N. P. 1383
6-24

# NORTHERN PACIFIC RAILWAY COMPANY

## AUTHORITY FOR EXPENDITURE

1926
YEAR

DEPRECIATION DOCUMENT 15100 ENTERED ON EXHIBIT E

SUPERINTENDENT'S NO. 203

1926
DEPT. NO.

ENGINEERING DEPT. NO. 232-25

A. F. E. NO. 16

1925
NO.

Seattle DIV. Seattle Terminals DISTRICT ~~BRANCH~~ STATE Wash VAL. SEC. NO. 8-B

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF $ 808

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 | $ 68. | $ | $ | $ | |
| Value of salvage | 23. | | 45. | | |
| Incidental costs | | | 25. | | |
| Total to Operating Expenses | | | | | $ 70. |
| Total to Profit and Loss | | | | | |
| To Material and Supplies | | | | | 23. |
| To Bills for Collection | | | | | ~~151.~~ |
| To Other Accounts | | | | | ~~715.~~ |
| Net charge to investment account—Additions and Betterments | | | | | |
| Total of distribution | | | | | $ 962 |

Original Cost Adjustment Made in MAR 18 1926

Budget reference:

Class of Work: No. 10

Joint facility contract reference: GN Ry 5-1-20 1-23-16

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

Location: Seattle, Wash.

Title: Track increase 92 feet.
Trunk connection for Northwest Rolling Mill Co.

Reason: The Northwest Rolling Mill Company has acquired a site and plans to erect a steel mill and requires a spur track to serve it. This spur will also serve a junk yard for the Northwest Steel & Metal Products Company. The Railway Company will build track to franchise line only, all track beyond that line will be built and owned by the Northwest Rolling Mill Co. The proposed connection is on the joint N.P.Ry and G.N.Ry.West 45th St. track and in order to avoid a 56# turnout it is proposed to relay 99-ft. of the joint track with 3rd class 90# rail and use a 90# turnout. It is the expectation of the Northwest Rolling Mill Company that the G.N. Ry. will participate in the expense and use of this connection.

Track increase 92 ft from H.B. to franchise line to be built & owned by the N.P.Ry.
92-ft Total increase N.P.Ry.
883-ft. Beyond franchise line to be built and owned by the N.W. Rolling Mill Co.
975-ft. Total length of proposed track.

The additional amount of revenue that will accrue to the N.P. on account of this trackage is not known. Industrial Track Agreement form 846 signed by A. Goldberg, Pres. Northwest Rolling Mill Co. dated Nov. 5, 1925 is attached.

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

Accounting to concentrate in the office of Division Accountant

Signature and Title: J R Beeler Supt Date Nov. 28 1925

Approved: J. Evans, General Superintendent; R. P. Lovell, Asst. Chief Engr. or Engr. Maint. of Way; C. A. Phelps, General Manager

Mech. Supt., Asst. Telgh. or Signal Engr.; H. E. Comer, Western Traffic Manager; Vice President

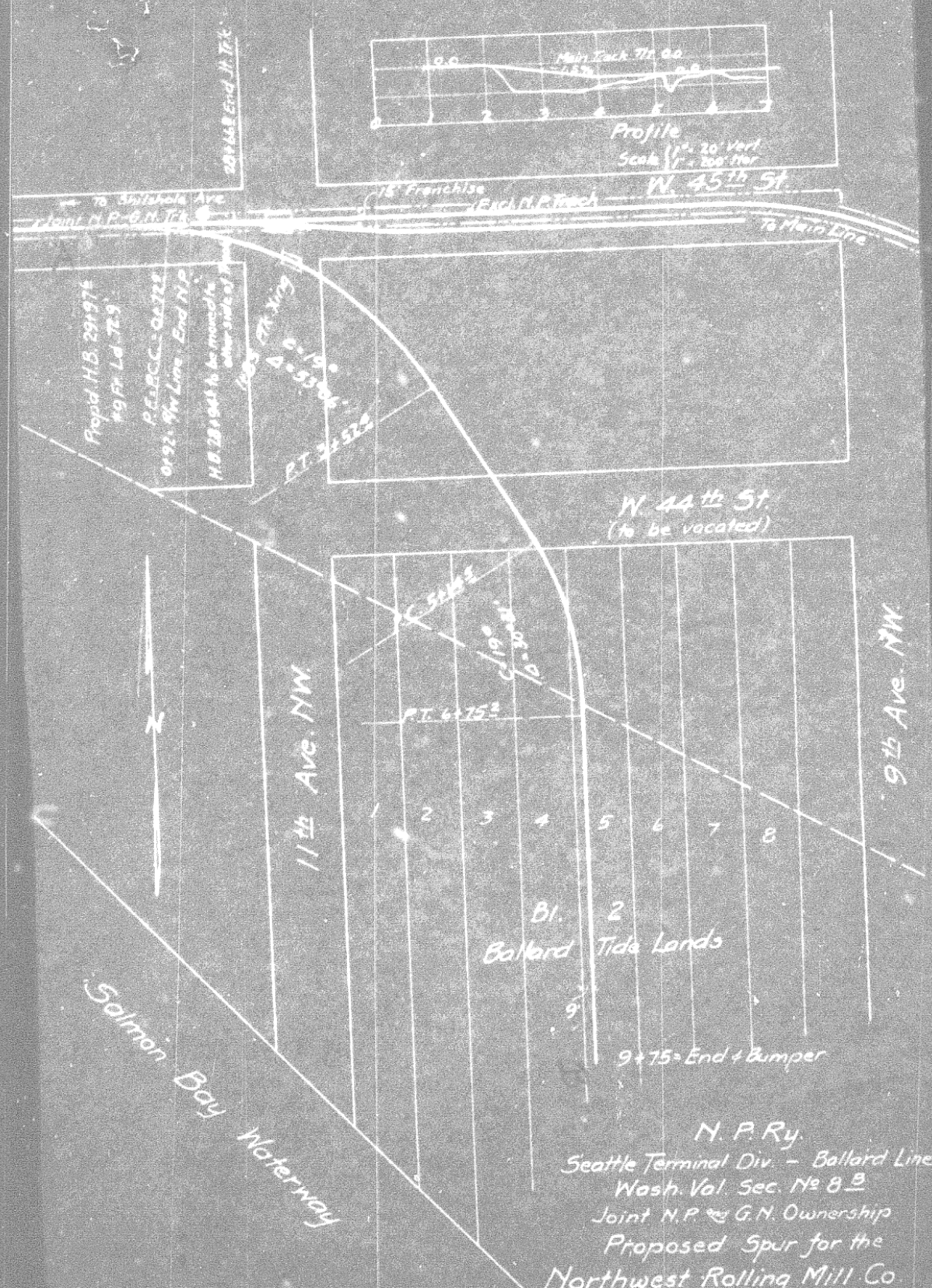
Chief Engineer; Vice President

For Comptroller; President

Date of Final Approval JAN 6 1926

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1383 issued 11 Work begun 12 Work finished March 2 1926


Profile
Scale 1" = 20' Vert.
1" = 100' Hor.
Main Track Tr. G.O.
W. 45th St.
To Main Line
W. 44th St.
(to be vacated)
11th Ave. NW
9th Ave. NW
Bl. 2
Ballard Tide Lands
Salmon Bay Waterway
9+75 = End of Bumper
N. P. Ry.
Seattle Terminal Div. - Ballard Line
Wash. Vol. Sec. No 8B
Joint N.P. & G.N. Ownership
Proposed Spur for the
Northwest Rolling Mill Co.
Seattle, Wash.
Office of District Engr. Seattle, Wash.
Scale 1" = 100' - Nov. 21 - 1925