

1363  
6-24

# NORTHERN PACIFIC RAILWAY COMPANY

## AUTHORITY FOR EXPENDITURE

COMPTROLLER'S OFFICE

YEAR **1929**

Job's No.

DEPT. No.

A. F. E. NO.

**283**

No.

ENGINEERING DEPT. No. **8**

Tacoma

Div. **Point Defiance Line** DISTRICT STATE **Wash.**

VAL. SEC. No. **4**

**AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$36197**

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.....	434		106	
Value of salvage.....	318		2330	
Incidental costs.....				
Total to Operating Expenses.....				2436
Total to Profit and Loss.....				318
To Material and Supplies.....				
To Bills for Collection.....				
To Other Accounts.....				
Net charge to investment account—Additions and Betterments.....				33443
Total of distribution.....				36197

Budget reference: In budget - Item 276-1929

Class of Work: No. 12

Joint facility contract reference: Not Joint - See exchange of letters Messrs. O'Brien and Reid July 12 and 26th 1917, and joint memorandum of July 19, 1921, item 20.

Location: Between Tacoma and Tenino 170-1332

Title: Automatic Block Signals

Reason: To provide more adequate protection against accidents on this important piece of track which carries the bulk of our passenger and freight traffic between Tacoma and Tenino, Wash., Also to carry out Item 20 in agreement of July 19, 1921, between Messrs. Murray and Stevens for the completion of all work in contract for Point Defiance Line dated May 1, 1911.

It is estimated there would be annual savings in discontinuance of operators of \$10,800.00. The cost for two additional maintainers for the maintenance of the signals will be approximately \$3800.00 material and other maintenance expense approximate \$1200.00 leaving a net saving of \$5000.00.

While this saving is not sufficient to justify installation from standpoint of financial benefit, it is believed that the expenditure would be justified on account of completing this unfinished link in modern protection on the Northern Pacific between St. Paul and Portland, and further to carry out the desire of the I.C.C. to install on all important lines adequate

Work to be done by company force under charge of Signal Engineer. (Work in three sections - See also 252529, 10-1929)

Accounting to concern rate in the office of Division Accountant, Engineering Department.

Signature and Title: *Charles Hornally* Signal Engineer. Date Jan. 2, 1929

APPROVED:

General Superintendent	Asst. Chief Engr. or Engr. Maint. of Wry.	General Manager
Mech. Supt., Supt. Telegraph or Signal Engr.		
Chief Engineer		Vice President
For Comptroller	President	Date of Final Approval

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

18 Work begun 19 Work finished Feb 1 1929



