

**NORTHERN PACIFIC RAILWAY COMPANY**  
**AUTHORITY FOR EXPENDITURE**

**1922**  
 Year: 1922

Superintendent's No. **9**. Dept. No. **11** A. P. E. No. **141**  
 No. Engineering Dept. No. **11**

**Yellowstone** Div. **Third** District **Montana** State **Val. Sec. No. 1.**

**AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 4742.00**

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	\$ 4068	\$	\$ 2015	\$
Value of salvage	4007		2015	
Incidental costs			1760	
Total to Operating Expenses				\$ 3775
Total to Profit and Loss				4007
To Material and Supplies				
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				967
Total of distribution				\$ 8749

DEPRECIATION DOCUMENT ISSUED  
 ENTERED ON EXHIBIT - E

Budget reference: *Not in Budget*

Class of Work: No. **3**

Joint facility contract reference: **Not Joint Account**

The location is - - - on this company's property. To secure rights, it will be necessary to do nothing.

Location: **Between Hoyt and Patton**

and angle bars with new heat treated bars and bolts from MP 1444608 to  
 Reason: **MP 2444608.**

The angle bars on 90 pound rail between the points indicated in the attached estimate which were placed in 1910 are badly worn and do not give proper support to the joints.

It is figured that new angle bars which will provide proper support will prevent battering and prolong the life of the rail by two or three years.

Will have use for the old angle bars with third class rail, a large quantity of which is on hand without angle bars.

Checked and Entered  
 President's Office  
 Original Cost Adjustment  
 Made in *[Signature]* 19*[Signature]*



Work to be done by **company force** under charge of **Division Superintendent.**  
 Accounting to concentrate in the office of **Superintendent Glendive**

Signature *[Signature]* Title **Supt** Date **Jan. 4th, 1922.**

<i>[Signature]</i> General Superintendent.	<i>[Signature]</i> Assistant General Engr. Maint. of Way.	<i>[Signature]</i> Assistant General Manager.
<i>[Signature]</i> Mech. Supt., Supt. Tel. or Signal Engr.	<i>[Signature]</i> Chief Engineer.	<i>[Signature]</i> General Manager.
<i>[Signature]</i> Comptroller.	<i>[Signature]</i> President.	Date of Final Approval <b>FEB 21 1922</b>

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

Form No. 1345 issued **FEB 25 1920** Work begun **19** Work finished **June 24 1922**

**PORTLAND AND PACIFIC RAILWAY  
YELLOWSTONE DIVISION - THIRD DISTRICT  
Valuation Section - Mem. No. 1.**

Estimated cost proposed replacement of ten miles of old style 90# angle bars with new heat treated bars & bolts from MP 14+4688 to MP 24+4688

**ADDITIONS & BETTERMENTS**

OTHER TRACK MATERIAL

3200 pr. 90# heat treated angle bars	1.67 pr.	\$ 5341.
25600 lbs 90# heat treated trk.bolts	4.40 cwt.	1126.
12800 Hi-Power nut locks	4.00 C	512.
		<u>6982.</u>
Freight on increased weight (nut locks)		7.
		<u>6989.</u>

OPERATING EXPENSE

Distribute & changing 3200 angle bars	.50	1600.
Engineering & incidentals		<u>160.</u>
		1760.

SALVAGE

3200 pr. 2/90# angle bars	1.17	3744.
8500 lbs. 2H-90# trk.bolts.	2.08	177.
17100 lbs. scrap	.005	<u>86.</u>
		4007.

Est. Orig. Cost Angle Bars Removed:  
(Placed Under AFE 1016-10)

3200 pr. 90# angle bars	172800#	1.55 pr.	1.66 cwt	\$2868.48	4960.
25600 lbs. 90# trk.bolts.		4.15 cwt	2.45 "	<u>627.20</u>	5602.
				3495.68	6012

<u>A&amp;B</u>	<u>OE</u>	<u>M&amp;S</u>	<u>Total</u>
\$3494	\$1248	\$4007	\$8749

--- S U M M A R Y ---

Cost of new work	\$6989
Cost of Opr. Expense	1760
Total Cost - - - - -	<u>\$8749</u>
Less - Est. Value of salvage	<u>4007.</u>
Net Expenditure- AM'T OF R.F.A. - - -	<u>\$4742.</u>

Not Joint Account  
Not Budget Item.

Correct;

*F. J. Taylor*  
District Engineer.

*W. C. Hoar*  
Division Superintendent.

FJT-286

December 28th, 1921.

OFFICE OF DISTRICT ENGINEER  
Bozeman, Dec. 28th, 1921.