NORTHERN PACIFIC RAILWAY COMPANY
AUTHORITY FOR EXPENDITURE

1926

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF $1587

Accounting distribution as follows: (Distribution to be made in General Office)

<table>
<thead>
<tr>
<th>Cost of property retired</th>
<th>137</th>
<th>310</th>
</tr>
</thead>
<tbody>
<tr>
<td>137 10.</td>
<td>119</td>
<td>119</td>
</tr>
<tr>
<td>119 210.</td>
<td>429</td>
<td>429</td>
</tr>
</tbody>
</table>

Total of distribution:

$438

Paid:

1926

Black River, Washington (near)

An orange bridge 0.4 to provide 25 ft. side clearance and ditching necessary to drain borrow pits.

The Burlington Golf & Country Club grounds lay to the north of, and adjacent to, the Northern Pacific Ry., near N.F. 1, for a distance of about 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 B.P. Ry. at Bridge 0-4. The ends of this bridge are right angle bents, and the spans under which the road passes, is 15 ft. The right angle bents of Bridge 0-4 require sharp angular turns in the road.

The club is improving its property, one of which improvements is the widening of the road approach providing for a 20 ft. width of pavement. Without disturbing the angle bents in the bridge, a hazardous condition will exist, and the railway company has agreed to remove such hazard by altering the bents and increasing the span to allow straightening the roadway. The railway

as provided skewer bents in its bridge.

As the result of the Ry. Co. on the right of way are old construction borrow pits, which during wet weather, fill with water and contribute towards the formation of the Golf Club grounds. Brush has grown about the sides along the line. The matter has been taken up by the Golf Club and an agreement reached with the Ry. Co. to drain borrow pits into main ditch to be constructed by the Golf Club and cut down the brush.

The work will be done by Eastern line under charge of

Division Superintendent

Division Accountant

Date: Dec. 31, 1925

Comptroller's record of notice of approval and of completion

[Signatures and dates]