

1922

NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

Year: **1922**

Superintendent's No. **64**
No.

Dept. No. **14(22)**
Engineering Dept. No.

A. F. E. No. **20**

Puget Sound

Diy.

District State **Wash.**
Branch

Val. Sec. No. **4**

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 2038.

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			248	
Total to Operating Expenses				248
Total to Profit and Loss				
To Material and Supplies				
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				1790
Total of distribution				\$ 2038



Budget reference: *Not in Budget*
Joint facility contract reference: *not joint*

Class of Work: No. **21**

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

Location: **So. Tacoma, Wn.**

Title and **Depressing lumber shipping track.**

Reason: The present lumber loading track at South Tacoma is on the same level as adjoining track and the ground. This makes it necessary to lift all lumber from trucks into the cars. When sills are being shipped they are landed on the ground between the tracks and later picked up with a crane and landed on the cars, which involves a second handling. In 1904 the quantity of finished lumber furnished from So. Tacoma was between five and six million feet. This has been increasing each year, until it is anticipated this year's output will exceed twenty million feet. During the past twelve months 888 carloads have been loaded and shipped, 813 of which consisted of miscellaneous finished lumber other than sills. It requires 45 man hours at 48 cents per hour to load each car, or \$22.05 per car, as all of this lumber has to be lifted from push cars by two men and passed to two more men in the car. With the depressed track, two men can load each car and handle more feet of lumber each trip into the car than they do now, as there will be practically no lift to make, and two men should load a car easily in 24 hours, or \$11.76 per car, a saving of \$10.29 per car. On 813

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

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

Signature and Title: *J. McLaughlin* Supt. Date **Dec. 27** 19 **21**

APPROVED: *[Signature]* General Superintendent. *[Signature]* P. A. S. Eng. or Eng. in Charge. *[Signature]* Assistant General Manager.

Mech. Supt. Supt. Tel. or Signal Eng.

[Signature] Chief Engineer. *[Signature]* General Manager. *[Signature]* Vice President.

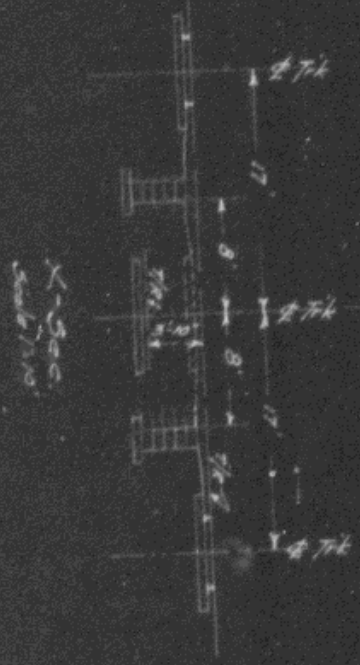
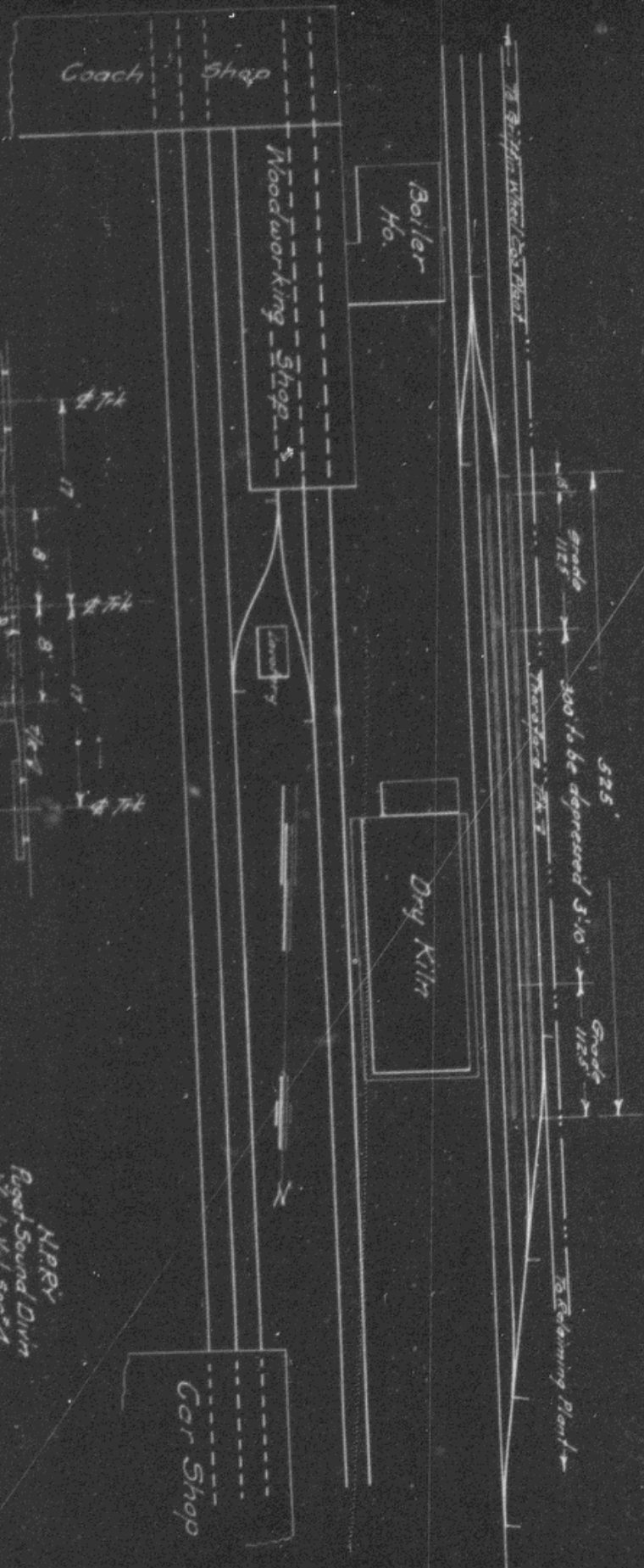
[Signature] General Auditor or Comptroller. *[Signature]* President. Date of Final Approval **Jan 20 1922**

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued **JAN 23 1922** Work begun _____ 19 _____ Work finished **Mar 6 1922**

cars the saving would amount to \$8365.77. A small saving can be effected in loading sills, also, but since the store department has been handling sill materials with the locomotive cranes during the past year, this would not amount to so much; but with the depressed track it is estimated 20 to 30 minutes can be saved.

From the above it will be noted that a saving of \$8000. can be made easily over the present method of handling, and the force of labor reduced accordingly, and this item is of sufficient importance that the improvement is recommended under the estimate investment.



K-3200
Scale 1/10

H.P.R.V.
Rupert Sound Div'n
Wash. Vol. Sec. 4
51k showing 15' shipping pit
to be depressed
of
SO TRACOM SHOPS
Office of Dist. Eng'r
Scale 1:100
12-16-21