

NORTHERN PACIFIC RAILWAY COMPANY  
AUTHORITY FOR EXPENDITURE

1925  
YEAR

SUPERINTENDENT'S NO. 204

DEPT. No.

A. F. E. NO 1839

1925

ENGINEERING DEPT. NO. 234 (25)

Seattle Div.

Lake Wash Belt Line

DISTRICT STATE Wash

VAL SEC NO 8A

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 158.

Accounting distribution as follows: (Distribution to be made in General Office)

Accounting Distribution	Operating Expenses	Profit and Loss	General Expenses	Other
Cost of property retired	\$	306.	\$	\$
Value of salvage		215.		91.
Incidental costs				77.
<b>Total to Operating Expenses</b>				
<b>Total to Profit and Loss</b>		P&L #619 Loss on retired road & Equipment		166.
<b>To Material and Supplies</b>				215.
<b>To Bills for Collection</b>				
<b>To Other Accounts</b>				
<b>Net charge to investment account—Additions and Betterments</b>				306.
<b>Total of distribution</b>				77.

Budget reference:

Joint facility contract reference: ACCOUNT

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

Location: Firlock, Washington  
Track decrease 281 feet

Title Remove James Neal Spur

Reason: The situation at Firlock has been investigated by the Operating and Traffic Dept. and it has been found that there is no further use for the Firlock spur. It is proposed to remove the spur and salvage the material.

The original spur was built under AFE 1129 of 1905 and this track was taken up and relocated under AFE 394 of 1913 for Jas. Neal who paid all cost except track metal. No deposit is held by the Treasurer to cover cost of removal. The turnout was relaid under AFEs 1221-1915.

Track decrease 281-ft.

Made in Cost Adjustment  
MAR 1925

Checked and Entered  
President's Office

Work to be done by company force under charge of **Division Superintendent**

Accounting to concentrate in the office of **Division Accountant**

Signature and Title: *J. P. Beutler* Sup't Date NOV. 30 1925

APPROVED:

*J. C. ...* General Superintendent

*A. P. Book* Asst. Chief Engr. or Engr. Maint. of Way.

*J. H. ...* General Manager

*H. G. ...* Mech. Supt., Supt. Telgh. or Signal Engr.

*W. T. ...* Western Traffic Manager

*J. H. ...* Chief Engineer

*J. H. ...* Vice President

*M. ...* For Comptroller

*W. ...* President

Date of Final Approval: DEC 23 1925

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

← To Black River

HA-229+073 = 0+00  
#9 Ft. Ld. 749'  
to be removed

#181 Record end  
30 ft. long land without authority  
311 present end.

220+132 End Br.

Bridge #19

216+714 End Br.

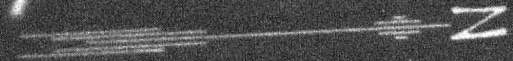


215+277

To Woodinville →

Note -

spur constructed under A.P.E. 394-13



M.P.Ry.

Seattle Div. Lake Washington Belt Line

Wash. Val. Sec. #8A

Proposed removal of

Jas Neel spur

at

Firlock, Wash.

Office of Dist. Engr. Seattle, W2.

Scale 1" = 400' Nov. 25, 1925