

REQUISITION FOR AUTHORITY FOR EXPENDITURE

(Form 1363)

Applicant's No. 139 Eng. Dept. No. 13(1914) Comptroller's No. 6
On Puget Sound Div'n or Operating Dept. State of Wash. Val. Sec. No. Six

Authority is requested for an expenditure of \$ 2067.00 chargeable approximately as follows: (Distribution to be made in General Office, St. Paul.)

To Optg. Exps. \$ 205.00 To Adms. and Betts. \$ 1862.00

For new work at Seattle, Wash. Not in Budget

Consisting of Rearrange and elevate spur track about 8 ft. on trestle, raise 150 feet of track, and take up and relay 265 feet of track and throw main track to clear the trestle, to serve Great Western Smelting & Refining Company's plant.

INSTRUCTIONS

The location is on this company's property and is not in joint territory. To secure required rights it will be necessary

Orig Cost as May 1916 of \$ 3921

If required by Accounting Department, a detailed estimate will be furnished promptly after approval.

The expenditure is recommended for the following reasons: (If space is not sufficient continue on back.) The Smelting Co. has erected a building at this location at cost of \$75,000. Before constructing same they were advised by our Traffic representative, that this company would raise its tracks to accord with city's 8th Ave. regrade elevation. It was expected that regard would be effected and our tracks raised by time Smelting Co. completed their building. Litigation against the city by property holders in connection with proposed regrade delayed work. Smelting Co. is receiving and forwarding goods at disadvantage and increased cost account our tracks about eight feet below new grade line. During September Smelting Co. shipped two cars of brass to Chicago gross earnings \$612.74, one car to Kent \$36.18, one car to Tacoma \$76.58, total freight earnings \$725.50, not including LCL business of which we have no account. Their business is expected to increase with improved facilities for handling and they insist that we now make good assurance given them before they constructed the building, that tracks would be raised to new city level. Engineer Maint. of Way states: to raise the tracks on fill, not including easement for slopes, would cost us \$6700., if we figure on temporary retaining walls at points where we do not know positively that we can secure easement for slopes, cost would be \$7500., quickest and cheapest way to handle is to raise the spur to Smelter building as a stub track and maintain balance of siding on present level as indicated in plan attached. Superintendent and Division Engineer have looked the ground over personally and jointly recommend this construction.

Entire expense to be borne by Railway Company.

Work should be commenced immediately in order to complete by and be done by company force under charge of Superintendent.

Signature and Title of Applicant: J. McCullough Date of Requisition: Dec 19 1913

APPROVED BY: H. L. Greenway

Grul. Supr. Chief Engr. M. of W.

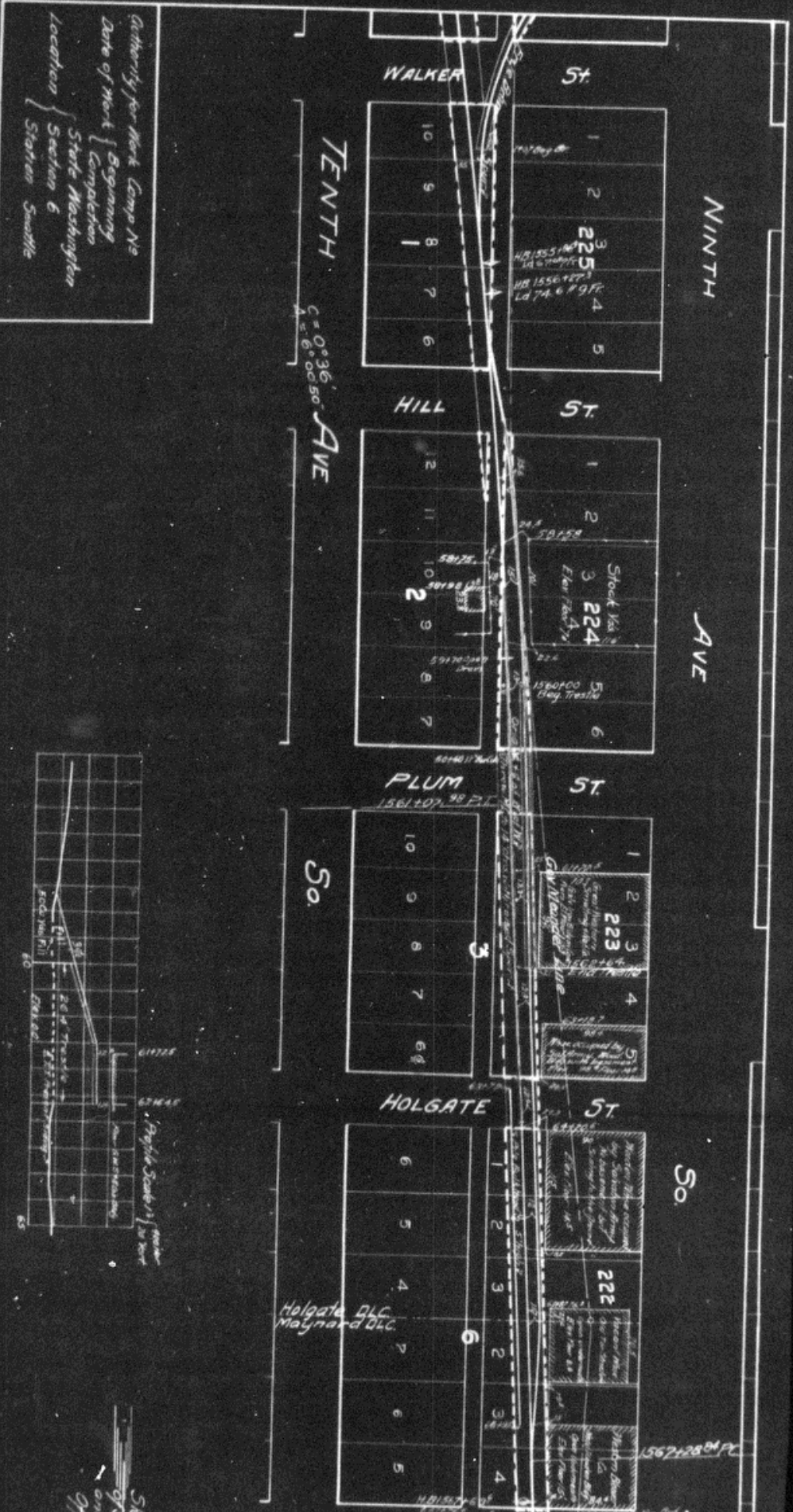
Chief Engr., Mch. Supt. or Supt. Telg. General Manager.

Second Vice President.

Comptroller. President. Date of Final Approval: JAN 1914

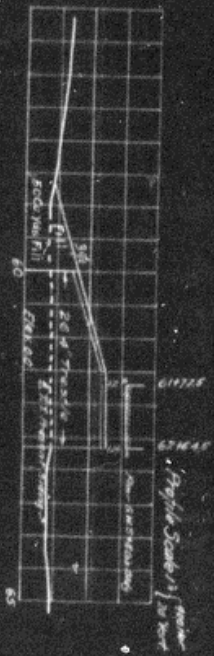
COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

1914 issued 191 Work begun 191 Work finished



Authority for Work Camp No
 Date of Work { Beginning
 { Completion
 State Washington
 Location { Section 6
 Station Seattle

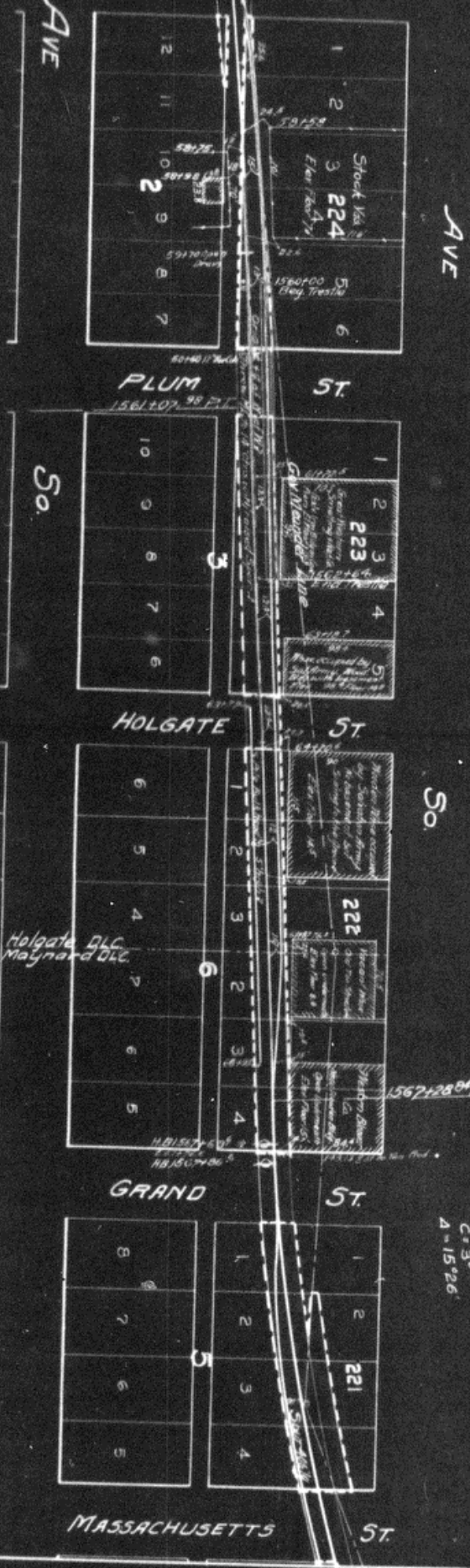
$C = 0^{\circ}36'$
 $A = 6^{\circ}00'56''$
 AVE



State
 98
 and
 94

Holgate Bldg
 Maynard Bldg

1567+28 04 PL



C = 3°
 A = 15° 26'

N.P.R.
PLUET SOUND DIV
SHORE LINE SEATTLE
 Sketch showing proposed in grade
 of Siding & some draft Western Smelting
 and Refining Co's Plant
 Office Div Engg Tacoma Wash
 Scale 1" = 100' Dec 10 1913

57229

MASSACHUSETTS ST.