NORTHERN PACIFIC RAILWAY COMPANY AUTHORITY FOR EXPENDITURE DEPT. No. 20(26) Year 1925 A. F. E. NO. acomphy Main Line SUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$8263. 140 DISTRICT STATE OFFEDT VAL. SEC. NO. 1 recogning distribution as follows: (Distribution to be made in General Office.) Value of salvage . Incidental costs Total to Operating Expense o Material and Supplies y Bula for Collection Not sharps as investment account-Additions and Betterments. tions number annivace references; SPAS RV 12-1-09 8265. DEPREBLATION YOUR DOCUMENT 15100 an this company's property. To secure rights, it ENTERED ON Willbridge, Oregon Frack increase 2250 feet Storage trac: for oil care ENGINET E The SPAN Operate and maintain Morthern Pacific tracks under contract accommendations for construction of side tracks under contract in scorned of ions for construction of side tracks at unilibridge for the scorned of ions for construction of side tracks at unilibridge for the span of food at will bridge for the Company Tracks: eve handled and the Dorther of the storage of equipment and of the sate of Food at will bridge for the Storage of equipment and of the sate of Food at will bridge for the Storage of equipment and of the sate of Food at will be set of the sate of Food at will be some that the sate of the s the Span operate and maintain Morthern Pacific tracks under contract Superintendent Dissented Entered (Over) at Fig. Superintendent Franker's older Burarintencent COMPTROLLER'S RECORD OF NOTICE OF APPROVAL, AND OF COMPLETION 

## Continuations

many as sixty loads coming out of theze plants in the vicinity of Willbridge every day and it has run as high as 75 in one day. The Oil Companies have a large number of oil cars leased and on account of the limited track room it is necessary to showe the surplus cars in storage up the tracks of the United Railways and this interferes with switching of industries located on these tracks as outlined above. By providing storage track which is now asked for so that we could keep the United Bailways tracks clear, switching could then be done without interfering with the work of the oil plants and without delaying main line traffic. Under the present situation necessary to pick out a time for doing the industrial switching when same will not interfere with main line traffic. The Oil plants usually require three spots per day. It is estimated that the construction of storage track will save in wages alone from \$1500.00 to \$2200.00 per annum as the time required to pull the oil tanks out of United Bailways Company's tracks and put them back again is all at overtime rates. We have had one or two occasions where tanks have been placed on the main line and yard engine becoming derailed while switching the industrie's making it necessary to run an engine from portland to olear the main line to avoid delay to main line trains." The Northern Pacific is owner of the line and this RPA is therefore submitted to gover recommendations of the SPAS as outlined above and per sketch and estimate herewith attached.

