Form 1561 10M 7-30 5

NORTHERN PACIFIC RAILWAY COMPANY

1926 AUTHORITY FOR EXPENDITURE 1926

1926

Superintendent's No. Telegraph
No.
Dept. No. 18
Engineering Dept. No.

Year: 1926.

A. F. E. No. 91<7/8

Seattle Div.
District
Branch Lines Branch
State Wash.

Val. Sec. No. 9
" " " 9-A

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF $ 1063.

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	$ 18.	$ 2157.	$ 18.	$ 1827.
Value of salvage				
Incidental costs				
Total to Operating Expenses				
Total to Profit and Loss			27.	431.
To Material and Supplies				$ 65.
To Bills for Collection				2,268.
To Other Accounts				330.
Net charge to investment account—Additions and Betterments				-
Total of distribution				(1,270.)
				$1,893.

Original Cost $820.00
Made in Account 619
Original Cost Adjustment
Plant of Work No. 13.

Budget reference: Not in Budget.

Joint facility contract reference: Not Joint.

The location is on G.N. Ry. ~~or the~~ company's property. ~~To secure rights, it will be necessary~~

Location: BETWEEN SNOHOMISH AND LOWELL, WASHINGTON.

Title and Reason: Abandon telegraph line along N.P. right of way between Snohomish and Lowell and erect two telegraph leads on Great Northern Railway pole line between the point where the G.N. track passes under the N.P. track (near Bromart) and Lowell.

During the floods in December, 1921, the Northern Pacific track between Snohomish and Lowell was badly washed out, and train service was discontinued over this route and transferred to that of the Great Northern.

The Northern Pacific rail was removed in 1924, and AFE 1479 of 1926 authorized the removal of the drawspan, fixed span and river pier of Bridge 5, at the Snohomish River crossing.

The telegraph pole line had been maintained along the route of the old right of way but it had gradually deteriorated to a point

(continued on reverse side)

Checked and Entered President's Office

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

Accounting to concentrate in the office of Superintendent of Telegraph.

Signature and Title: G. L. Williams Superintendent of Telegraph. Date January 18, 1926.

APPROVED:

General Superintendent.	Frin. Asst. Engr. or Engr. Maint. of Way.	Assistant General Manager.
Mech. Supt. Supt. Telph. or Signal Engr.		Vice President.
Chief Engineer.	General Manager.	
General Auditor or Comptroller.	President.	Date of Final Approval JAN 28 1926 19

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1545 issued ..... 19 ..... Work begun ..... 19 ..... Work finished ..... 19 .....

where ordinary maintenance work was very difficult. When the contract for removing the draw span, etc., was let to the American Pile Driving Company, it became necessary to provide some means for continuing the wire service, while the removal of the bridge was under way.

Informal authority was granted on September 9th, 1925, to remove 4 Northern Pacific wires (2 telegraph loops) from the old pole line, and transfer these wires to the Great Northern poles.

The two telegraph loops were taken down from the Northern Pacific old pole line and strung on the Great Northern Railway Company's pole line between G.N. undercrossing (near Bremart) and the Northern Pacific depot at Lowell.

In connection with this work the old Northern Pacific pole line between Snohomish and Lowell was abandoned.

In stringing these two loops, two wires were strung from the Great Northern undercrossing (near Bremart) to Lowell; and two wires were strung between the Great Northern Depot at Snohomish and Lowell. This was because No.428 already had been looped into the Great Northern Depot, Snohomish. These two loops are known as Nos. 428 and 429.

The work of stringing the wires on the Great Northern line was completed October 3rd; the final work of abandoning the line was completed on October 21st, 1925.

This AFE is being submitted so that a formal record of the change may be on file.

St.Paul-
1-16-1926.

PRESENT & PROPOSED
On GN. Poles.

428 429
Loop Loop

From GN. Depot Snohomish } TO { NP Depot Lowell

NP AFE of 1926
Val. Section 9-A.

Northern Pacific Railway Co.
Telegraph Department

Val. Section #9 AFE of 1926 Started
Completed
Val. Section #9-A AFE of 1926 Started
Completed
State of Wash. Seattle Division

Completion Report Covering Removal of Excl. NP Pole Line & Loops 428 & 429 along NP Ry. between Snohomish and NP Depot Lowell and resulting of Ckts. 428 and 429 on GN. Pole Line between NP-GN Crossing (Snohomish) to NP Depot Lowell

File E-861

PRESENT
On GN. Poles

428
Loop

NP Arm was taken down and 429 Loop was transferred to pins 6 and 7

From NP-GN Crossing at Snohomish } TO { GN. Depot Snohomish

PROPOSED
On GN. Poles

428 429
Loop Loop

From NP-GN Crossing at Snohomish } TO { GN. Depot Snohomish

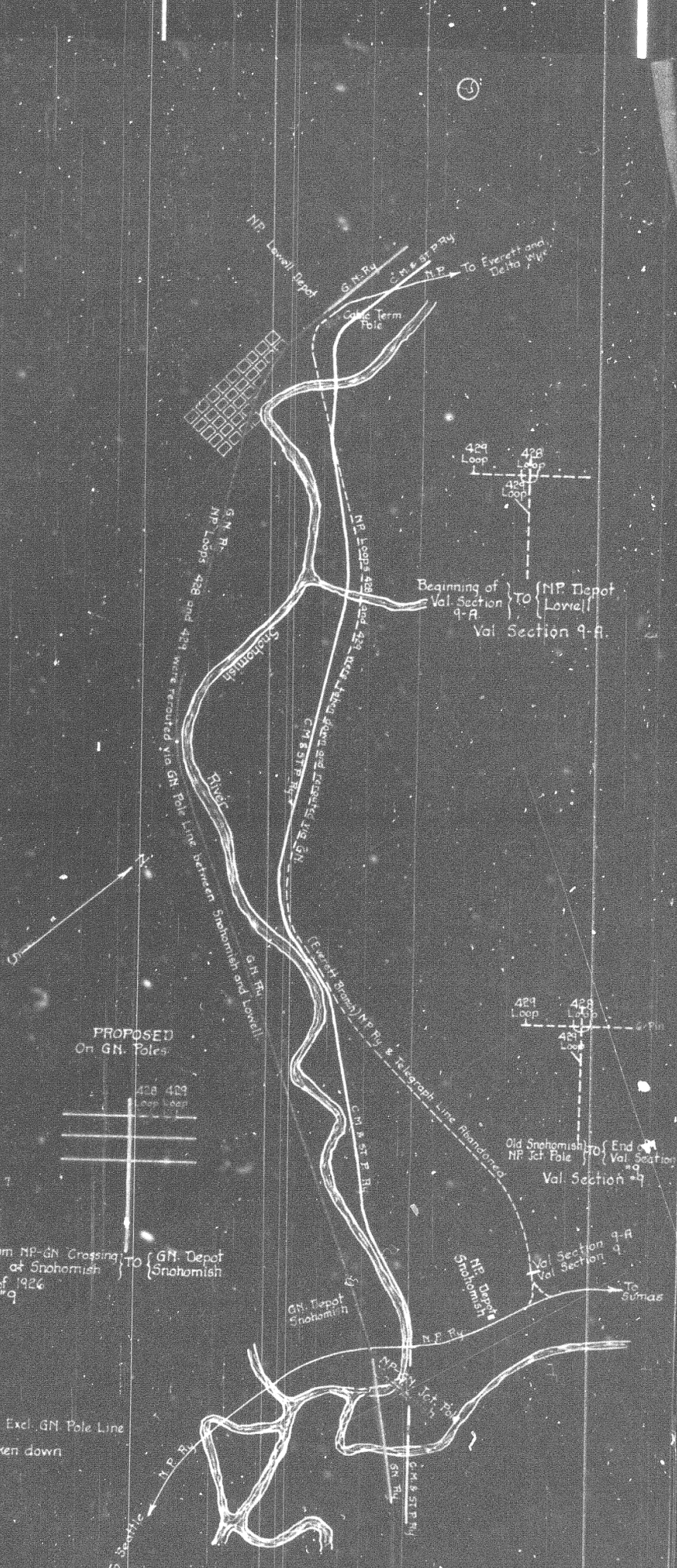
NP AFE of 1926
Val. Section #9

SYMBOLS

Foreign Lines & etc.

New Excl. NP Work on Excl. GN. Pole Line

Old Excl. NP Line taken down



File E-861