

NORTHERN PACIFIC RAILWAY CO.
 AUTHORITY FOR EXPENDITURE

Year: **1923**

Superintendent's No. **227** Dept. No. **Engineering** Dept. No. **17 (23)** A. F. E. NO. **96**
 Div. **Tacoma** District **Tumwater** State **Wash** Val. Sec. No. **30**

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 1957.

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	\$ 261	\$	\$	\$
Value of salvage			261	
Incidental costs			211	
Total to Operating Expenses				\$ 472
Total to Profit and Loss				
To Material and Supplies				
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterment				1485
Total of distribution				\$ 1957

DEPRECIATION DOCUMENT 15189
 Entered on EXHIBIT 2
 Original Cost Adjustment Made in JUN 1923
 Class of Work: No. 4

Budget reference: *In Budget*
 Joint facility contract reference: *Not Joint*
 The location is — on this company's property. To secure rights, it will be necessary

Location: **Olympia, Washington**

Title and Reason: **Abandonment of bulkhead, extension of culvert, filling out of embankment slope and protecting with riprap at MP 10 plus 1100.**

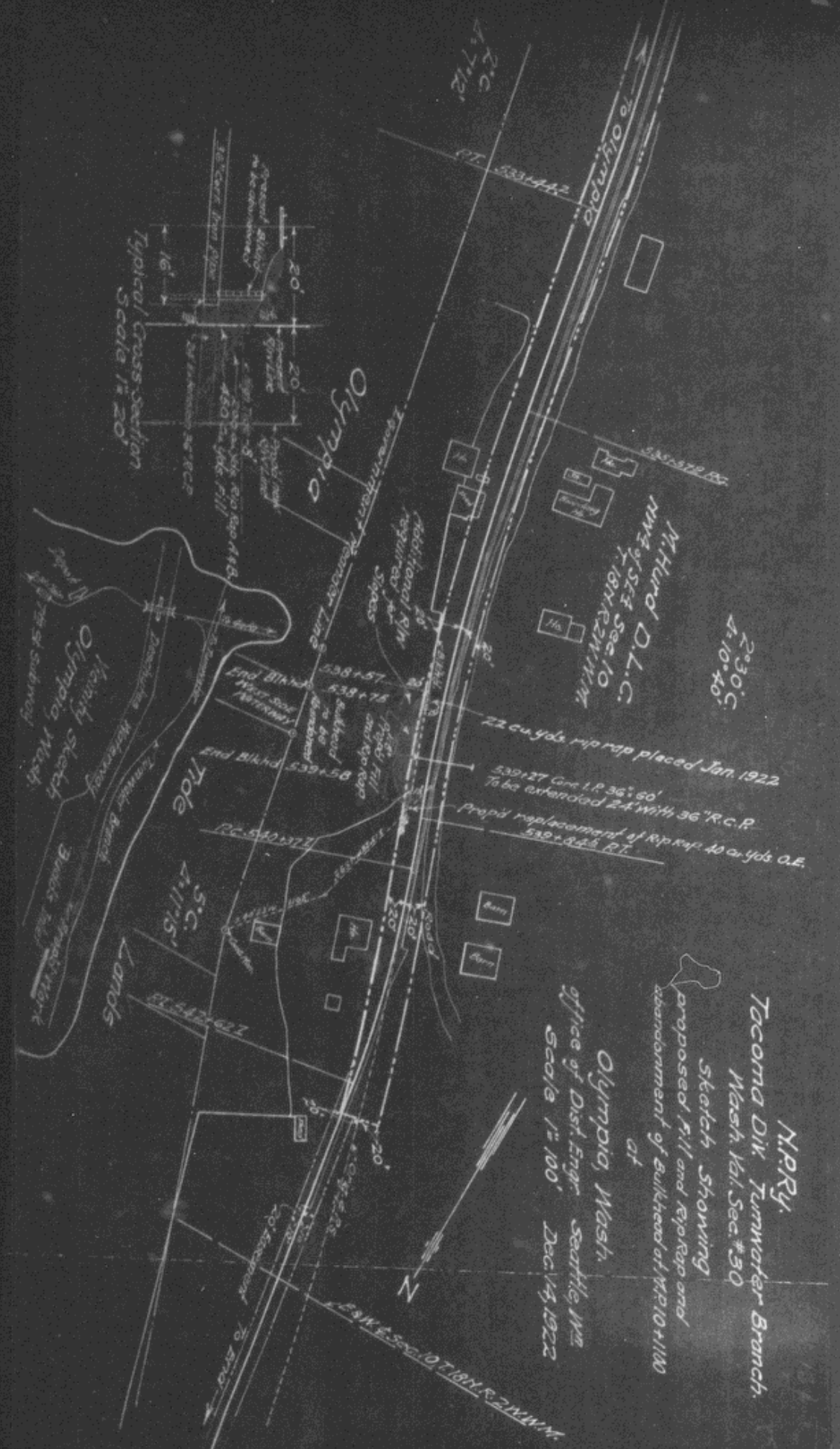
At Olympia on track formerly known as Tumwater Branch and now a switching line in Olympia Yard reaching the west side mills of the McCleary Timber Company and Buchanan Lumber Company, there is a pile and timber bulkhead 12 feet high which carries track along Puget Sound at that point. Bulkhead has been in decayed condition the past four years and only such emergency repairs made as necessary to keep structure temporarily safe. This bulkhead is now crowding out. Some emergency riprap placed at east end of bulkhead in January 1922. Abandonment of bulkhead is now required, or renewal. It is estimated renewal would cost \$1100 with an annual cost of \$220. However conditions are such that bulkhead may be abandoned, embankment slopes filled out and protected from wave action by riprap, and culvert extended. Slopes fall outside of the right of way but verbal agreement has been given by the property owner affected that he will not object to slopes lying on his property. Annual cost of this improvement would amount only to the interest on money expended or \$112. A line change as alternative can not be made.

Work to be done by ~~contract~~ company force under charge of **Superintendent**
 Accounting to concentrate in the office of **Superintendent**
 Signature and Title: *[Signature]* **Superintendent** Date **Dec. 21, 1922**

APPROVED: *[Signature]* **General Superintendent** *[Signature]* **Prin. Asst. Engr. or Eng. Master of Work** *[Signature]* **Assistant General Manager.**

Mech. Supt., Supt. Telg. or Signal Engr.
[Signature] **Chief Engineer** *[Signature]* **General Manager** *[Signature]* **Vice President**
[Signature] **President** Date of Final Approval **12 23 1922**

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION



N.P.R.Y.

Tacoma Div. Turnwater Branch.
Mash Val. Sec. #30

Sketch showing
proposed fill and riprap and
abandonment of bulkhead at W.P. 10+11.00
at

Olympia, Wash.
Office of Dist. Engr. Seattle, Wn.
Scale 1" = 100' Dec. 14, 1922

Typical Cross Section
Scale 1" = 20'

