

N. P. 1363
6-24

NORTHERN PACIFIC RAILWAY COMPANY
COMPTROLLER'S COPY.
AUTHORITY FOR EXPENDITURE

1926

YEAR 1926

SUPERINTENDENT'S No. 1

DEPT. No.

A. F. E. NO. 119

1926

Seattle

DEPT. NO. 19(26)

Lake Wash. Bolt Line DISTRICT STATE Wash

VAL SEC. NO. 8 A

DIV. AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 1587

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			
Value of service	137.		
Incidental costs	18.		
Total to Operating Expenses		119.	
Total to Profit and Loss		310.	

To Material and Supplies 429.

To Bills for Collection 18.

To Other Accounts

Net charge to Investment account—Additions and Betterments 1158.

Total of distribution 1605.

Budget reference: 1926-10-10-10

Joint facility contract reference:

The location is

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

position: Black River, Washington (near)

The rearrange bridge 0.4 to provide 20 ft. side clearance and ditching necessary to drain borrow pits.

The Burlington Gulf & Country Club grounds lay to the north of, and adjacent to the Northern Pacific Ry., near N.P. 1, for a distance of half a mile. The approach to these grounds is from the south, turning off from a main highway south of the P.S.E. Ry., and passing under the P.S.E. Ry., and the N.W. Ave. at bridge 0-4. The bents of this bridge are right angle bents, and the approaches which the road passes, is 15 ft. The right angle bents of bridge 0-4 required sharp angular turns in the road. The Golf Club is improving its property, one of which improvements is the paving of the road approach providing for a 20 ft. width of pavement. Between right angle bents in the bridge, a hazardous condition will exist, and the railway company has agreed to remove such hazard by shortening the bents and increasing the span to allow straightening the roadway. The N.P.Ry. provided skewed bents in its bridge.

Along the ranched of the Ry. Co. on the Right of Way are old construction borrow pits, which during wet weather, fill with water and contribute towards overflow of a part of the Golf Club grounds. Brush has grown about the borrow pits. The matter has been taken up by the Golf Club and agreement reached that the Ry. Co. will drain borrow pits into main ditch to be constructed by the Golf Club and cut down the brush.

Work to be done by company force under charge of

Division Superintendent

Entered
checked and entered
President's Office

Accounting to concentrate in the office of

Division Accountant

Signature and Title

R.P. Barker

Sup't Date Dec. 31 1925

APPROVED:

J. C. Curran

General Superintendent

Asst. Chief Eng. or Eng. Maint. of Way.

General Manager

R. P. Cook et al Powers

Chief Engineer

M. C. Clements

Chief Engineer

F. G. Marlowe

For Controller

Date of
Final
Approval JAN 6 1926

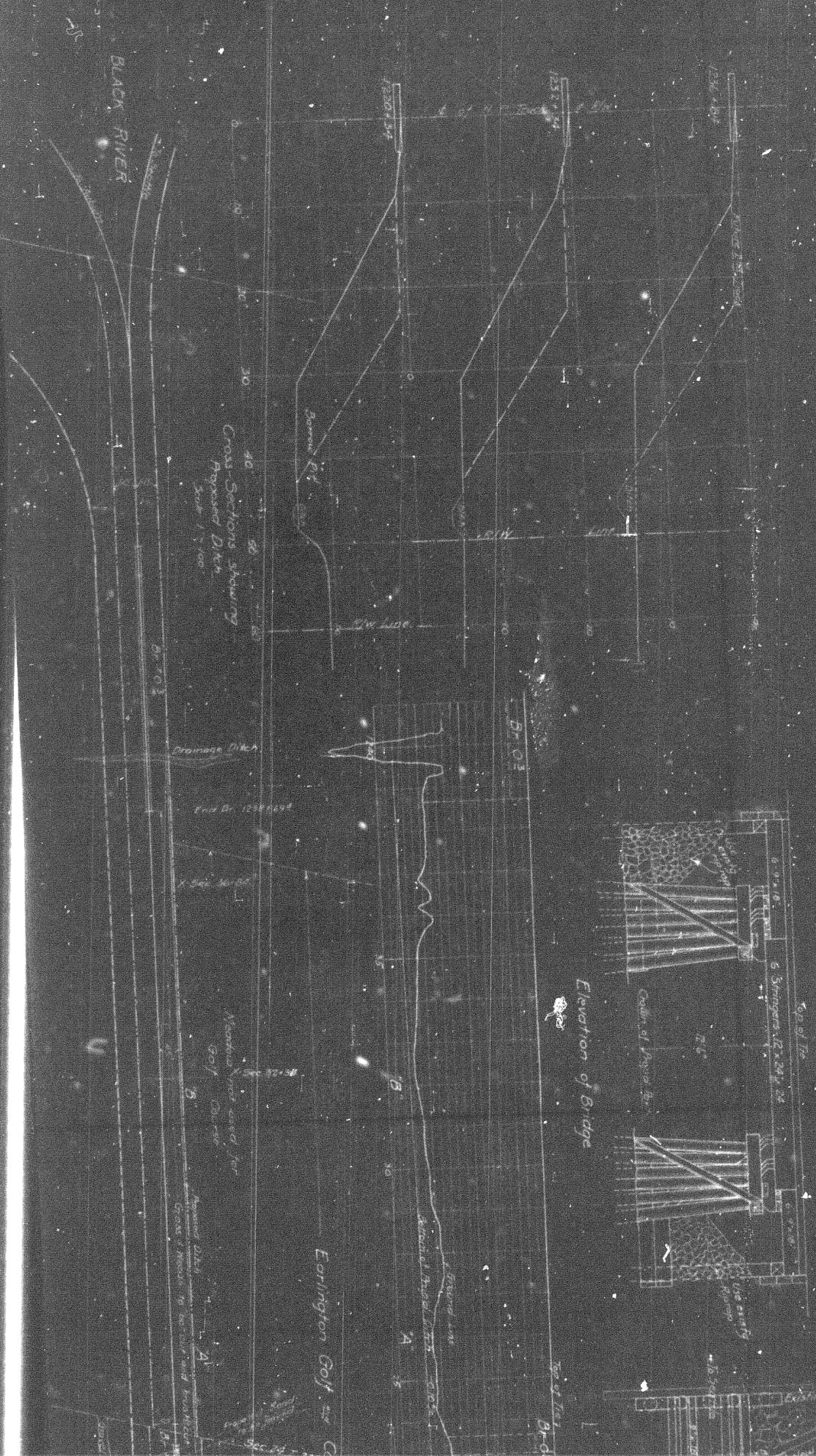
For President

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

19 Work begun

19 Work finished March 29 1926

582 - 3





Elevation of Bridge

Base of New Bent
B-0-0

Plan of Bridge
(Spanning Spillway, Bent)

Elevation of New Bent
Section AA



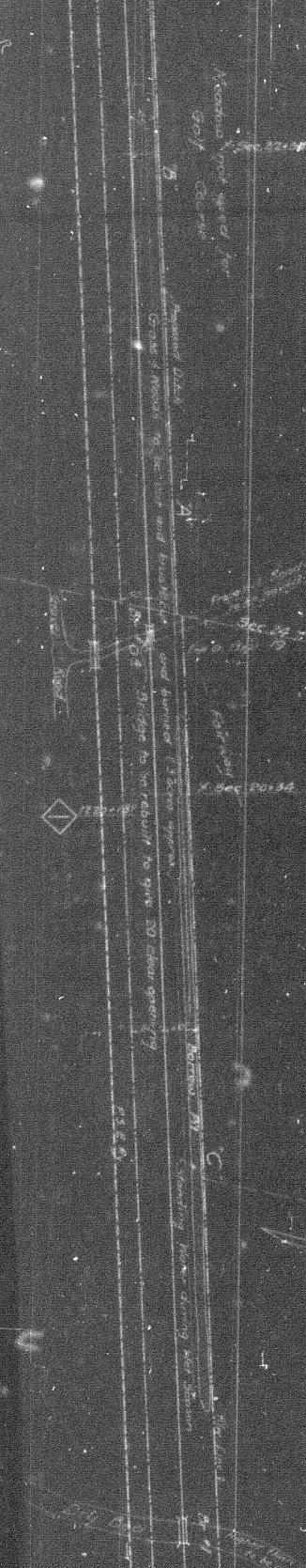
N P R R
Seattle Div. Late Washington Bell Lin
Proposed Improvements for the

Everington Golf & Country Club
near Renton, Wash.

Copy of Aas Engg. Dept., Seattle Wash.
Date as shown
Marked Dec 3, 1925

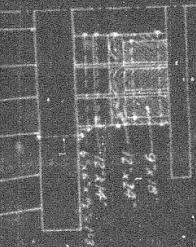
Everington Golf & Country Club

Location Sketch
Scale 1/200

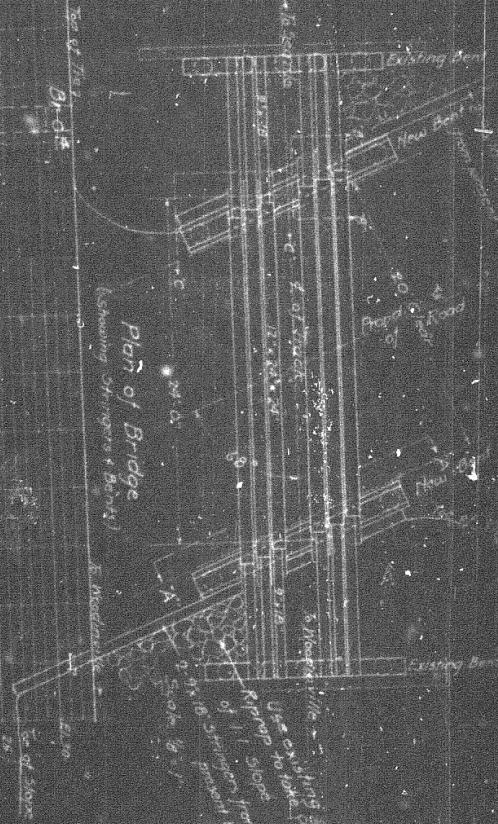




Elevation of New Bent
Section A-A



Section C-C
Sections showing
Connection between
Middle & End Spans
Scale 1/4"



B-B

Plan of Bridge
(Showing Spanning Beam)

Mosaic

Soil of Shore



N. P. R.
Seattle Div. - Lake Washington Bell Line
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