

Form 10 **1922**

# NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

Year: **1922**

Superintendent's **DEPRECIATION** **EXHIBIT C** **Telegraph** Dept. No. **88**  
Engineering Dept. No. **9**  
**Minnesota** Div. **Main Line** District **St. Paul** State **Minn.** Val. Sec. No. **13**

A. F. E. No. **109**

**AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 7028**

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	\$ 1213	\$	\$ 1063	\$
Value of salvage	150			
Incidental costs			2116	
Total to Operating Expenses				\$ 3181
Total to Profit and Loss				
To Material and Supplies				150
To Bills for Collection				4185
To Other Accounts				
Net charge to investment account—Additions and Betterments				3847
Total of distribution				\$ 11368

Budget reference: **In Budget** Class of Work: No. **13**

Joint facility contract reference: **None**

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

Location: **Between 3 miles West of Lake Park & Dilworth.**

Title **Repairs and Partial replacement of the joint Telegraph Pole Line, and**

Reason: Original Cost Adjustment **APR 1924** Made in **APR 1924**  
**PRESENT**

This pole line carries the main line telegraph and telephone wires as well as those of the Signal Department and the line consists of 25 ft. class "B" Eastern Cedar Poles between 3 miles west of Lake Park and Glyndon and 30 ft. class "A" Eastern Cedar poles between Glyndon and the Minnesota-North Dakota State Line. The poles are spaced 80 to the mile.

The section between Glyndon and the State Line was given general repairs in 1913 and 1914; the section from 3 miles West of Lake Park to Hawley was given Sleet Storm Repairs during 1920. Certain short sections of line were entirely reconstructed in the latter section at the time that the sleet storm repairs were made.

(see reverse side)

Work to be done by ~~company force~~ **company force** under charge of **Superintendent of Telegraph.**

Accounting to concentrate in the office of **Supt. of Telegraph.**

Signature and Title: **Supt. of Telegraph.** Date **July 16, 1922**

APPROVED:		
General Superintendent.	Prin. Asst. Engr. or Engr. Maint. of Way.	Assistant General Manager.
Mech. Supt., Supt. Telgh. or Signal Engr.		
Chief Engineer.	General Manager.	Vice President.
General Auditor or Comptroller.	President.	Date of Final Approval

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

Form No. 1345 issued **FEB 11 1923** Work begun **19** Work finished **Sept 15, 1923**

The entire section was recently given a thorough pole to pole inspection by representatives of the Railway and of the Western Union Telegraph Company and it was found that there is an average of eight (8) poles per mile so badly decayed, that they are unfit to remain in the line.

PROPOSED

It is proposed to replace all defective poles and other defective material and install additional storm guys in order to bring the pole line up to the standard specifications for a line of this character and this territory.

In connection with the work it is planned on adding the following material in the section referred to.

7 poles  
146 10 ft. 10 pin cross arms  
78 anchors and guys

The work will be done under the terms of the Modus Vivendi. The Telegraph Company will furnish all the material. The Railway Company will furnish all the labor. The cost will be divided according to the mileage of wires used by each company.

The mileage of wire used by the Railway Company includes the Signal wires; Telegraph Department will bill the Signal Department for the excess wire mileage proportion of cost borne by the railway, due to the inclusion of Signal wires in the wire user percentages.

This R.W.A. #33 covers the section between 3 miles west of Leas Park and M.P. 0. near Dilworth.