

NORTHERN PACIFIC RAILWAY COMPANY

Show on this margin plan of tracks or locations of proposed buildings, etc.

Chief Engineer's ~~XXXXXXXXXX~~ No. 3
Comptroller's No. 2
February 21st, 1903. 190

Seattle Belt Line.

Authority is asked for the expenditure of \$ 384,534. on the following work:

Construction of line from Woodinville Junction to Black River Junction.

Main Track 23.8 miles,
Sidings, .7 "

Line to be constructed with maximum 0.4% grades in each direction and maximum 4° curves and includes revision of partly constructed line.

Reasons why the above expenditure is recommended, and what proportion, if any, should be charged to other roads or persons:

Seattle Belt Line

[Signature]
Chief Engineer. General Manager.
APPROVED FOR *[Signature]*
2/21 1903 *[Signature]*
President

DISTRIBUTION:

Charge Operating Expenses, \$
" Income Account,
" Capital Account, 384,534.00
" _____
" _____
Total, \$ _____

NOTICE OF APPROVAL, AND DISTRIBUTION.

(Form 1345) issued 2/26 1903
[Signature]
Comptroller.

Work commenced 190
Work completed 190

As reported by
[Signature]
Superintendent.

NORTHERN PACIFIC RY. CO.
RECEIVED
FEB 23 1903
OFFICE AUDR. DIVS.

NORTHERN PACIFIC RAILWAY COMPANY.

CONSTRUCTION.

Estimate of cost of line Woodinville Jct. to Black River

Junction,
February 21st, 1903.

	THIS MONTH	TOTAL TO DATE
ENGINEERING EXPENSES.		
1. Salaries and Wages,	18,311.15	
2. Other Engineering Expenses,		
 LAND.		
3. Right of Way and Station Grounds,	20,000.00	
4. Real Estate,		
 ROADWAY.		
5. Clearing and Grubbing,	20,050.00	
6. Grading,	175,750.00	
7. Tunnels,		
8. Bridges, Trestles and Culverts,	50,125.00	
 TRACK.		
9. Ties,	17,020.00	
10. Rails,	34,978.00	
11. Track Fastenings,	8,374.96	
12. Frogs and Switches,	750.00	
13. Track Laying and Surfacing,	17,220.00	
14. Ballast,		
 STRUCTURES.		
15. Station Buildings and Fixtures,	3,500.00	
16. Engine Houses and Turntables,		
17. Engine and Car Shops,		
18. Shop Machinery and Tools,		
19. Water Stations,	5,000.00	
20. Fuel Stations,		
21. Fencing Right of Way,	5,000.00	
22. Snow Fences and Snow Structures,		
23. Stock Yards,		
24. Crossings, Cattle Guards and Signs,	816.00	
25. Interlocking or Signal Apparatus,		
26. Docks, Wharves and Coal Bunkers,		
27. Transfer Boats and Barges,		
28. Section and Tool Houses,	2,320.00	
29. Miscellaneous Structures,		
30. Telegraph Lines,	2,400.00	
 MISCELLANEOUS.		
31. Transportation Charges,	3,515.04	
32. Operating Expenses and Earnings,	400.00	
33. Construction Equipment,		
34. General Expenses,		
35. Interest and Discount,		
 TOTAL,	 \$364,534.15	
 Total Expenditures to date,		

Mr. Johnson

COPY.

June 13, 1904.

Mr. F. W. Gilbert,

General Superintendent.

Dear Sir:

Referring to your memorandum of May fourteenth, in reference to furnishing 12.7 miles of 66 $\frac{1}{2}$ rail for the Lake Washington Belt Line.

Will you please instruct Superintendent Albee by wire to furnish 66 $\frac{1}{2}$ rail as ordered by Assistant Engineer Cook.

Yours truly,

E. J. Horn.

General Manager.

Cy. E. J. P.
W. S. J.
E. O. P.

L.



June 13, 1903.

P. A. Parks,
General Storekeeper,
Building.

Dear Sir:-

I beg to send herein letter from Chief Engineer Pearson of the 11th instant addressed to Comptroller Gray in regard to rail for the Lake Washington Belt Line. As freight charges will be added to the 66# rail to be laid please cancel the freight charges on the 56# steel if any have been made.

Will you please send the papers back to Mr. Pearson direct after they have served your purpose.

Yours truly

Auditor Disbursements.

Enc.

COPY.

June 11, 1904.

Mr. A. R. Cook,
Assistant Engineer,
Seattle, Wash.

Mr. R. A. Weston,
Chief Clerk,
St. Paul, Minn.

Gentlemen:-

The President authorizes the use of 66# instead of 56# rail on the Lake Washington Belt Line from Mercer Slough to Woodville. The General Manager has been requested to authorize Mr. Law to furnish, in accordance with Mr. Cook's requisitions, and Mr. Cook has been instructed by telegraph to take the matter up with Mr. Law.

The 56# rail that will be made surplus should be turned over to the Operating Department where it is now stored. The transportation charged thereon should be ascertained and arrangement made for the cancellation.

As the substitution of 66# rail for 56# is being made in the interest of a line that will be of more economical maintenance after the road is completed and as the operating Department can take the 56# rail where stored at practically the same and no greater cost than if stored somewhere else the Construction Department should not pay anything further for the loading and shipping of the 56# rail that will be made surplus, except that it is understood the same will be conveniently stored where accessible to the Operating Department.

Mr. Weston will advise the Operating Department as soon as he can do so, how much 56# rail will be turned over to them and where located: also see that disposition of charges is properly made.

Yours truly

-sgd- E. J. Pearson,

Chief Engineer.

St. Paul, Minn., Oct. 24, 1905.



Mr H J Horn,
General Manager.

Dear Sir:-

Replying to your letter of 21st. inst. and returning herein papers sent me therewith: I beg to say that the construction account of the Seattle Belt Line was closed on June 30th, the President having reported to the Directors that it had been completed.

It is the rule to close construction accounts after the President has so reported, but if there are any subsequent expenditures properly chargeable to construction, we enter them in construction account and then transfer them to Improvements & Betterments, ~~and~~ ~~them on the Monthly Improvement statement~~ under the title of "Additional Expenditures Branch Lines" without specific "Authority for Expenditure".

In this case I understand that the line was accepted by the Operating Department as completed, but this may not be a valid reason for not handling the cost of the rail braces and spikes in the manner indicated above if they should have been put in originally by the Construction Department, although it has been the practice in such cases to make an estimate of the uncompleted work, charge it to Construction and set aside the amount to meet the actual cost of the work.

Yours truly,

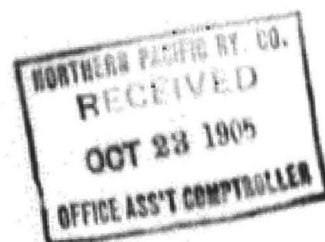
A handwritten signature in dark ink, slanted upwards from left to right. The name appears to be "W. H. Sawyer".

Asst. Comptroller.

Encl.

Northern Pacific Railway Company

St. Paul, Minn., October 21, 1905.



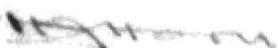
Mr. W. G. Johnson,
Asst. Comptroller,

Dear sir:

Referring to attached letter from Mr. Gilbert in reference to rail braces and spikes for the Seattle Belt:

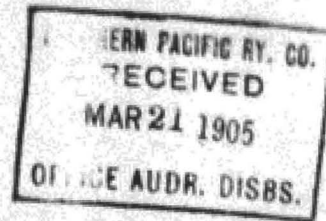
From Mr. Gilbert's letter I am not sure just how you are charging expenditures on the Seattle Belt Line. He states that you are charging to improvements and betterments. Is this under some duly approved authority for expenditure, or does he mean by improvements and betterments that they are being charged to construction account? Have the construction accounts for the Seattle Belt Line been closed.

Yours truly,


General Manager.

b enc

C o p y.



Montana Division, March 19th, 1905.

Mr E J Pearson,
Chief Engineer,
Saint Paul, Minnesota.

Dear Sir:-

I enclose copy of Mr Elliott's letter of March seventeenth. The cost of the spur for the Belt Line Shingle Company; side track at Renton, and the track at Argo, are to be charged to cost of construction.

Yours truly,

General Manager.

*File handed
to Samuel 3/22/05*

C O P Y.

Butte, March 17, 1905.

Mr H J Horn,
General Manager.

Dear Sir:-

I have your letter of February 28th about spurs on the Washington Belt Line. I think the cost of the spur for the Belt Line Shingle Company, \$239, side track at Renton, \$1282, and material track at Argo, \$419, should all be charged to the general cost of constructing that Belt Line.

If we had not built that line these expenses would not have been incurred.

Yours truly,

(Sgd) Howard Elliott.



TELEGRAM.

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those in particular cases should be enclosed in sealed envelopes. The exact time sent, time received, personal signal of sender and receiving operator, call of sending office and name of receiving station must be entered in proper spaces in every instance. After transmitting telegrams which in their nature should have served the Company's interest as well if sent by train mail, or which are otherwise long, operators are required to attach a copy to Form 1000, and forward same to Superintendent of Telegraph.

NUMBER	RECEIVED	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
139	HN	R	C								

FROM **Seattle Mch 17th, 1905,** TO **W.G. Johnson.**
 DATED **AT** **ST. Paul,**

Browsing. Engineering dept Bills for Material in Tracks at Renton argo
 Belt Line Shingle Co referred to Genl Supt by Asst Genl Supt for advise
 as to what disposition should be made of charges.

R.R.W.

125pm

*Dr. ...
 Office
 Paper referred to
 charges for ...
 papers ...
 3/17/05*

**NORTHERN PACIFIC RY. CO.
 RECEIVED
 MAR 17 1905
 OFFICE AUDR. DISBS.**



TELEGRAM.

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for sending and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessary long, operators are required to attach a copy to Form 286, and forward same to Superintendent of Telegraph.

NUMBER	Rate Paid	SENDER	RECEIVER	TIME REC'D	DATE REC'D	FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.					N.		

FROM At. Paul TO J. K. Wymouth
 DATED 3/17/05 AT Seattle

Have you accepted the following engineering Dept
 bills on your division rendered by AR Cook if so with
 distribution

- Bill Frack at Renton P128 v. 99
- Math. Row at Argo 418.22
- Bill Sills Kingle Colspur 279.32

W. J. Johnson

Northern Pacific Railway Company



Seattle, Wash. Feb. 20th 1906.

Mr. F. E. Weymouth,
Supt. Seattle, Wash.

Dear Sir:-

Returning herewith bills for work done on the Belt Line. These charges are legitimate in every respect and the work was done after a conversation with you relative to the matter. None of the charges are for taking out slides or for any of the work that was excepted when the line was taken over, aside from this work considerable work was done in conjunction with our own work for which no charges were made.

The 93 car loads put in by Steam Shovel No 13, 84 of which were dumped on the Coal Creek fill, were from the New Castle Pit and where the heavy rains had washed the fill so that it had broken back ^{under the Hat rail} and the conditions were becoming worse and there was danger of losing the fill, this was also the case Station 740 and 891 and bridge 4. Besides the charges we have made on account of bridge 4, 432 cu yds from New Castle Pit were plowed off at that point for which no charge was made. After T.M. McCall had partially repaired the fill Station 740 the entire west slope of the fill went out and it and other large fills between this point and Mercer Slough were repaired with material loaded by Steam Shovel No 12 at the borrow pit Stations 527 - 533.

Northern Pacific Railway Company

P.E.W. 2.

The last eight days of the 21 days that we were working in this pit were devoted to doing work on operating department account and on line that was in good condition when accepted, the material was sand, not mud. In no instance have you been charged with material taken from the Woodinville slide and wasted on the slopes and as, owing to the formation of the country the entire line is constructed of clay there will be no difficulty in locating the points where sand has been plowed off and the the reason for putting ^{it} there and in no instance have you been charged with any part of the work which the construction department were to do.

The rates charged on the bill are the same as charged to this department by the operating department and cover the actual expense to this department.

Yours truly,

A. R. Cook
Assistant Engineer.

ARC. Enc.
Copy E.J.P.

Seattle, Washington, February 18, 1905.

Mr. A. R. Cook,

Assistant Engineer, Seattle.

Dear sir:

I return your bills against the Operating Department for labor performed during the months of November and December: If this work is for removing slides and widening banks, it is my understanding that when we accepted the road that this work was to be done at the expense of the Construction Department. If this was for material placed at places where the banks slid out after the road was turned over to us, it is my understanding that you were to waste material at those points that was taken out at the slide and that there would be no additional expense as it would be necessary for you to waste it at some point. This material was not entirely suitable for that work, and it will probably be necessary for us to replace it, as I understand most of it has washed out. Under the circumstances, I would feel that these bills should not be accepted by this department.

Yours truly,

H-S

Superintendent.

RECEIVED
FEB 28 1905
ST. PAUL, MINN.

Northern Pacific Railway Company

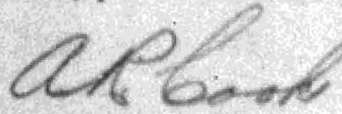
Seattle, Wash. Feb. 20th, 1905.

Mr. R. J. Pearson,
Chief Engineer.
St. Paul, Minn.

Dear Sir:-

Herewith please find copy of my letter of even date to
Supt. Weymouth regarding the enclosed bills against the operating
department, Seattle Division.

Yours truly,



Assistant Engineer.

WDW.

Enc.

Mr. Gemmill

Confer.

E.J.P.

2/27/05.

*See Pearson's letter
for signature
WDW*

*Mr. Weymouth
to be paid money*

Seattle, Wash. Feb. 20th 1905.

Mr. F. E. Weymouth,
Supt. Seattle, Wash.

Dear Sir:-

Returning herewith bills for work done on the Belt Line.

These charges are legitimate in every respect and the work was done after a conversation with you relative to the matter. None of the charges are for taking out slides or for any of the work that was excepted when the line was taken over, aside from this work considerable work was done in conjunction with our own work for which no charges were made.

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