

1922

NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

Year: 1922

Superintendent's No.
No.

Telegr. Dept. No. 5.
Engineering Dept. No.

A. F. E. No. 111

TACOMA Div. 1st Dist. M.L. District State Wash. Val. Sec. No. 6

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 8,255

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	\$1,897	\$	\$1,897	\$
Value of salvage	NONE			
Incidental costs			3,064	
Total to Operating Expenses				\$ 4,961
Total to Profit and Loss				
To Material and Supplies				
To Bills for Collection				4,967
To General B/C				332
Net charge to investment account—Additions and Betterments				3,294
Total of distribution				\$13,554

DEPRECIATION
EXHIBIT 2

Budget reference: in 1922 Budget. AUG 1927 Class of Work: No. 13.

Joint-facility contract reference: Great Northern and O-WR&N 7-1-29

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

Location: ~~Between West Tenino and Kalama, Wash.~~

Title: Repairs and partial replacement of the joint NP-WU telegraph and pole line. Adjustment Original Cost Adjustment

Reason: Made in DEC 1924 19... Made in JUN 1924 19...

Present

The pole line in the section covered by this RFA was reconstructed in 1912, with class "B", 25-ft. sawn cedar poles, for the body of the line, and longer class "B" western round cedar poles where necessary to grade the line or to provide proper clearances.

It carries an average of 20 telegraph and telephone wires, and an average of 4 railway signal wires. There are four 10-ft. 10-pin fir crossarms located in the first, third, fourth and fifth gains. The crossarm in the fourth gain is owned jointly and equally by the Northern Pacific Railway Company, and the Oregon-Washington Ry. & Navigation Company; the signal arm occupies the fifth gain.

(continued on reverse side hereof)

Checked and Entered
President's Office

Work to be done by company force under charge of Superintendent of Telegraph.

Accounting to concentrate in the office of Superintendent of Telegraph.

Signature and Title: Superintendent of Telegraph

Date January 16, 1922.

APPROVED:

General Superintendent. Prin Asst. Engr. or Engr. Maint. of Way. Assistant General Manager.

Mech. Supt., Supt. Telegr. or Signal Engr.

Chief Engineer. General Manager. Vice President.

Comptroller. President. Date of Final Approval

FEB 9 - 1922 19

WORK'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Work begun 19... Work finished May 31 1923

This is an important trunk line and it is essential that it be maintained in first-class condition so that service can be assured at all times.

An inspection by representatives of both the Railway and the Telegraph Company disclosed that out of 2652 poles inspected, 309 are defective at the ground line and are badly in need of attention. A large portion of the defective poles referred to above are defective at the ground line only, but account of being too short for resetting.

It is proposed to repair this line by using the following work:

Replace 309 poles which are either totally defective or are defective at the ground line and are too short to reset and maintain proper clearance or grade.

Reset 56 poles.

Reinforce 24 poles

Straighten 158 poles which now lean badly.

Replace 127 defective crossarms

Cut brush under 177 spans of wire

Cut 272 trees which are likely to fall on the line.

It is also proposed to replace the present 4000 lb. guy strand on the heavier corners with 6000-lb. strand, and place white guy guard boxes at numerous points. This last feature is to protect the guys against the railroad ditching machines due to the fact that the bare guys cannot be seen by the engineers operating the ditchers. It is also proposed to place 54 additional anchors to strengthen construction at long spans and at heavy corners.

The O-WEAN Company will be billed 50% of the cost of handling the joint NP-O-WEAN crossarm, and 100% of the cost of transferring the 3 exclusive O-WEAN wires.

<u>SUMMARY:</u>	No. of poles per mi. in present line -----	41
	" " " " " " " proposed " -----	41
	Average No. of poles to be replaced per mile -----	4.9
	" " " " " " " reset " " -----	1
	" " " crossarms to be replaced per mile -----	3
	" " " new anchors per mile -----	.9