budget reference: *Not in Budget* Class of Work: No. **10**

Joint facility contract reference: **G N Ry** }  
**OWRR&N** } **7-1-09**

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

Location: **Vancouver, Washington**  
Track increase **153.4 feet.**  
Title: **Extension to Clark Lumber Company's spur**

Reason: **Clarke Lumber Company owns and operates a resaw lumber plant at Vancouver, Washington, lumber being shipped in via rail and "milled in transit," capacity about two carloads daily.**

Approximate rail earnings Northern Pacific, S P & S and tenant lines incident to this plant about \$20,000 annually. The Lumber Company have extended existing spur track furnishing both labor and material entirely at their own expense. This RFA submitted to cover as a matter of record as per sketch and estimate herewith attached.

Checked and Forwarded  
President's Office

**Work completed July 12, 1922**

Work to be done by company force under charge of **Superintendent**  
contract

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

Signature and Title: *W. Wallace* **Superintendent** Date **Sept. 11, 1922**

<b>APPROVED:</b> <i>W. Wallace</i> General Superintendent.	<i>A. P. Bond</i> Prin. Asst. Engr. or Engr. in Charge of Work.	<i>J. M. Capulin</i> Assistant General Manager.
<i>W. H. ...</i> Mech. Supt. Supt. Telgr. or Signal Engr.	<i>W. H. ...</i> Chief Engineer.	<i>J. M. Capulin</i> General Manager. Vice President.
<i>W. H. ...</i> General Auditor or Comptroller.	<i>Charles ...</i> President.	Date of Final Approval <b>11. 6. 23 19</b>



COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued **1923** Work begun **19** Work finished **July 12, 1922**

North  
↓

57/36

7053+467

H.B. 0+00

B.S. Cobb Spur

1433 Clearance Point

66' Vert. 7' 60' Vert. 7' 60' Vert. 7'

60' Vert. 7'

Sec. 21  
Sec. 28

Former End of Spur - 5+536

7+07 End of Spur - Dirt Bumper

SP&S Yard

ENHAIN TRACKS

To Tacoma

100

150

T2N.R. 1 E. W.M.

N. P. R.Y.

Tacoma Div. Main Line

Wash. Vol. Sec. #7

LANCOVER WASH.

Office of Dist. Engr. Seattle, Wash.

Scale 1"=100' Sept. 6th 1922

Note:  
Work Completed