

## NORTHERN PACIFIC RAILWAY CO.

AUTHORITY FOR EXPENDITURE

Year: 1922

Superintendent's No. 214

Dept. No. Engineering Dept. No. 11(23)

A. F. E. NO. 93

Tacoma

Div. Main Line

District State Wash

Val. Sec. No. 6

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 2391.

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	\$ 162	\$	\$ 147	\$
Value of salvage	15		1081	
Incidental costs				\$ 1228
Total to Operating Expenses				15
Total to Profit and Loss				
To Material and Supplies				
To Bills for Collection				
To Other Accounts				1163
Net charge to investment account—Additions and Betterments				\$ 2406
Total of distribution				

Budget reference:

In Budget

Class of Work: No. 10

Joint facility contract reference:

G. H. Ry } 7-1-09  
OWRR&N

The location is

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

Location:

Carrolls, Washington  
Track increase 225 feet.  
Extension to spur

Title

Reason:

Carrolls is station on main line between Kelso and Kalama. The trackage facilities at this point are inadequate consisting of short spur track with room for only four cars with narrow driveway along the spur. This spur track and driveway serving same located on a high fill and impracticable to widen the driveway or extend the track to the east without prohibitive expense for grading. Spur track however can be extended westward (timecard direction) across the County road and thereby provide sufficient room to take care of the situation for the present. This necessitates moving small station shelter, tool house and box car bunkhouses occupied by section men. Carload business including both inbound and outbound handled over this track amounts to about 125 cars annually and while if this business was equally distributed through the year present facilities would accommodate there are times when there is more business offering than can be accommodated on this track. There are four small shingle and lumber mills shipping from this point, also quite a prosperous farming territory tributary to this station. Shippers recently made complaint through the

Work to be done by ~~company force~~ under charge of Superintendent

Accounting to concentrate in the office of

Superintendent

Signature and Title:

Superintendent

Date Nov. 27, 1922

APPROVED:

General Superintendent.

Prin. Asst. Engr. or Engr. in Charge of Work.

Assistant General Manager.

Mech. Supt., Supp. Trench, or Signal Engr.

Western Traffic Manager

Chief Engineer.

General Manager.

Vice President.

Pay Controller.

President.

Date of Final Approval

1922 19

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1343 issued

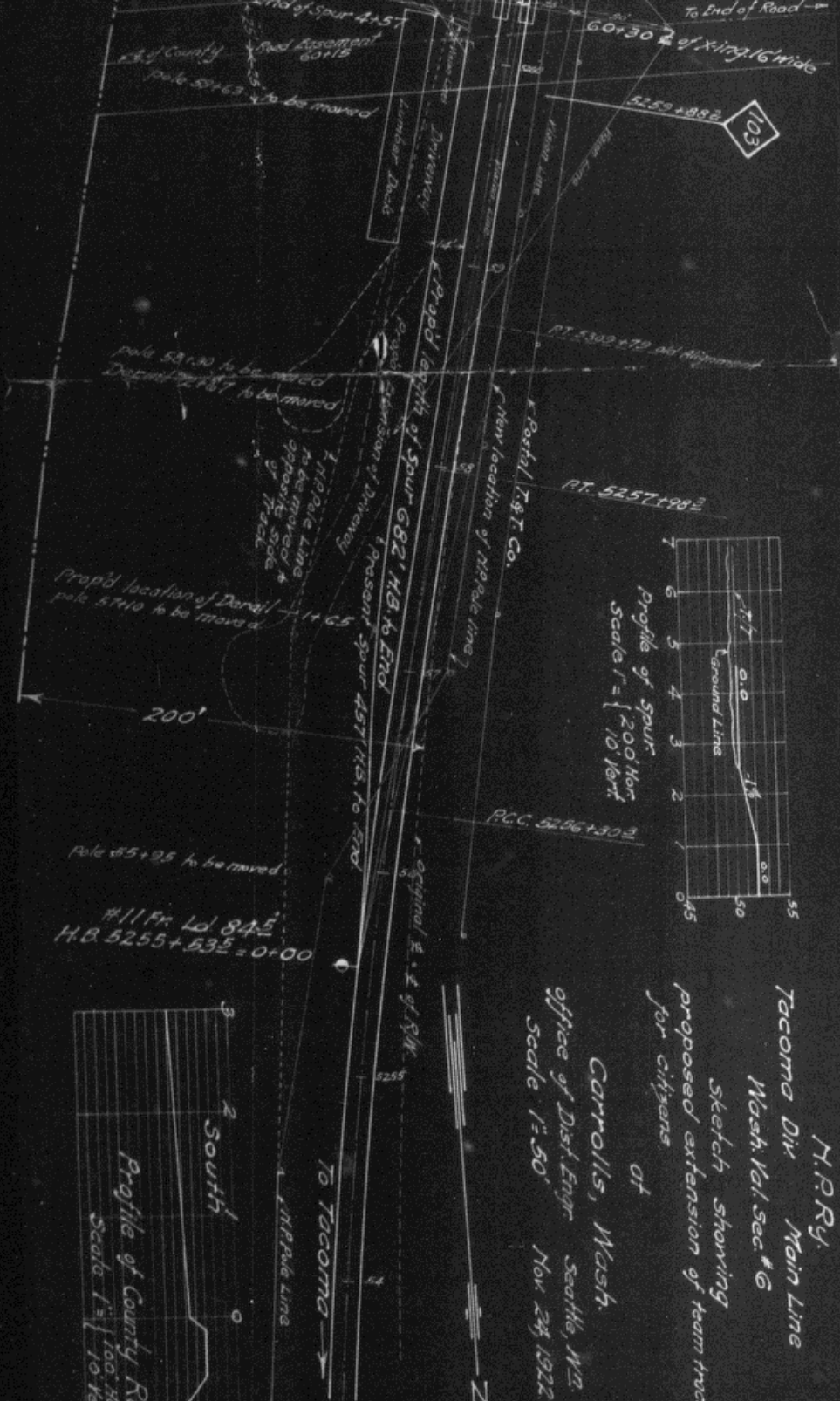
JAN 30 1923

Work begun

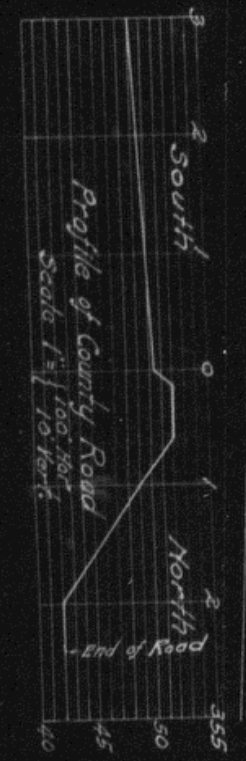
19

Work finished May 31, 1923





#11 Fr. Ld. 84.5  
H.B. 5255+53.5 = 0+00



H.P.Ry.  
Tacoma Div. Main Line  
Wash. Val. Sec. #6  
Sketch showing  
proposed extension of team track  
for citizens  
of  
Carroll's, Wash.  
Office of Dist. Engr. Seattle, Wn.  
Scale 1" = 50' Nov. 24, 1922



To Portland

Original  $\pm$  E. of Hwy

New Location Bunk Ho.  
64+51

200'

5263+262 P.C.C.

New Location of Tool House  
62+67.4

New Location of Shelter Shed  
62+40.5

100 L. Mail Crane 62+35  
End of Spur & Bumper 62+74.0  
Bunk House Moved  
62+09.0

61+93.40 L. New Loc. of Gas Tank  
Box Car Body Bunk Ho. Removed

Mail Crane 61+56 Moved  
Pole 62+56-14 R  
Pole 61+45-12.5 R  
Pole 60+13  
Pole 59+60  
Pole 58+30 Moved  
Pole 57+72

5260+982 P.S.

Tool House Moved

Pole 60+68 Moved

Shelter Shed Moved

4475 E. New 1/2 R. Xing

4455 Old End of Spur & Bumper & End of R.R. R.R.

4448 End Kelly L.R.

E. of County Road Easement 60+15

Pole 59+63 Moved

Lumber Dock

Driveway

Extension of Driveway

Begin Kelly 2+23

Platform  
Store

To End of Road

4460 85' R. Rail

Pole 60+13

4459+882

Post 18 T. Co.

Pole 59+60

P.T. 5309+79 Old Alignment

Pole 57+72

Pole 57+72

Pole 57+72

Pole 57+72

Pole 57+72

Pole 57+72

Pole 57+72

Pole 57+72

Pole 57+72

