



STEAM LOCOMOTIVES. ACCOUNT NO. 51.

ER. P-1912, GR-10.  
VAL. GR. L-72.

Form 7310 4200 RP

Northern Pacific Ry. Co's Class F-3 I. C. C. Class 2-8-0 Service Freight Number 89

## LOCOMOTIVE DATA

Original Number MU 154 to NP 131 July 1898  
 Renumbered from NP 131 to NP 107 Date Aug. 1899  
 " " NP 107 " NP 89 " Aug. 2, 1900  
 Builder Rome Loco. Wks. Builders No. 455  
 Date Built, Month \_\_\_\_\_ Year 1889  
 From whom purchased Montana Union R. R.  
 Purchased New or Second Hand Second Hand Date 3-31-1898  
 Authority No. \_\_\_\_\_ Voucher No. \_\_\_\_\_ Reqn. No. \_\_\_\_\_  
 Receiving Station Butte, Mont. Date 3-31-1898  
 Setting up Shop \_\_\_\_\_  
 Boiler Type Straight Top Crown Bar O. D. First Ring 60"  
 Flues, No. 243 Outside Dia. 2" Length 13'9"  
 Steam Pressure, Maximum 150# Working 150#  
 Firebox, Type Narrow Length 117"  
 Width, Top 52" Bottom 32 1/2"  
 Height, Front 62" Back 58"  
 Grate Area 26.6 sq. ft. Burner, Type \_\_\_\_\_ Size \_\_\_\_\_  
 Combustion Chamber, Length None  
 Arch Tubes, No. \_\_\_\_\_ Size \_\_\_\_\_  
 Superheater, Kind None  
 Feedwater Heater, Kind None Reheater, Kind \_\_\_\_\_  
 Heating Surface Tubes \_\_\_\_\_ Flues \_\_\_\_\_  
 Firebox \_\_\_\_\_ Arch Tubes \_\_\_\_\_  
 Superheating \_\_\_\_\_ Total Equivalent 1,868 sq. ft.  
 Cylinders H. P., Dia., 20" L. P. Dia., \_\_\_\_\_ Stroke 24"  
 Drivers—Dia. over New Tires 57"  
 Driving Wheel Centers, Kind Cast Iron Dia. 50"  
 Wheels, Leading Truck, Kind Steel Tired Dia. 30"  
 Wheels, Trailing Truck, Kind \_\_\_\_\_ Dia. \_\_\_\_\_  
 Wheel Base, Rigid 15'7" Total 23'2"

Weight on Drivers 113,000 lbs.  
 Weight of Engine, Working Order 125,000 lbs. Light 109,800 lbs.  
 Tractive Power I. C. C. Formula 21.5  
 TENDER, Type \_\_\_\_\_ Number Not in A/C #51  
 (Tender shown is one purchased with this locomotive) 45-A-5 ASSIGNED.  
 Capacity, Water, Gals. \_\_\_\_\_ Oil, Gals. \_\_\_\_\_ Coal, Tons \_\_\_\_\_  
 Underframe, Kind \_\_\_\_\_ End Sills, Kind \_\_\_\_\_  
 Wheels, No. \_\_\_\_\_ Kind \_\_\_\_\_ Dia. \_\_\_\_\_  
 Journals, Size \_\_\_\_\_ Trucks, Kind \_\_\_\_\_  
 Air Brake Cylinder, Size \_\_\_\_\_ Coal Pusher, Kind \_\_\_\_\_  
 Weight, Light \_\_\_\_\_ Loaded \_\_\_\_\_  
 Weight Engine and Tender, Light \_\_\_\_\_ Loaded \_\_\_\_\_  
 APPURTENANCES  
 Headlights, No. 1 Kind Pyle - Electric  
 Main Valve, Kind Slide Dia. (If piston) \_\_\_\_\_  
 Valve Gear, Kind Stephenson Driver Brake, Kind Am. Equal.  
 Air Brake Equipment, Kind Westinghouse Schedule A-1, SWA  
 Air Pumps, No. 1 Make Westinghouse Size 9 1/2"  
 Air Reservoirs, No. 2 Size 12" x 14"  
 Train Signals, Kind None Sanders, Kind NP  
 Stoker, Kind None Power Reverse, Kind \_\_\_\_\_  
 Flange Lubricators, Kind None  
 Pneumatic Fire Doors, Kind None  
 Automatic Bell Ringers, Kind Crosby  
 Couplers, Kind, Engine Sheron 6" x 6" Tender \_\_\_\_\_

## FINAL DISPOSITION

By DISMANTLED Place LIVINGSTON Date 11- -26

Original Cost F. O. B.

Receivership Value **M. U. 1898**

6 465 40

**ENG. REPORT 10,945.00**

DEPRECIATION **ENGINE 89.7% = 9,741.05**  
**TENDER 11.7% = 1,203.95**

Designing and Engineering

Inspection during Construction

Inspection of Material

Messenger Service

Setting up and breaking in

Miscellaneous, Tools, etc.

Freight paid from \_\_\_\_\_ to \_\_\_\_\_

Total 6 465 40

DEPRECIATION BASED ON { Original Cost  
Receivership Value } PLUS IMPROVEMENTS

**NP89**

| DEPRECIATION<br><b>R+E - ENGINE</b> |             |                |                          | DEPRECIATION<br><b>R+E - TENDER</b> |             |                |                         |
|-------------------------------------|-------------|----------------|--------------------------|-------------------------------------|-------------|----------------|-------------------------|
| Cost or Value                       | Rate        | Period         | Amount                   | Cost or Value                       | Rate        | Period         | Amount                  |
|                                     | <b>E.R.</b> | <b>M.U.</b>    | <b>5754.21</b>           |                                     | <b>E.R.</b> | <b>M.U.</b>    | <b>711.19</b>           |
|                                     |             | <b>845-10</b>  | <b>224.18</b>            |                                     |             | <b>5134-26</b> | <b>&lt; 711.19 &gt;</b> |
|                                     |             | <b>846-11</b>  | <b>7.41</b>              |                                     |             |                |                         |
|                                     |             | <b>5134-26</b> | <b>&lt; 5985.80 &gt;</b> |                                     |             |                |                         |

**ADDITION AND BETTERMENT**

| A. F. E. No.   | Date        | Description                |                          |
|----------------|-------------|----------------------------|--------------------------|
| <b>845-10</b>  | <b>7-11</b> | <b>Electric headlights</b> | <b>224 18</b>            |
| <b>846-11</b>  | <b>5-15</b> | <b>Safety Appliances</b>   | <b>7 41</b>              |
| <b>X</b>       | <b>X</b>    | <b>X</b>                   | <b>X</b>                 |
| <b>5134-26</b> | <b>2-27</b> | <b>Retired</b>             | <b>&lt; 6691.99 &gt;</b> |

*Eng  
Report*

**FINAL DISPOSITION**

| By                            | Place                                 | Date |
|-------------------------------|---------------------------------------|------|
| Total Cost based on           | { Original Cost<br>Receivership Value |      |
| Salvage                       |                                       |      |
| Accrued Depreciation          |                                       |      |
| Amount Charged to Retirements |                                       |      |