

1922

NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

Year: 1922

Superintendent's No.
No.Dept. No.
Engineering Dept. No. 13(22)

A. F. E. No. 104

Seattle

Div. Lake Washington District State Wash.
Belt Line Branch

Val. Sec. No. 8

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 1043

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	\$ 916			
Value of salvage	824		392	
Incidental costs			361	
Total to Operating Expenses				\$ 753
Total to Profit and Loss				524
To Material and Supplies				
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				290
Total of distribution				\$ 1567

Budget reference:

In Budget

Class of Work: No. 3

Joint facility contract reference:

Not joint

The location is

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

Location: Black River Junction, Wash.
Track increase 9.6 feet.

Title

and

Reason:

Relay present 72# rail with 2nd class 85# rail M.P. 0+2270
to M.P. 0+2829, as per sketch dated January 7th, 1922.

Present 72# rail was laid second class in 1910 and 1911 and is now badly worn, surface bent and battered at joints.

It is too light for the important heavy freight traffic which is handled via the Belt Line from the north. The relay with 85# rail will materially reduce the maintenance expense. The west half of the branch is now laid with 85# rail.

The 72# rail from this relay is required in order that we may furnish our share of the relay rail for the Portland, Astoria & Pacific. It is therefore, desirable that this receive early approval.

Checked and Entered
President's OfficeWork to be done by company force ~~under charge of~~ Division Superintendent

Accounting to concentrate in the office of Division Superintendent, Seattle, Wash.

Signature and Title:

J. Maury - Supt

Date January 10th, 1922.

APPROVED:

General Superintendent.

Prin. Asst. Engr. or Engr. in Charge.

Assistant General Manager.

Mech. Supt., Supt. Telegraph or Signal Engr.

Chief Engineer.

General Manager.

Vice President.

General Auditor or Comptroller.

President.

Date of
Final
Approval

FEB 11 1922

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued

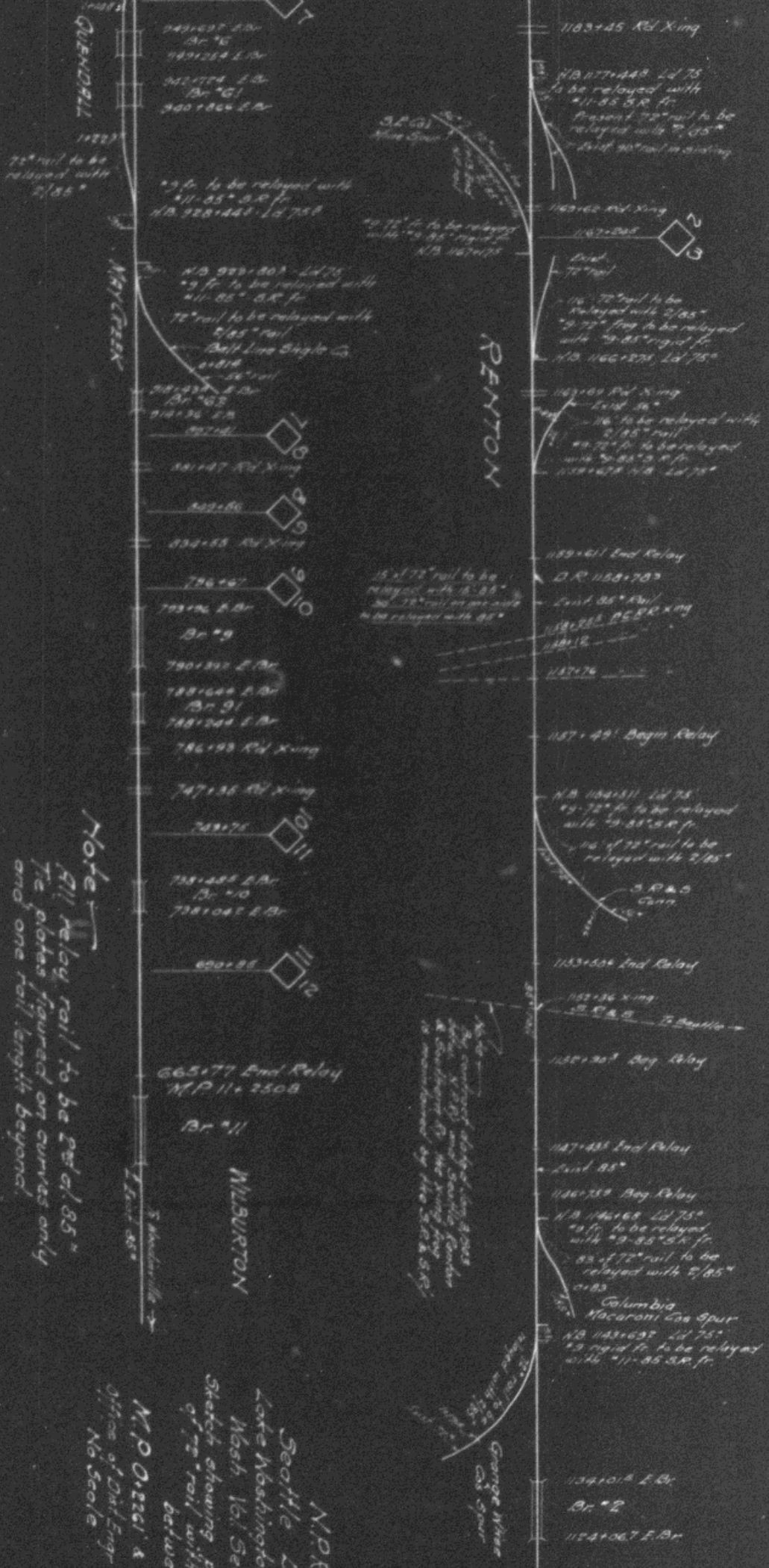
FEB 11 1922

Work begun

19

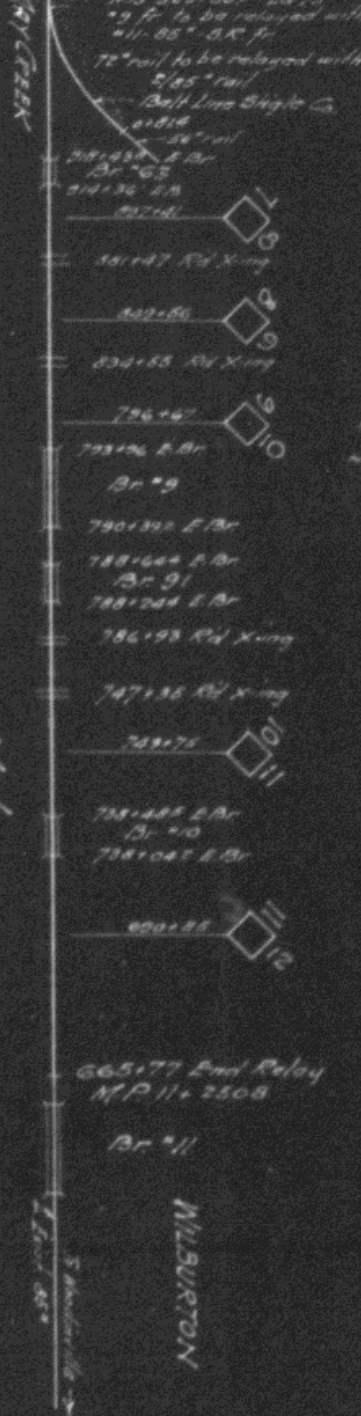
Work finished

FEB 29 1923



Note:
All relay rail to be 2nd cl. 85"
The plates figured on curves only
and one rail length beyond

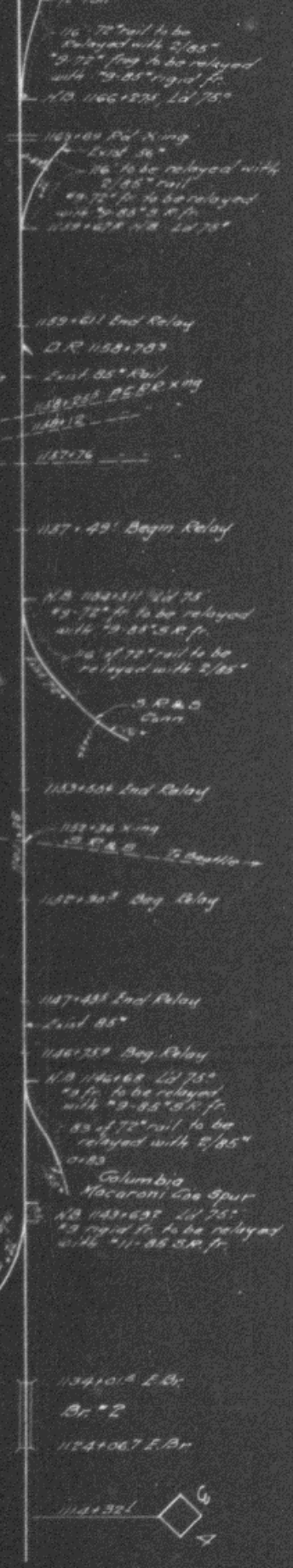
N.P.R.
Seattle
Lake Washington
Wash. 1st Sec
Sketch showing
of 72" rail with
between
N.P. 0.2261 & 1
Office of Dist. Engr
No Scale



Note—
All relay rail to be 2' 8 1/2"
The plates figured on curves only
and one rail length beyond.

N.P.R.
Seattle Division
Lake Washington Belt Line
Mash 1st Sec. No. 8 &
Sketch showing proposed relay
of 72" rail with 85" rail
between
M.P. 0+2261 & M.P. 11+2508
Office of Dist. Engr. Tacoma, Wn.
No. 5046 Jan. 29, 1902

PENTON



Note—
All relay rail to be 2' 8 1/2"
The plates figured on curves only
and one rail length beyond.

George W. H. Co. Spur

