

# NORTHERN PACIFIC RAILWAY CO.

AUTHORITY FOR EXPENDITURE

Year: **1923**

Superintendent's No. **1**  
No.

Dept. No.  
Engineering Dept. No. **22(23)**

A. F. E. NO. **106**

**Tacoma**

Div. **Pt. Defiance**  
**Line**

District State **Wash**  
Branch

Val. Sec. No. **31**

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ **1322.**

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	\$	\$	\$	\$
Value of salvage				
Incidental costs				
Total to Operating Expenses				\$
Total to Profit and Loss				
To Material and Supplies				
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				Adjusted <b>1322</b>
Total of distribution				<b>1322</b>



Budget reference: *Not in Budget*

Added to Job Valuation **NOV** Month **MAR** 1923  
Class of Work: No. **19**  
Original Cost Adjustment **JUN** 1923

Joint facility contract reference: **OWRRON 5-1-11**

The location is \_\_\_\_\_ on this company's property. To secure right of way will be necessary

Location: **Stellacoom (Near) Washington**  
Track increase 244.3 feet.

Title and Reason: **Crossover constructed at Mile Post 13 plus 3435 to connect the west end of the Pioneer Sand & Gravel Company loading track with the eastward main.**

In connection with getting out ballast (about 100,000 yards) from Pioneer Pit near Stellacoom for season of 1922 temporary crossover track was installed leading from eastward main line to Pioneer Company's loading track, this being necessary to facilitate switching out cars loaded with ballast and placing of empty cars, this not only for handling ballast for this company but also for handling shipments commercial sand and gravel - a business which has grown to large proportions. Since this crossover was installed, the commercial business of the Pioneer Company has increased still further, and to handle the switching to advantage and avoid serious delay to local trains, necessary to leave crossover in commission as permanent facility. This is therefore recommended as per sketch and estimate herewith submitted.

Work completed **May 16, 1922**

Work to be done by \_\_\_\_\_ contract under charge of **Superintendent**

Accounting to concentrate in the office of **Superintendent**

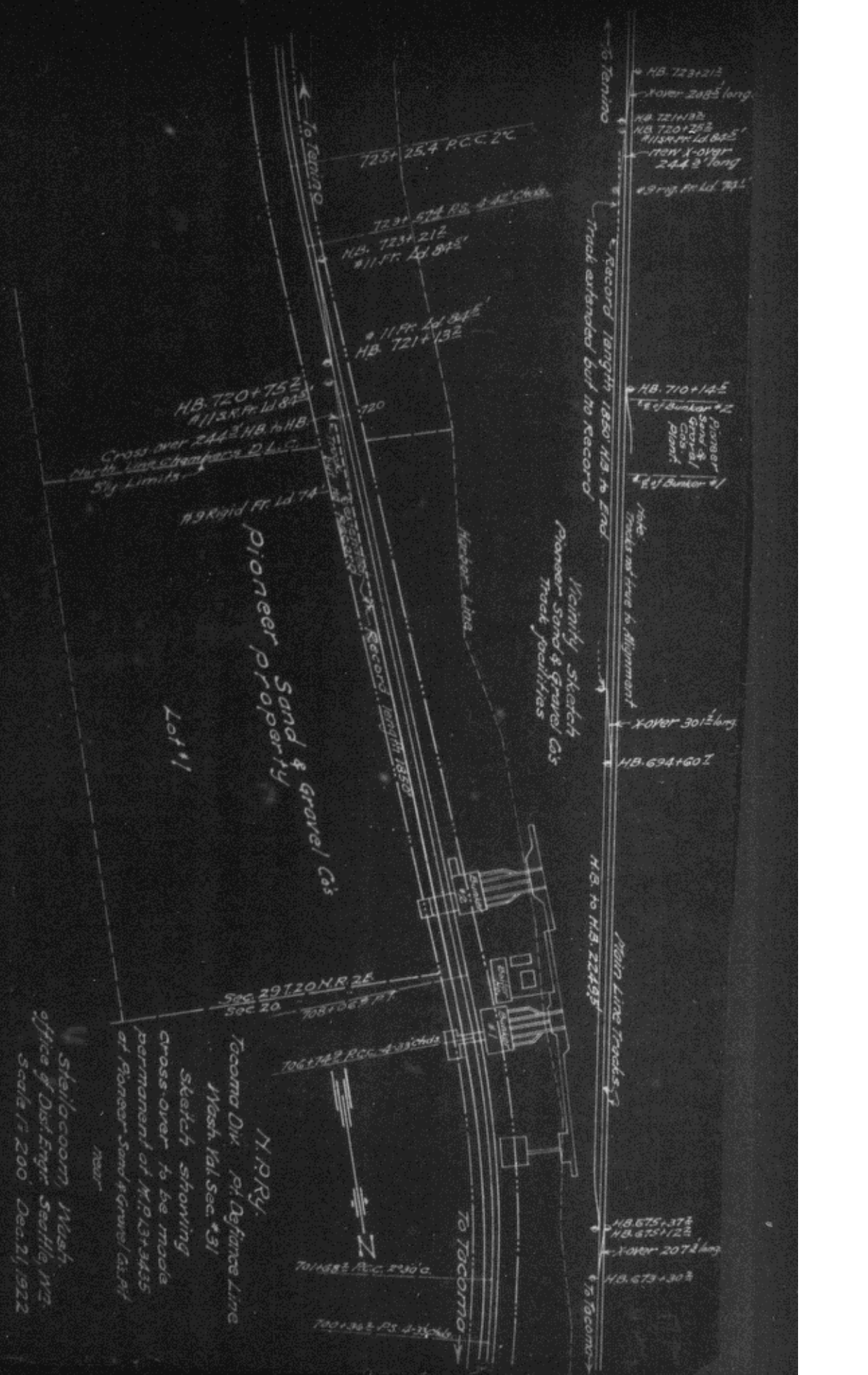
Signature and Title: *W.C. Allen* **Superintendent** Date **Jan. 2, 1923**

APPROVED:		
<i>W.C. Allen</i> General Superintendent.	<i>W.P. Brown</i> Prin. Asst. Engr. or Engr. Maint. of Way.	<i>W.C. Allen</i> Assistant General Manager.
<i>W.C. Allen</i> Mech. Supt., Supt. Tech. or Signal Engr.	<i>W.C. Allen</i> Chief Engineer.	<i>W.C. Allen</i> General Manager.
<i>W.C. Allen</i> For Comptroller.	<i>W.C. Allen</i> President.	<i>W.C. Allen</i> Vice President.
Date of Final Approval		<b>1.2.23</b> 19 <b>23</b>



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

Form No. 1345 issued **JAN 31 1923** Work begun \_\_\_\_\_ 19 \_\_\_\_\_ Work finished **May 16, 1922**



N.P.Ry.  
 Tacoma Div. Pt. Defiance Line  
 Wash. Val. Sec. # 31  
 Sketch showing  
 cross-over to be made  
 permanent at N.P. 673+34.35  
 at Pioneer Sand & Gravel Co's  
 near  
 Steilacoom, Wash.  
 office of Dist. Engr. Seattle, WZ.  
 Scale 1" = 200' Dec. 21, 1922

Pioneer Sand & Gravel Co's  
 Lot #1

Vicinity sketch  
 Pioneer Sand & Gravel Co's  
 Truck facilities

Note  
 Tracks not true to alignment

Plan  
 Pioneer Sand & Gravel Co's  
 Bunker #1  
 Bunker #2

Record length 1850 N.S. to End  
 Track extended but no Record

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