

1922

NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

Year: **1922**

Superintendent's No. **9**
No.

Dept. No. **31(22)**
Engineering Dept. No.

A. F. E. No. **188**

IDAHO DIV. PORT HEDDICKIAN BRIDGE
Val. Ser. No. **2-A**

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 | | | | 12. ✓ |
| To Other Accounts | | | | |
| Net charge to investment account—Additions and Betterments | | | | 23 1/2 ✓ |
| Total of distribution | | | | \$ 23 ✓ |

Budget reference: *Not in Budget*

Class of Work: No. **10**

Joint facility contract reference: **C.N.&St.P. Ry. 5-18-11.**

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

Location: **COEUR D'ALENE, IDAHO.**

Track increase 44 feet.

Title **Changing and Extending Blackwell Mill spur as per sketch attached.**

Reason: **The trackage shown on the attached print is a portion of the layout at Blackwells which is covered under agreement with the Idaho and Western Railway (the Milwaukee), dated May 18, 1911, whereby that Company procured one-half interest in the Blackwell spurs.**

The track shown in red was constructed for the purpose of receiving machinery shipments on the lake front from points across the lake, it having been impossible to unload this machinery on the Lumber Company's dock at end of the main spur. A large portion of this long dock track was built on a trestle which had deteriorated to such an extent the Lumber Company removed all but 233' in about the year 1914, using part of the rail to repair the dry kiln. Adjustment was made at the time for the value of the steel and the Milwaukee were given credit for their one-half portion of the metal removed.

It lately developed that this same track has since been extended to a total of 810' for log dumping purposes, the Blackwell Lumber Company using Northern Pacific steel for the purpose, which steel they removed from the main spur shown green on the attached print, replacing this steel with

Work to be done by _____ company force under charge of _____ contract

Accounting to concentrate in the office of _____

Signature and Title: *[Signature]*
SUPERINTENDENT

Date **January 25th 1922**

APPROVED: *[Signature]*
General Superintendent.

[Signature]
Engr. of Maint. **1/25/22**

[Signature]
Assistant General Manager.

Mech. Supt. or Supt. Telgh.
[Signature]
Chief Engineer.

[Signature]
General Manager.

[Signature]
Vice President.

[Signature]
Comptroller.

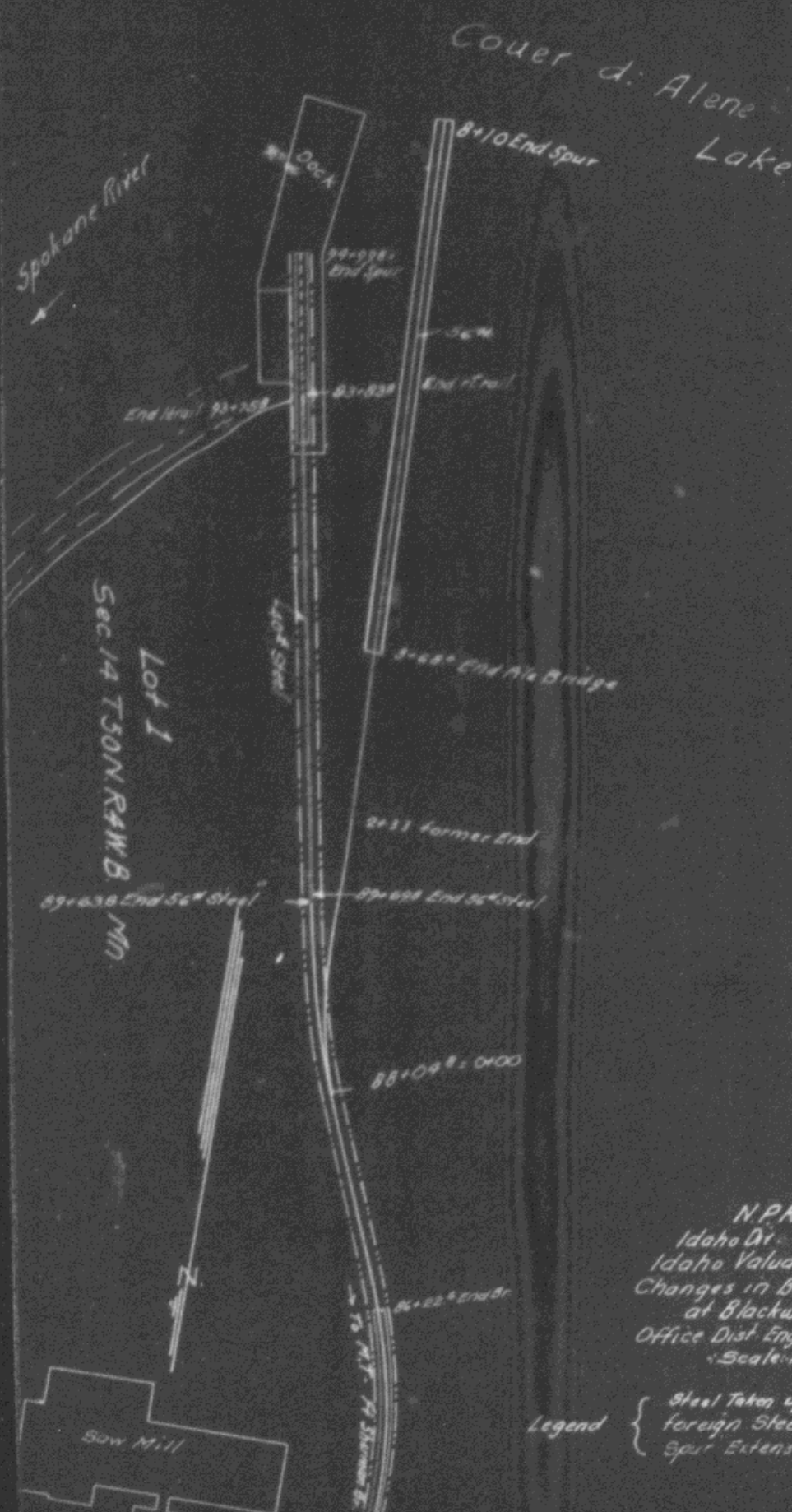
[Signature]
President.

Date of Final Approval: **FEB 12 1922**

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

with their own 40' rail.

This change, however, involved only 44 additional track feet on the log dump spur and in order that this rail may be charged out and the Milwaukee assessed for their one-half proportion, an $1/2$ should be prepared for which ~~amount~~ this ~~is~~ ~~submitted~~.



N.P.R.
 Idaho Div. COA Br.
 Idaho Valuation Sect. 2 A.
 Changes in Blackwell Mill Spur
 at Blackwell Spur
 Office Dist Engr. Spokane 1-13-22
 Scale: 1"=100'

Legend {
 Steel Taken up -----
 foreign Steel - - - - -
 Spur Extension _____