



N. P. 1363
6-24

NORTHERN PACIFIC RAILWAY COMPANY AUTHORITY FOR EXPENDITURE

COMPTROLLER'S COPY

SUPERINTENDENT'S No. 1929

DEPT. No.

YEAR 1929

M.F.C. No. 101

ENGINEERING DEPT. No. 4

A. F. E. NO. 116

Pasco

Div. Walla Walla

DISTRICT STATE
BRANCH Wash.

VAL. SEC. No. 17

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 6 440.

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	3 000.			
Value of salvage	200.			
Incidental costs			2 800.	
			820.	
Total to Operating Expenses				
Total to Profit and Loss				3 620. ✓
To Material and Supplies				
To Bills for Collection				200. ✓
To Other Accounts				
Net charge to investment account—Additions and Betterments				
Total of distribution				2 820. ✓
				6 640. ✓

Original Cost Adjustment
Made in 12-4-1930
Final

Budget reference: Item 151 - Budget for 1929

Class of Work: No. 4 ✓

Joint facility contract reference: None

The location is on this company's property. To secure rights, it will be necessary to do nothing

Location: Near Eastman, Washington, Bridge 77-1 over County Road and Ravine.

Title: Place 30 foot Girder over Road and rebuild trestle.

Reason: The present structure consists of a 11-span pile and timber trestle 166 feet long and 48 feet high, on a 13 degree curve. It was built in 1920 and the timber has reached the end of its life and must be replaced in 1929. It is proposed to place one 30 foot Deck Plate Girder on timber piers over the roadway and renew the remainder of the bridge in kind. The girder was removed from Greenhorn Viaduct on the Rocky Mountain Division and is designed for a ten degree curve.

Cost of Proposed Work	\$6 440.
Cost of Renewal in Kind	5 540.
Annual Cost of Proposed Work	1 122.
Annual Cost of Renewal in Kind	1 150.

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

Accounting to concentrate in the office of Division Superintendent

Signature and Title: M.B. Clement Bridge Engineer

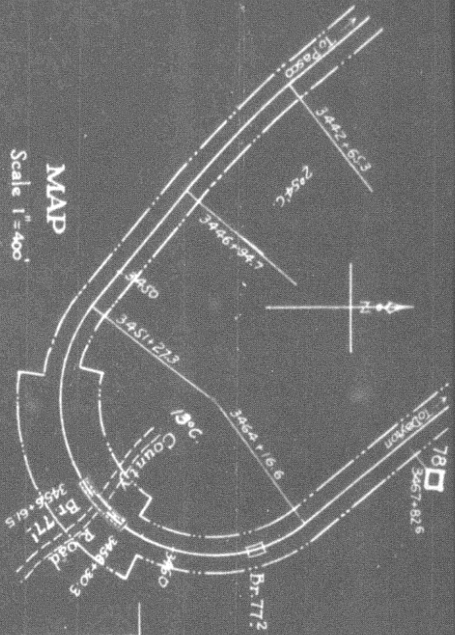
Checked by: Entered
President's Office

Date Oct. 27, 1928

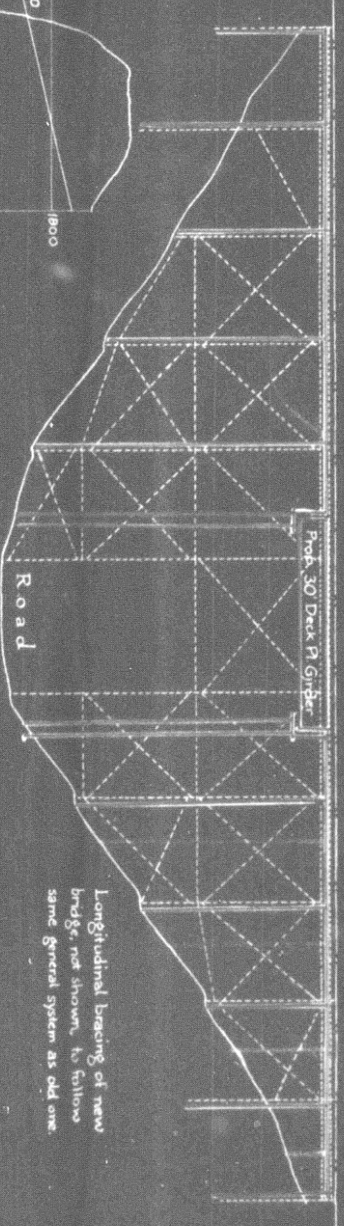
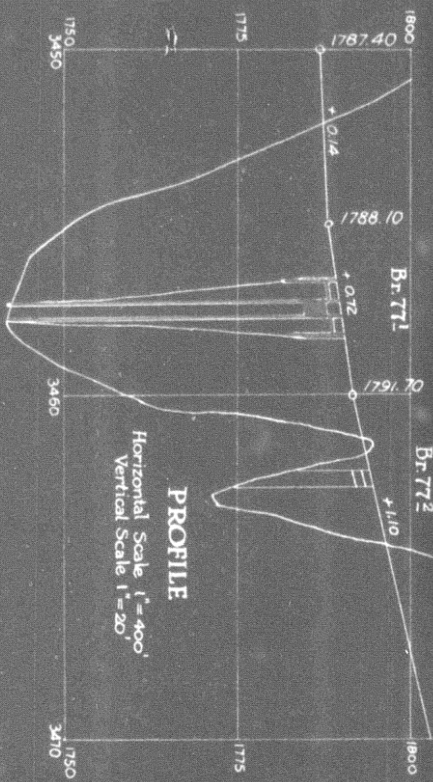
APPROVED:			
General Superintendent.	Asst. Chief Engr. or Engr. Maint. of Way.		General Manager.
Mech. Supt., Supt. Trigh. or Signal Engr.			
<u>Demad Elmer</u> Chief Engineer.		<u>[Signature]</u> Vice President.	
<u>[Signature]</u> For Comptroller.	<u>Charles Bonney</u> President	Date of Final Approval { JAN 26 1929	

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued 19. Work begun 19. Work finished 19. 12/8/30



Present bridge consists of 11 span pile and timber trestle, 166 feet long and 48 feet high, the middle span, over road, being 19' long. Proposed bridge to be similar, except that the middle span is to consist of a second hand 30 foot deck plate girder on timber piers. The girder is designed for a 10° curve.



ELEVATION
Scale 1"=20'

Longitudinal bracing of new bridge, not shown, to follow same general system as old one.

N.P.E.V.
PASCO DIVISION-WALLA WALLA BRANCH
EASTMAN
BRIDGE 771 - HIGHWAY UNDERCROSSING
PLACE 30 FOOT GIRDER OVER ROAD AND REBUILD TRESTLE
SALES AS NOTED
Office of Bridge Engineers, Saint Paul, Oct. 18, 1928.
Proposed new work: _____
Proposed removals: _____
VALUATION SECTION WASHINGTON #17.