

1922

# NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

Year: 1921 **1922**

Superintendent's No. **141**  
No.

Dept. No. **162(21)**  
Engineering Dept. No.

A. F. E. No. **96**

**Tacoma** Div. **Elma** District State **Wash** Val. Sec. No. **28-A**

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ ~~(2070)~~ **85**

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	\$ 188	\$	\$	\$
Value of salvage	119		69	
Incidental costs				
Total to Operating Expenses			\$ 69	
Total to Profit and Loss				119
To Material and Supplies				96
To Bills for Collection				500 91 182
To Other Accounts P.&L. Account #608, Donations				596 107 198
Net charge to investment account—Additions and Betterments				300
Total of distribution				

REGISTRATION  
FEB 11 1922  
PROPERTY ON  
FAULT

Budget reference: *Not in Budget*  
Joint facility contract reference: *not joint*  
The location is *partly* on this company's property.

Class of Work: No. **10**  
**CORPORATE**  
Original Cost Account  
Made in JUN 1922  
To secure right, it will be necessary to obtain consent.

Location: **Rayville, Washington**  
**Track Increase 211 feet.**  
Title: **Relocation and extension of spur track at Rayville, Washington**

Reason: **At Rayville on the Elma Branch, paved highway known as Olympic Highway is to be parallel to and adjacent to Northern Pacific Railway and will pass over ground occupied by dry kiln and shipping sheds of the Elma Shingle Company which plant was served by spur track connecting with main track of the Elma Branch. Dry kiln and shipping shed were therefore moved to another location which necessitates relocating the spur track.**

In original construction of spur, Northern Pacific furnished metal only.

In connection with proposed change necessitated by highway construction as outlined, Grays Harbor County is to bear the entire cost of changing the spur track and furnish such additional material as may be required, all as indicated in sketch and estimate herewith attached. Revised Jan. 6th, 1922 to show work as actually done.

Work completed Nov. 1921.

Work to be done by ~~company~~ *Retired* under charge of **Superintendent**  
Accounting to concentrate in the office of **Superintendent**  
Signature and Title: *[Signature]* **Superintendent** Date **October 17, 1921**

APPROVED *[Signature]* **General Superintendent.** *[Signature]* **Engr. of Maintenance** *[Signature]* **Assistant General Manager.**

Mech. Supt. or Supt. Telgr. *[Signature]* **Chief Engineer.** *[Signature]* **General Manager.** *[Signature]* **Vice President.**

*[Signature]* **Comptroller.** *[Signature]* **President.** Date of Final Approval **FEB 6 - 1921 19**

### COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued **FEB 8 1922** Work begun **19** Work finished **Nov. 7 1921**

$L = 5^{\circ}20'$   
 $C = 1^{\circ}00'$

254+383 P.T.

50' 50'

FF Road Xing.  
 H.B. 256+56  
 #3 Fr. Ld. 75'

PF = P.C.C. 0+175.4  
 $C = 12^{\circ}00'$   
 $L = 14^{\circ}24'$   
 116 C/P

B.S.C. 1+24.4

$C = 19^{\circ}43'$   
 $L = 5^{\circ}00'$

R/W Xing 2+30  
 & Road Xing 2+76

30' DIA. CURB

50' R/W LINE TO END  
 38.4' H.B. TO END

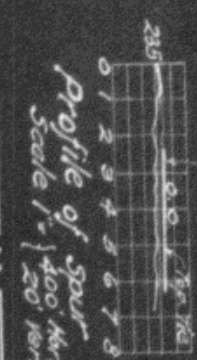


end brk

Lines of sight

Prop'd County Road

320' taken up and laid in new location



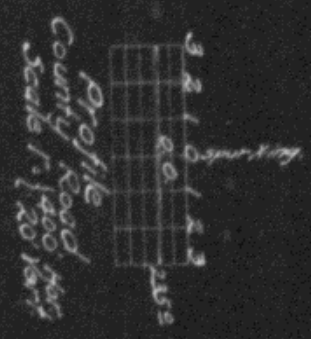
2716 County Road Xing

264+00



TO END

H.P.R.Y.  
 Tacoma Div. Elm Branch  
 Wash Val. Sec. 28-4  
 sketch showing  
 relocation of spur  
 of  
 Rayville, Wash  
 office of Dist. Engr. Tacoma, Wt.  
 scale 1" = 100'  
 Dec 10, 1921



Profile of County Road  
 Scale 1" = 400' Vert  
 1" = 20' Horiz