



N. P. 1363  
6-24

NORTHERN PACIFIC RAILWAY COMPANY COMPTROLLER'S COPT.

AUTHORITY FOR EXPENDITURE

1929 1929  
YEAR 1929

SUPERINTENDENT'S No. 18

DEPT. No.

ENGINEERING DEPT. No. 81-29

A. F. E. No.

441

Seattle

DIV.

Second

DISTRICT

STATE

Wash

VAL. SEC. No. 9

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ (42)

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	\$	\$ 444	\$	\$
Value of salvage		177		
Incidental costs				267
				57

Total to Operating Expenses

Total to Profit and Loss **Account #619 Loss on retired Road & Equipment**

To Material and Supplies 324 ✓

To Bills for Collection 240 ✓

To Other Accounts **Profit & Loss Account #606 Donations** 34 ✓

Net charge to investment account—Additions and Betterments 426 ✓

Total of distribution 792 ✓

Original Cost Adjustment

Made in 10-7-1929

*Final*

Class of Work: No. 10 ✓

Budget reference: **NOT IN BUDGET.**

Joint facility contract reference: **Non Joint.**

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

Location: **Hartford, Washington (near)**

Title: **Remove Manney Lumber Co., spur**  
and **Track Decrease 279.5**

Reason: **Under AFB 479-23 a spur track was constructed near Hartford to serve the Manney Lumber Co., As the track had not been used for some time the turnout was removed during March 1928 and as there appears to be no further use for the spur it is recommended that it be removed and material salvaged. Track from HB to clearance point was paid for by the Northern Pacific and from clearance point to end by the Lumber Company, entire track being owned by the Railway Company. Track decrease HB to clearance point 120 ft. from clearance point to end 159.5 ft. total 279.5 ft**

Work to be done by company force under charge of **Divn. Superintendent at Seattle, Wn.**

Accounting to concentrate in the office of **Divn. Accountant at Seattle, Wn.**

Checked and Entered  
President's Office

Signature and Title: *[Signature]*

Supt., Date **Jan. 28**

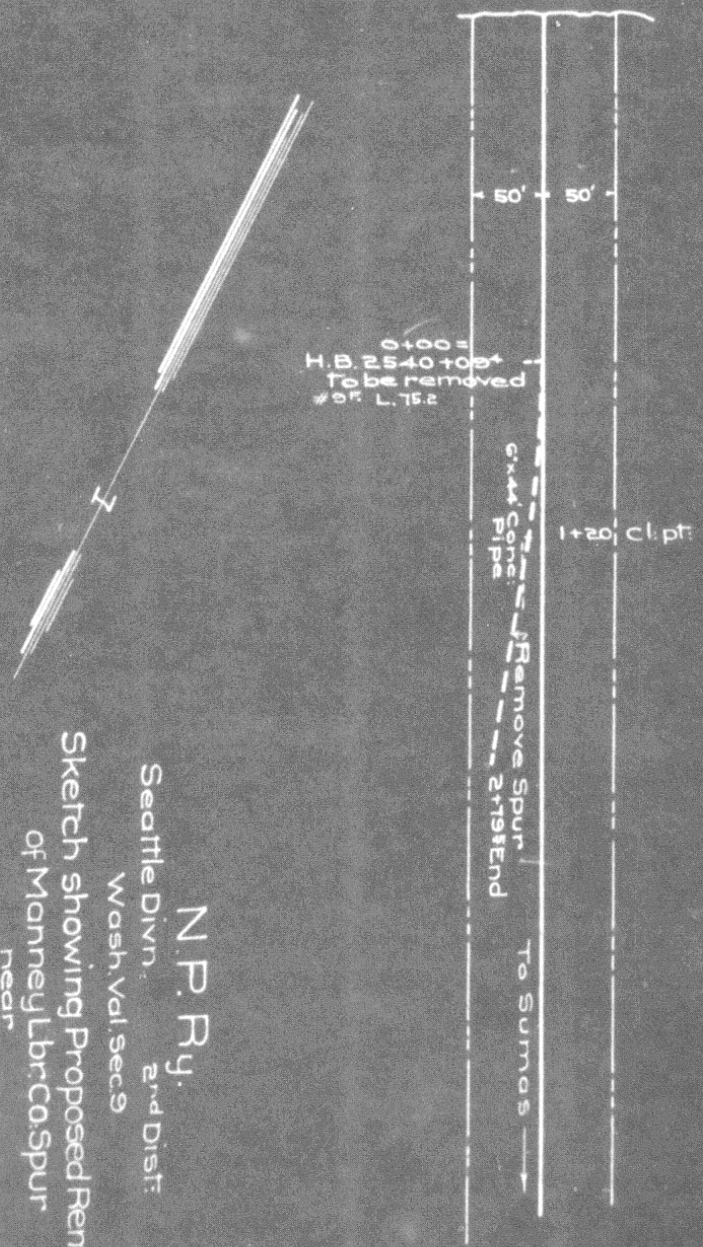
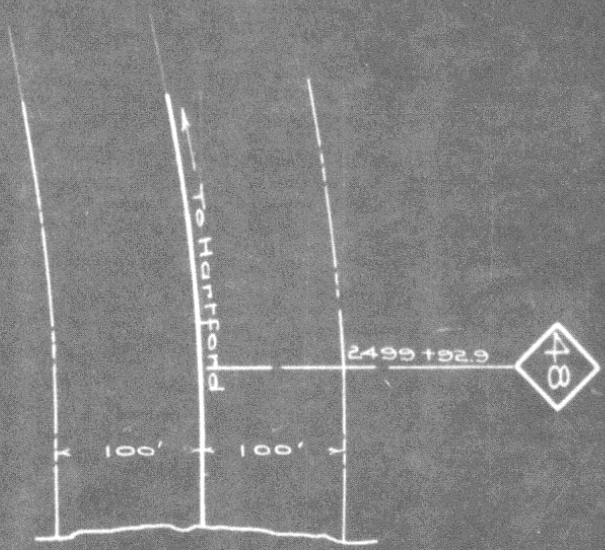
1929

APPROVED: <i>[Signature]</i> General Superintendent.	<i>[Signature]</i> Asst. Chief Engr. or Engr. Maint. of Way.	<i>[Signature]</i> General Maint.
<i>[Signature]</i> Mech. Supt., Supt. Tel'gh. or Signal Engr.	<i>[Signature]</i> Western Traffic Manager	
<i>[Signature]</i> Chief Engineer.	<i>[Signature]</i> GENERAL TRAFFIC MANAGER	<i>[Signature]</i> Vice Presid.
<i>[Signature]</i> For Comptroller.	<i>[Signature]</i> President	Date of Final Approval { <b>MAR 22 1929</b>

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued. 19 Work begun. 19 Work finished *4-30-1929*





N.P. Ry.  
 Seattle Divn. 2nd Dist.  
 Wash. Val. Sec 9  
 Sketch showing Proposed Removal  
 of Manney Lbr. Co. Spur  
 near  
 HARTFORD WN  
 Office of Dist. Engr. Seattle Wn.  
 Scale 1" = 100' Jan. 11, 1929