

NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

1926

1926

1926
Year: 1925Superintendent's No. 115.
No.Dept. No.
Engineering Dept. No. 5

A. F. E. No.

4

YELLOWSTONE Div. SECOND

District State NO. DAK. Val. Sec. No. 2.

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 42121.00.

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

	Operating Expenses	Profit and Loss	Net Operating Expenses	Net and Loss
Cost of property retired...	\$ 48038		\$ 21330	
Value of salvage.....	26708		10175	
Incidental costs.....				
Total to Operating Expenses.....				\$ 31505
Total to Profit and Loss.....				26703
To Material and Supplies.....				
To Bills for Collection.....				
To Other Accounts.....				
Net charge to investment account—Additions and Betterments.....				10616
Total of distribution.....				68829

Budget reference: 1926. In Budget Item 51

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: Sentinel Butte, N. D. to State Line.

Title Estimated cost proposed relaying of Main Line, replacing 90# O.H. rail and with 100# R.E. rail between MP 171+41+2 and 176+3695, as per sketch dated October 31st, 1925.

Reason:

The 90# rail in this location was laid in 1909. It is badly battered and surface bent, and it is recommended that the rail be relaid in 1926 with 100# rail, in accordance with program prepared by the Engineering Department.

Original Cost Adjustment
Made in 1925Checked 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 Superintendent.

Signature and Title:

Supt. Date Nov. 3rd, 1925.

APPROVED:

General Superintendent.

Engr. Maint. of Way.

Assistant General Manager.

Mech. Supt., Supt. Telgh. or Signal Engr.

Chief Engineer.

General Manager.

Vice President.

For Comptroller.

President.

Date of Final Approval

DEC. 21 1925

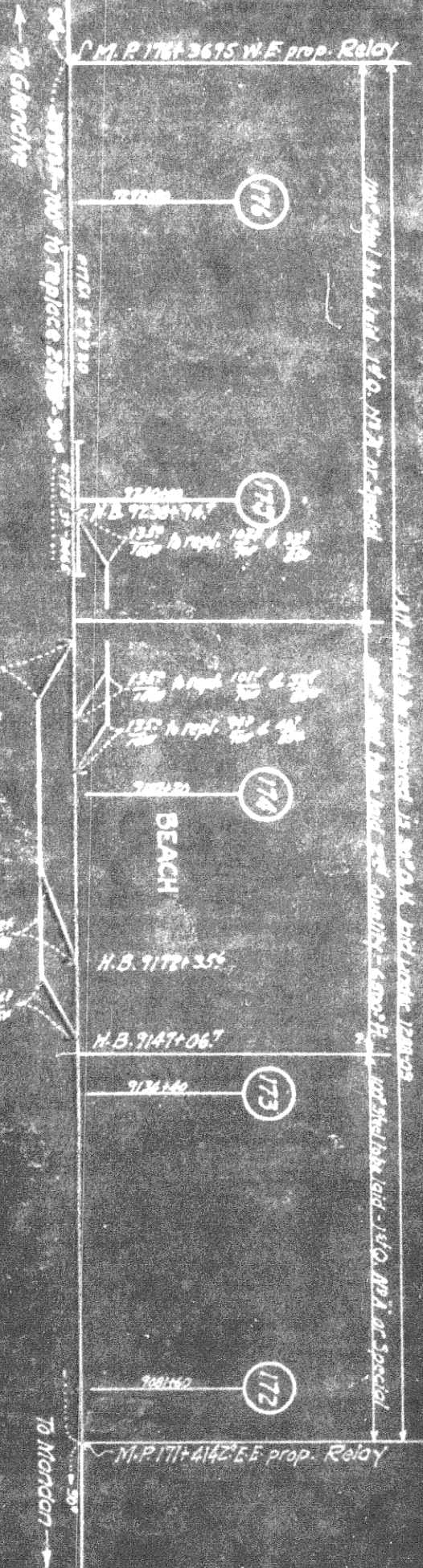
COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued 19 Work begun 19 Work finished March 31, 1926

NOTE: See another R.R. drawing from State Line to Wilbur.

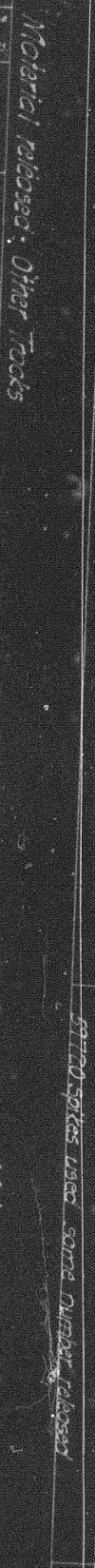
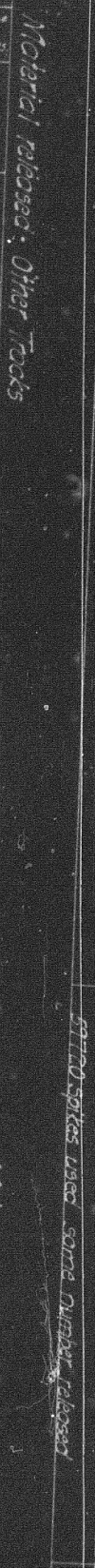
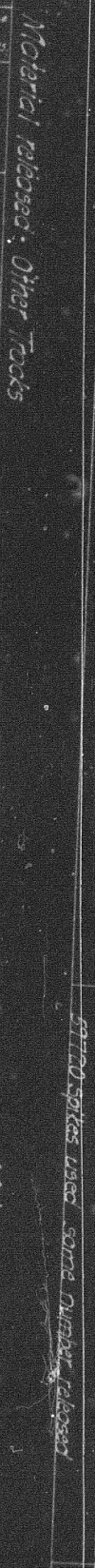
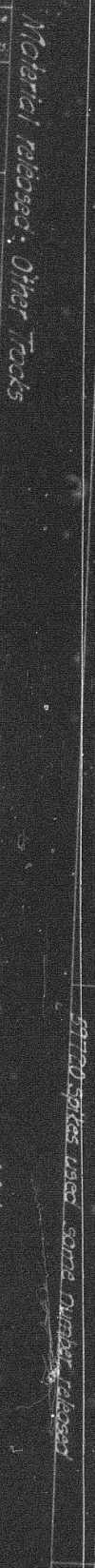
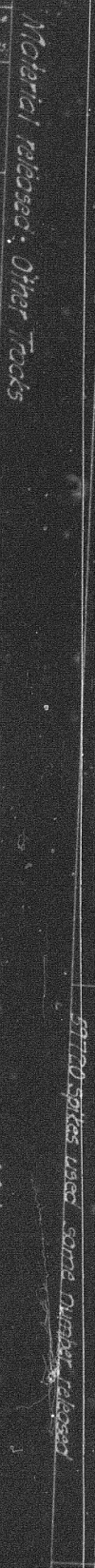
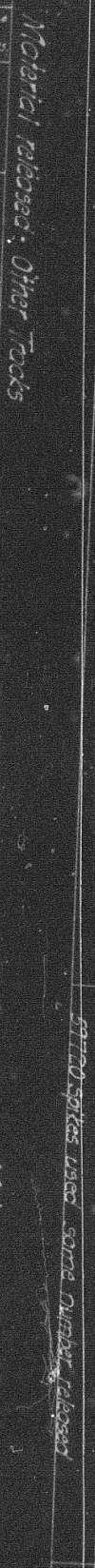
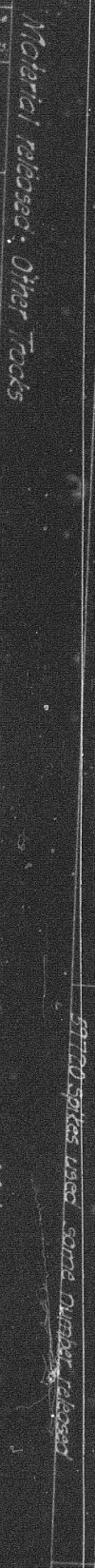
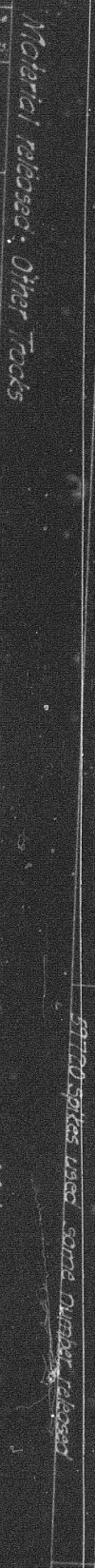
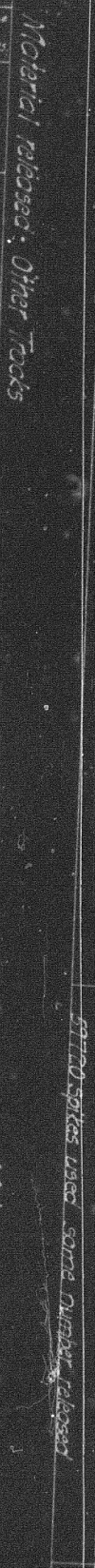
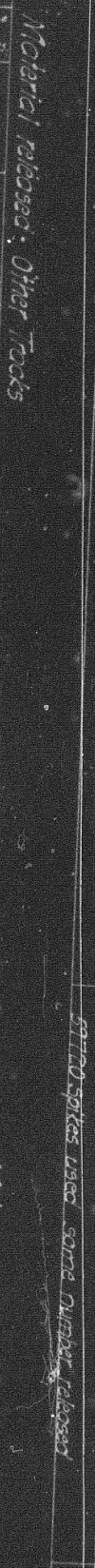
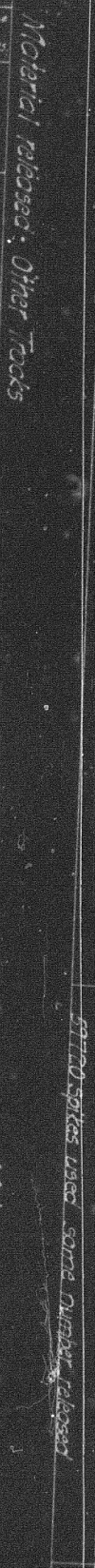
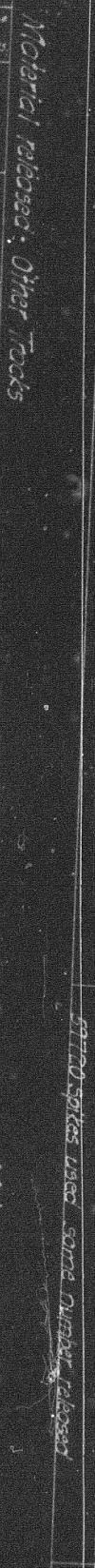
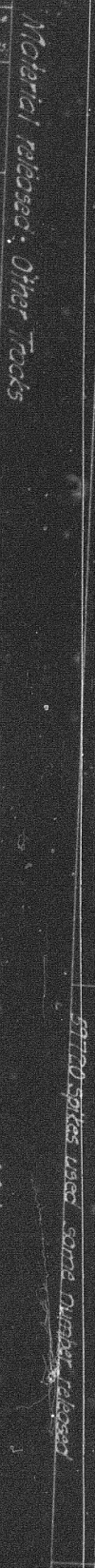
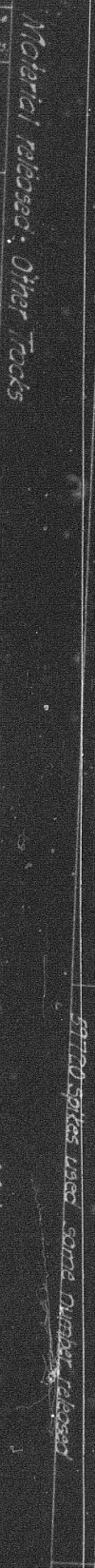
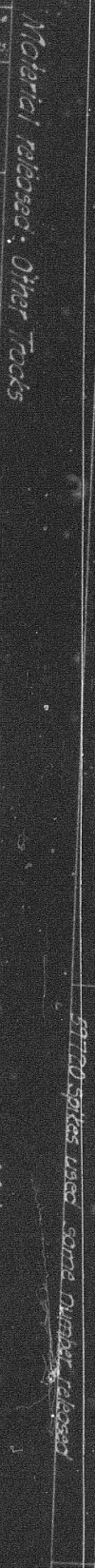
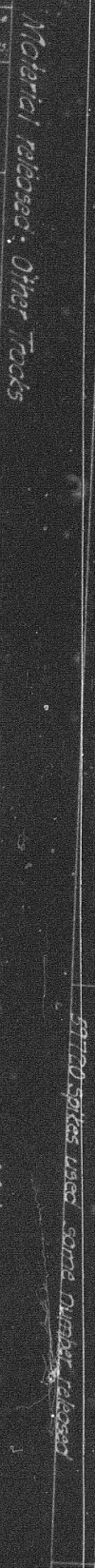
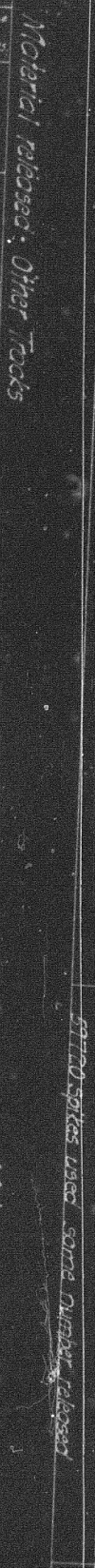
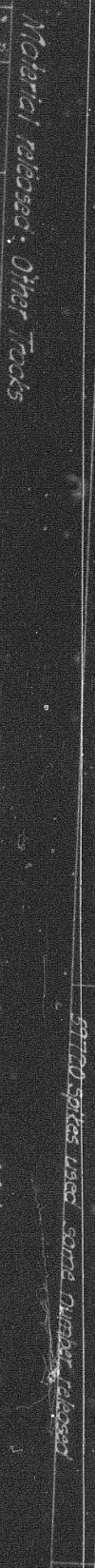
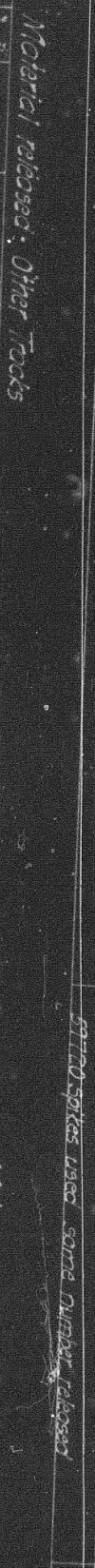
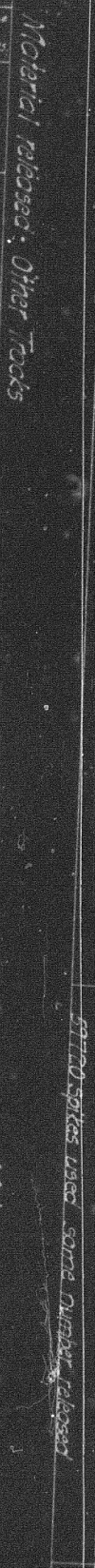
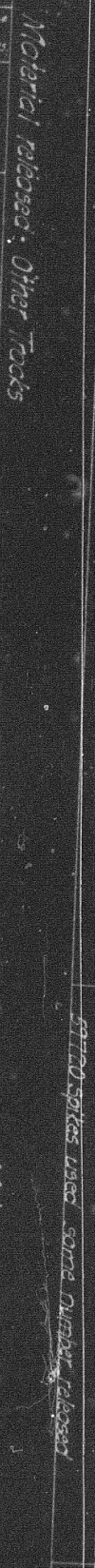
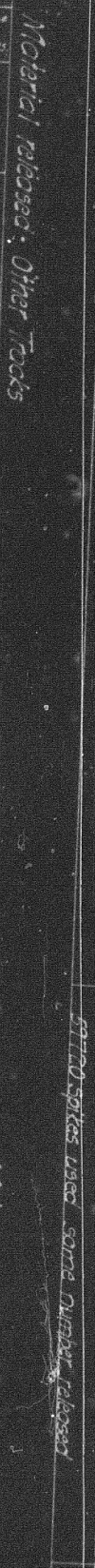
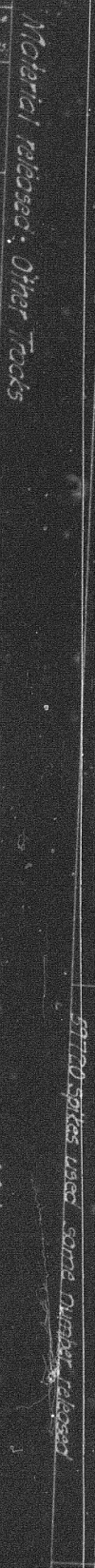
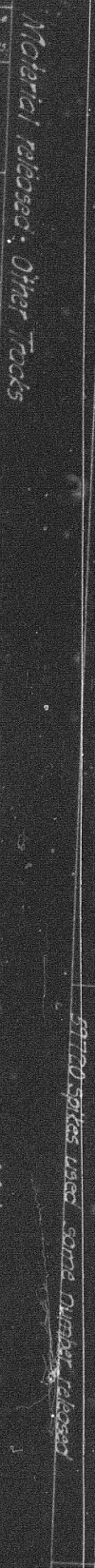
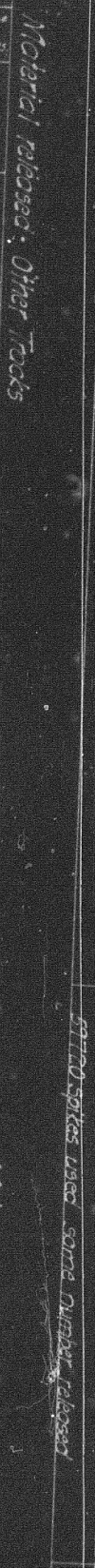
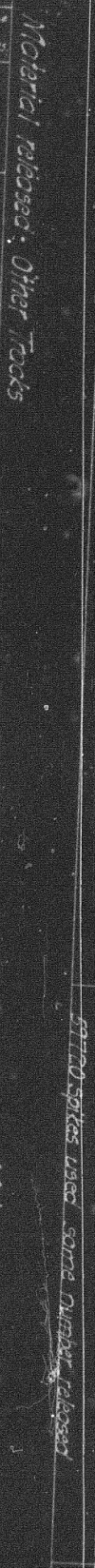
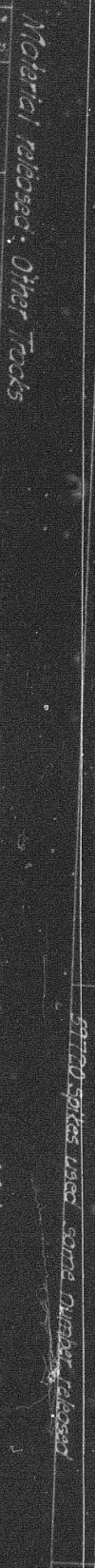
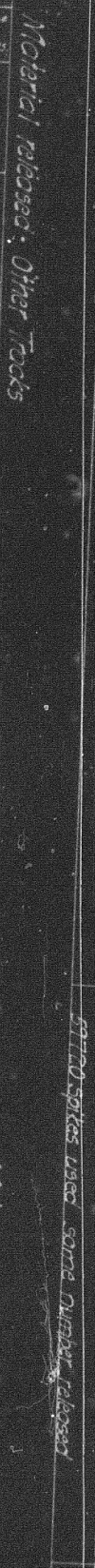
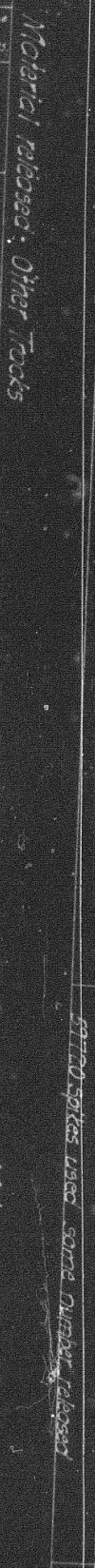
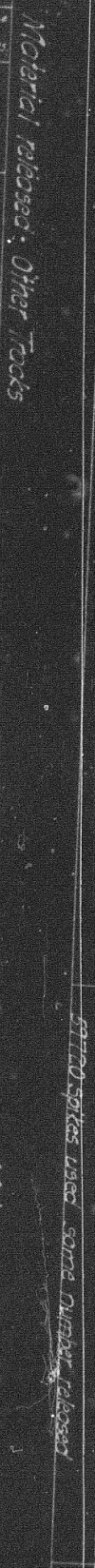
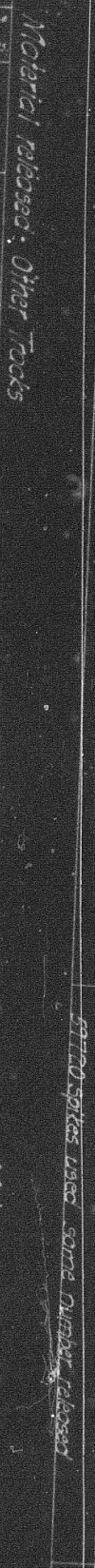
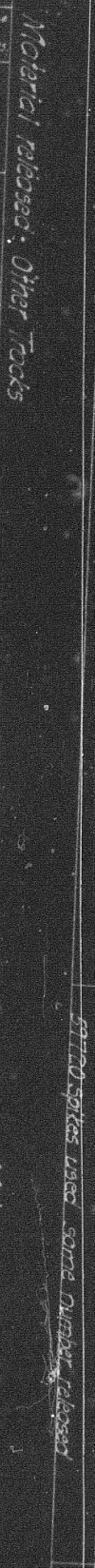
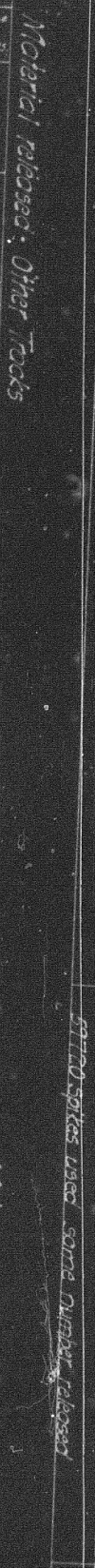
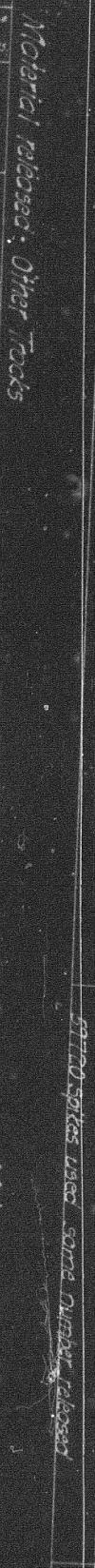
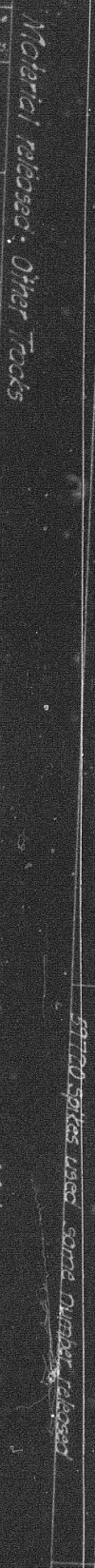
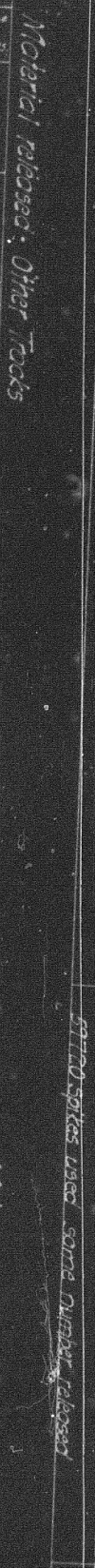
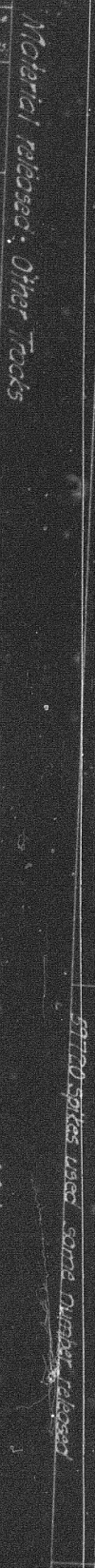
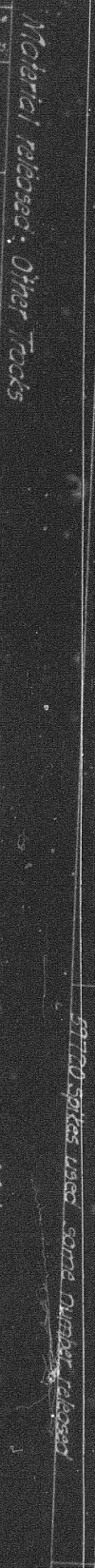
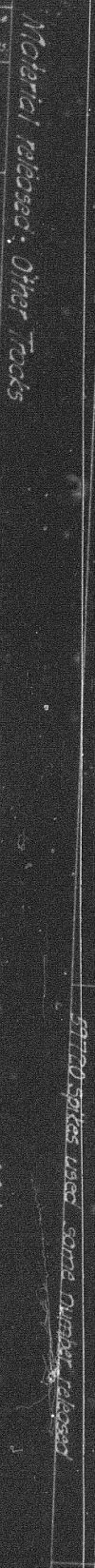
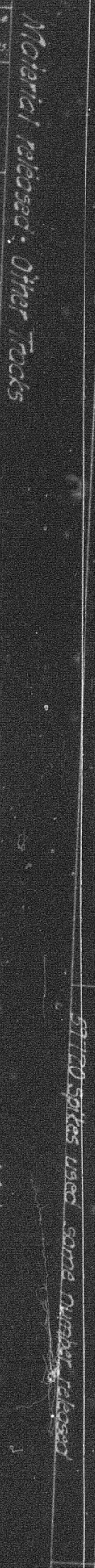
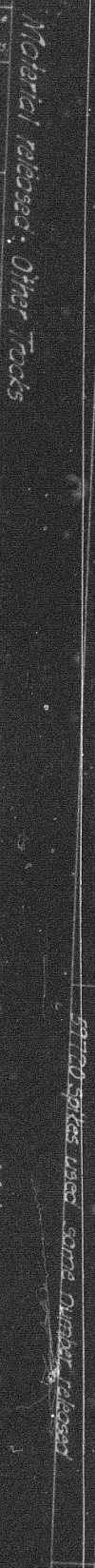
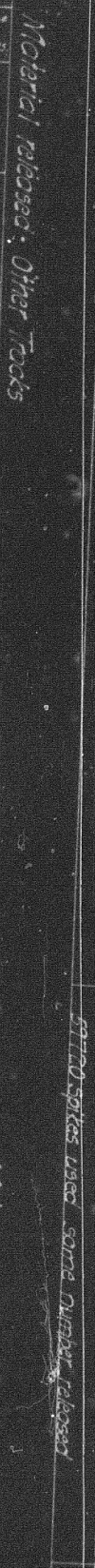
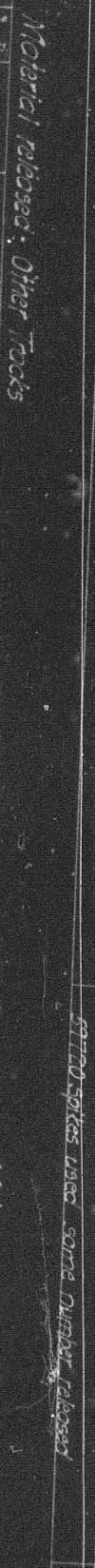
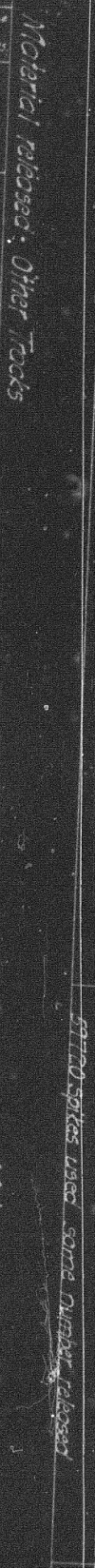
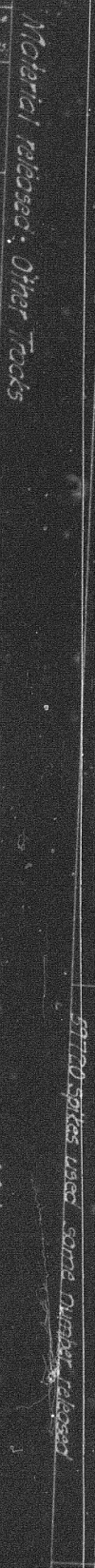
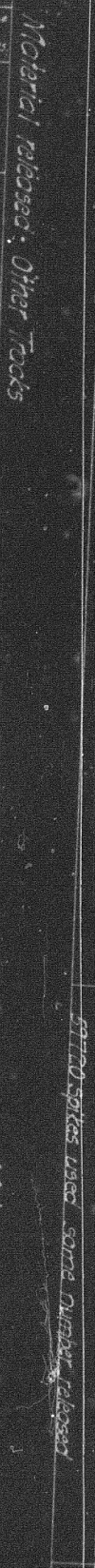
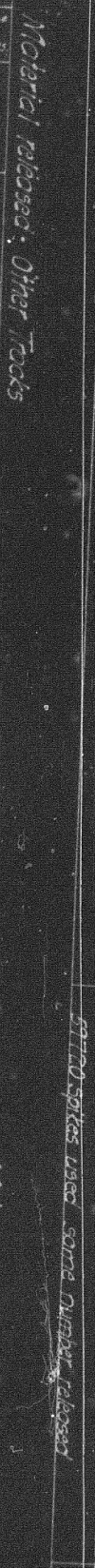
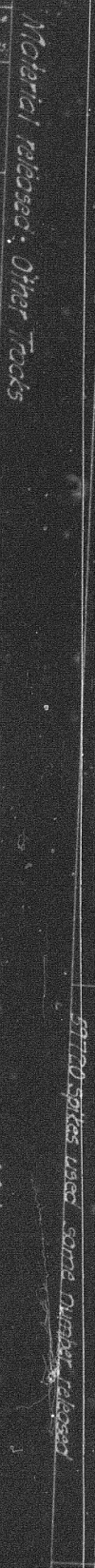
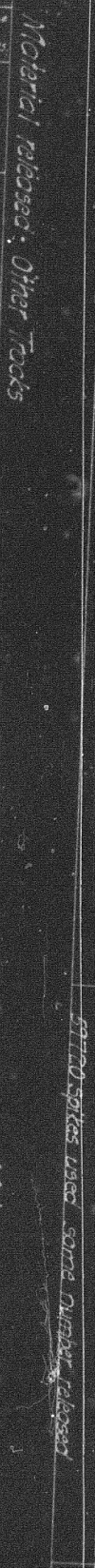
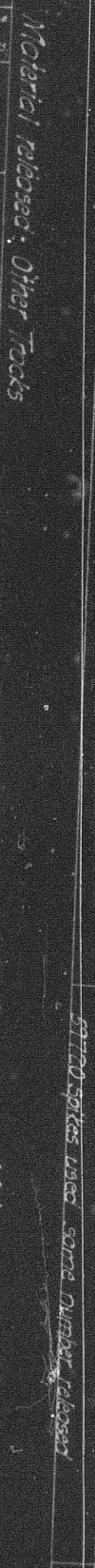
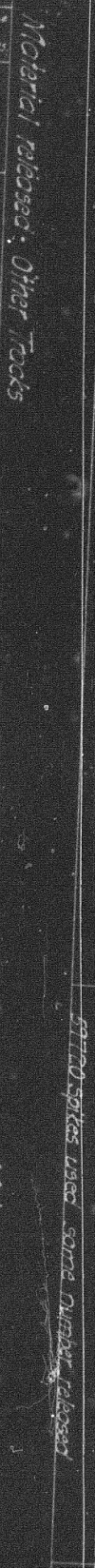
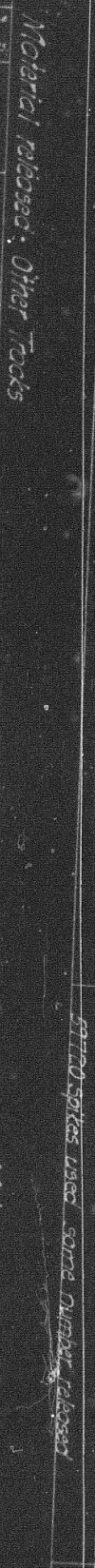
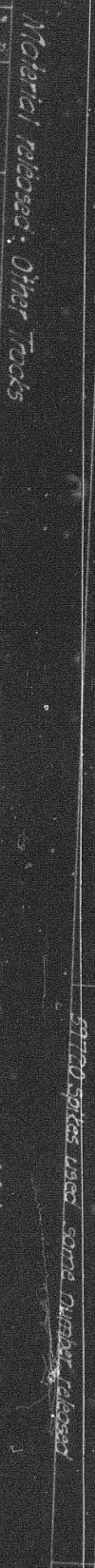
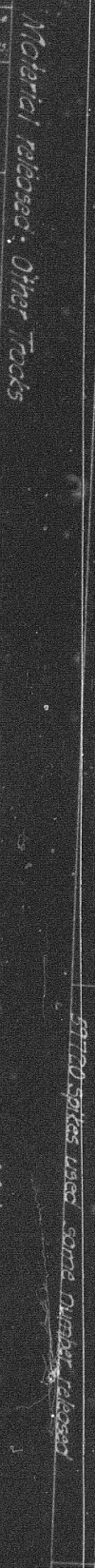
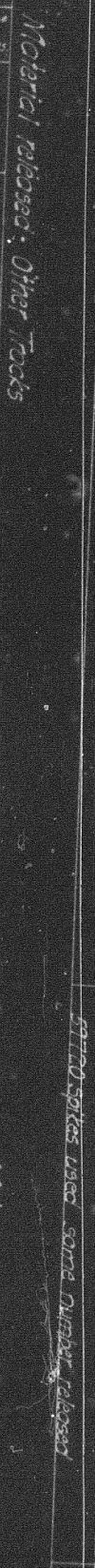
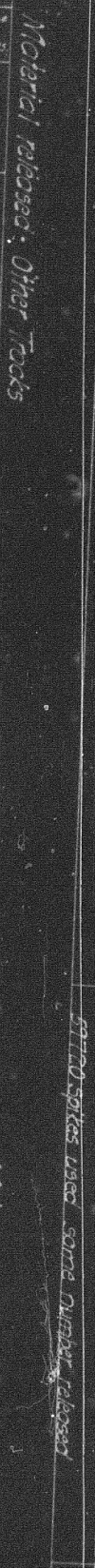
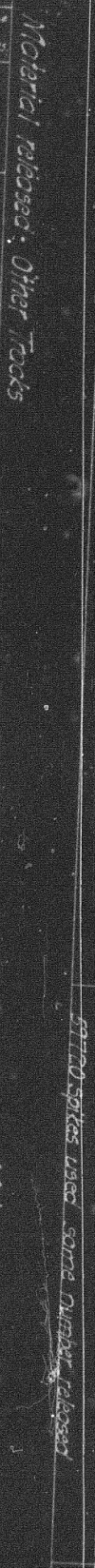
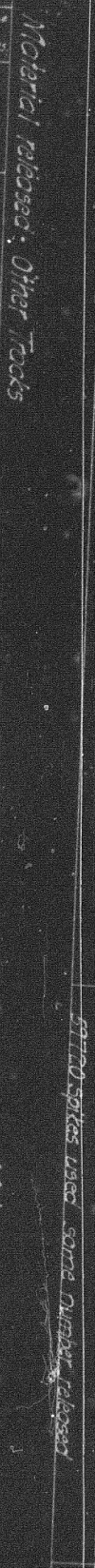
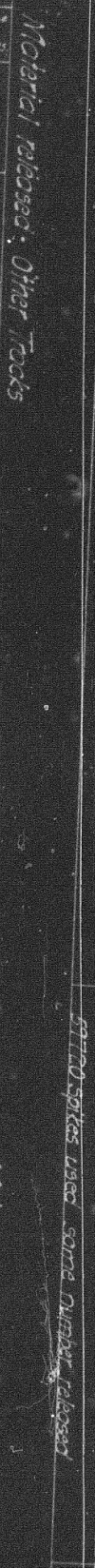
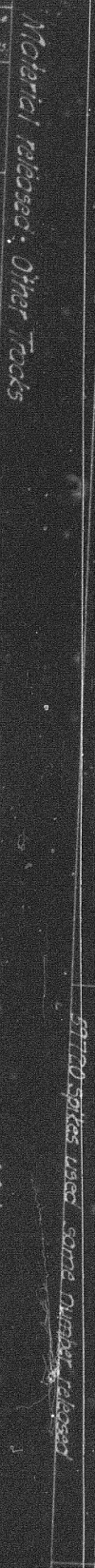
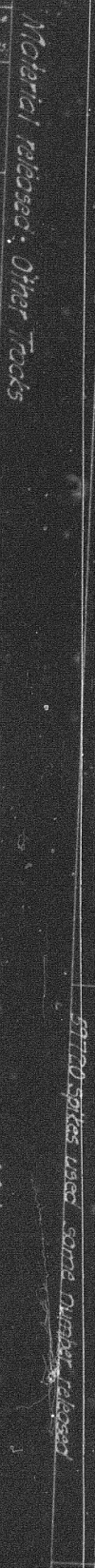
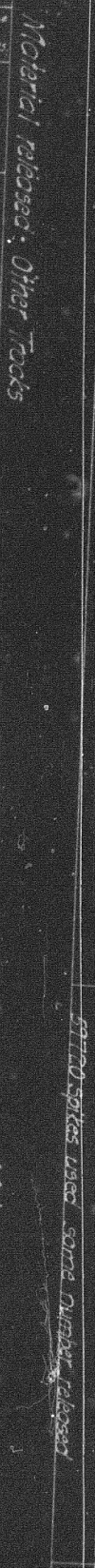
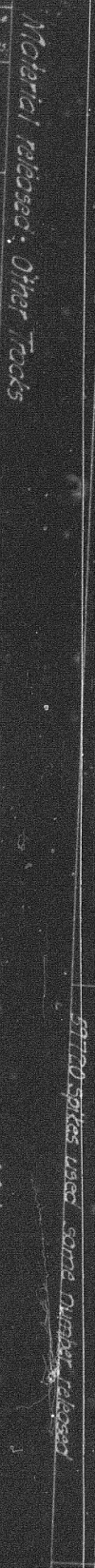
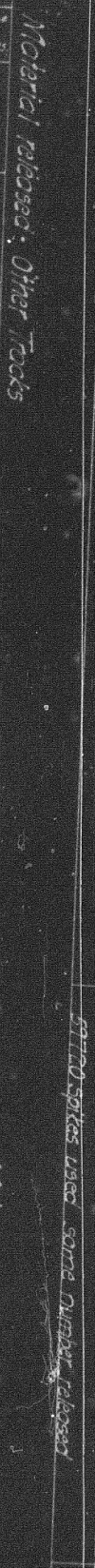
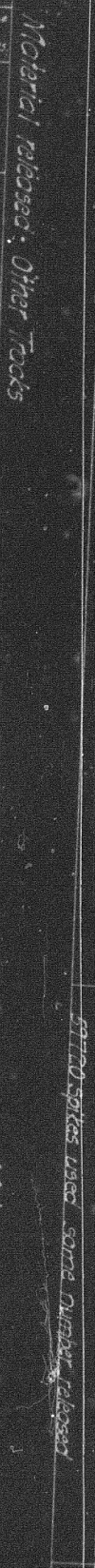
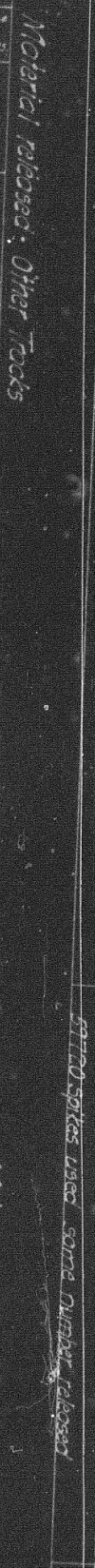
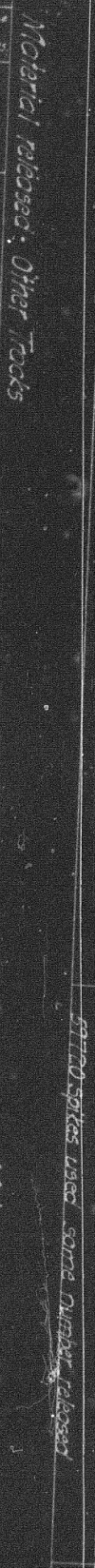
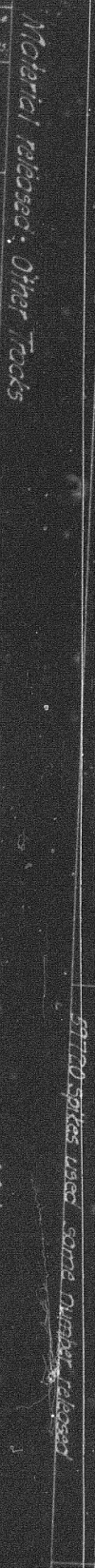
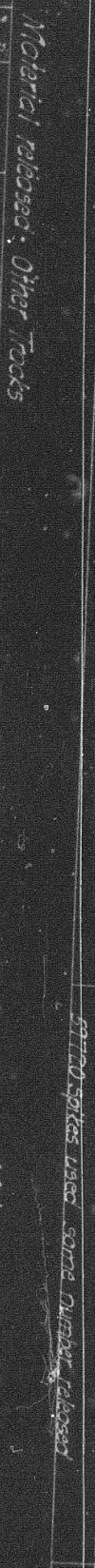
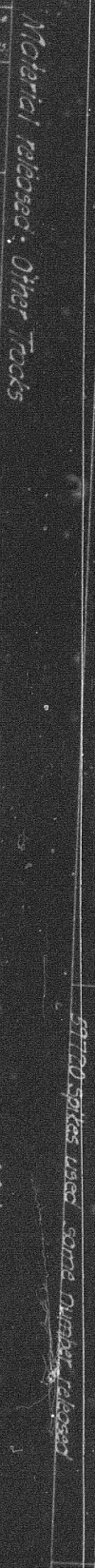
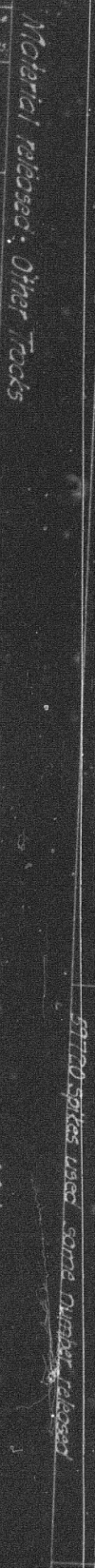
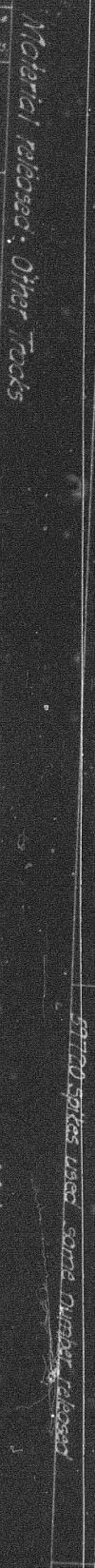
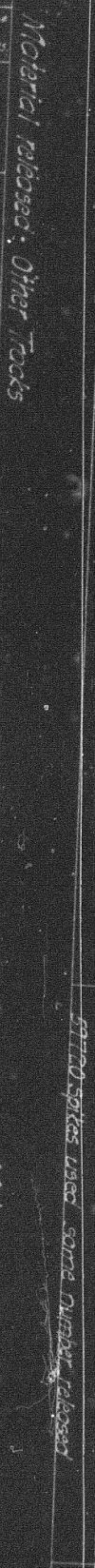
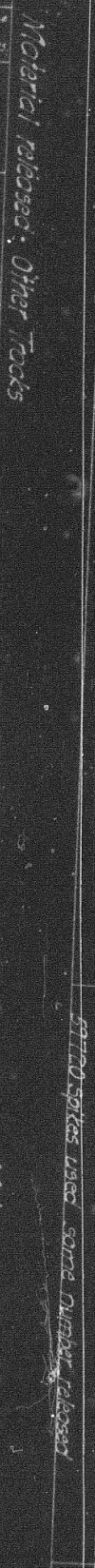
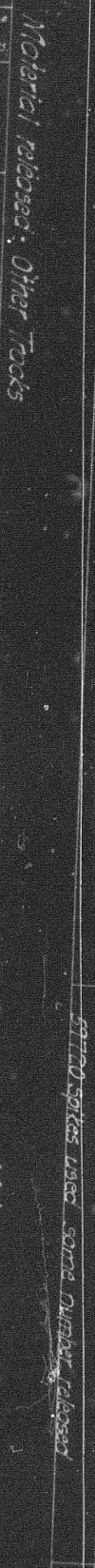
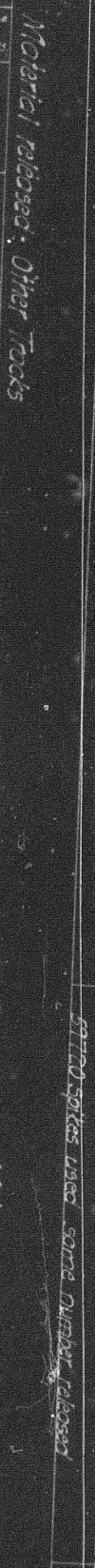
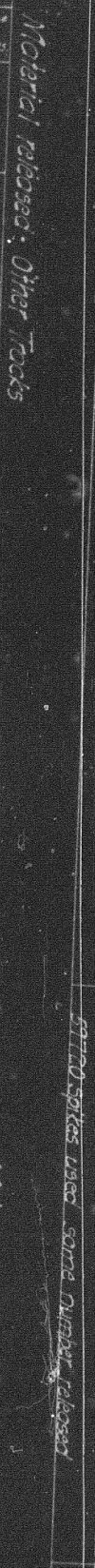
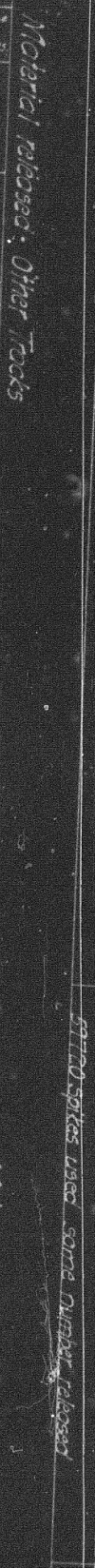
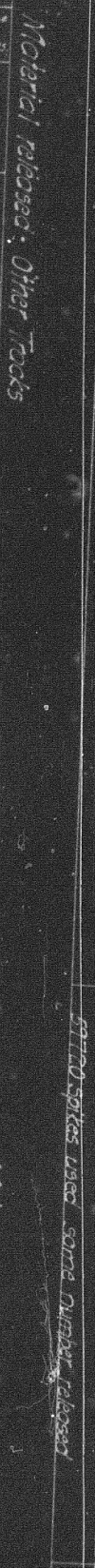
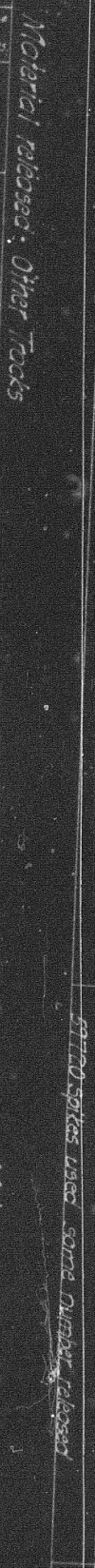
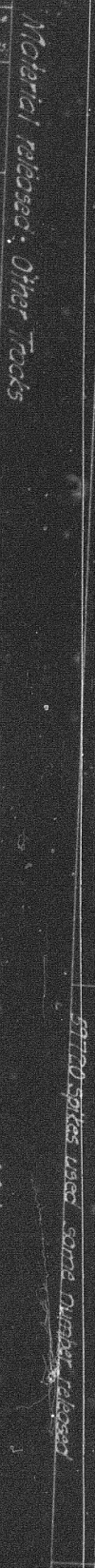
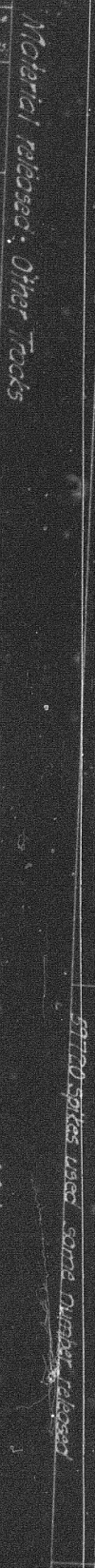
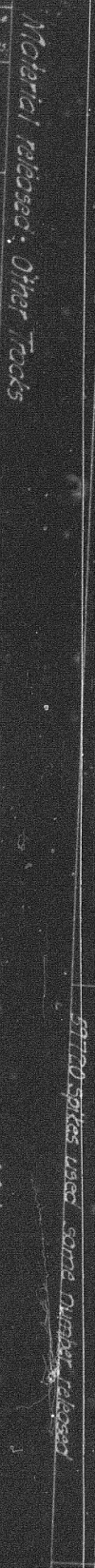
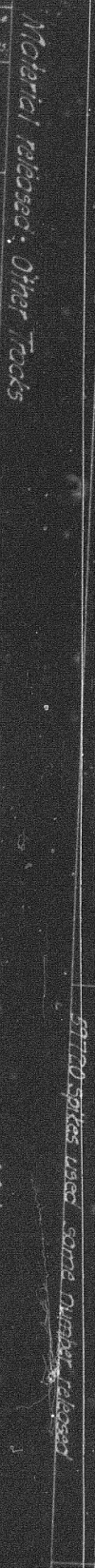
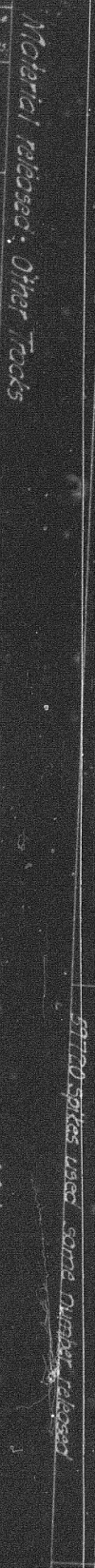
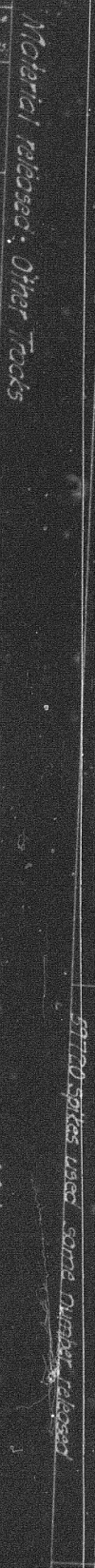
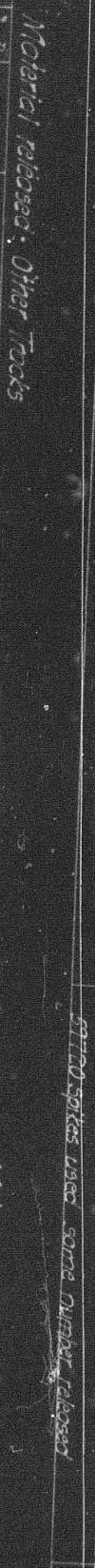
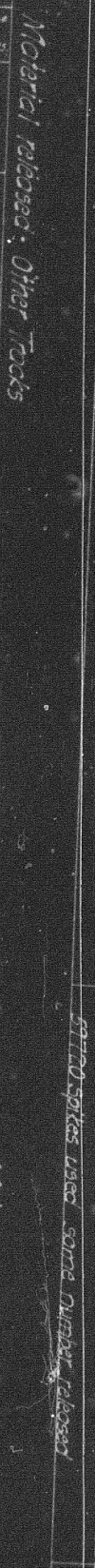
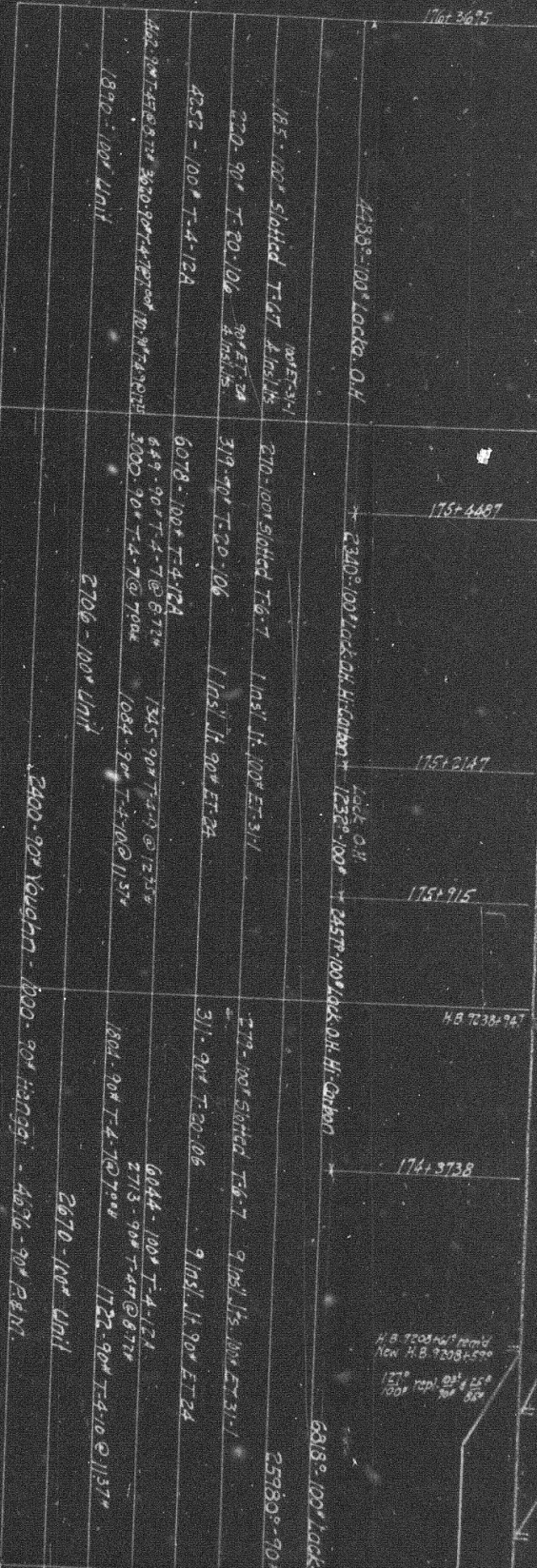
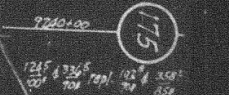
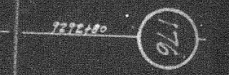
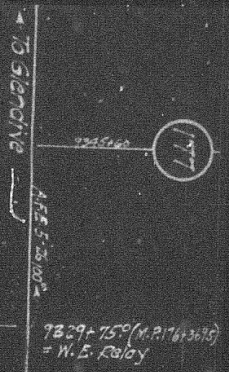
M.P. 1761.3625-Not Dck- North State Line

Material for Relay	
lin. ft. for rail	5310.6
for 100' Tr. Posts	310.87
for 100' Angle Bars	137.4
for 100' Couplers	2
for 100' Bolts	12
for 100' Rail Anchors	106.56
for 100' Tr. Posts & Nut Locks	552.4
for 100' Tr. Posts	4
for 100' Tr. Posts	24
Spikes	76.818
for 100' Turnouts Complete	6



Office of Dist. Engineer Livingston Montana 04/31/1925.
 Proposed new work shown
 Valuation Section North Dakota No 2
 1926 Budget Item

Senitinel Butte & State Line
 Not to Scale
 23rd Dist.
 Drawing No. 23rd Dist.
 Proposed relay of 90' rail with 100' rail
 between



H.B. 9171+67
New H.B. 9171+67

H.B. 9172+356
New H.B. 9172+339

New H.B. 9147+140
H.B. 9147+067

9134+60

908+120

9067+250 (M-2171+4115)
= W.E. Relay

9224+80

174

173

172

171

100' Look OH

7780°-90° 15' 03.3 1st Quality OH

270-100' Slotted T-6-7 5 1/2" x 1/4" 100' 57-31-1

315-90° T-20-106 5 1/2" x 1/4" 90° 57-24

6062-100° T-4-124 1382-90° T-4-7 @ 8724

4550-90° T-4-7 @ 7904 130-90° T-4-9 @ 1225

2701-100° Unit

5478°-102° 1.5 Co.

2161-100° Slotted T-6-7 3 1/2" x 1/4" 100' 57-31-1

317-90° T-20-106 3 1/2" x 1/4" 90° 57-24

6076-100° T-4-124 1348-100° T-4-124

1374-90° T-4-7 @ 8724 4102-90° T-4-7 @ 7904

2540-100° Unit

576-100° Unit

Rail used "Track Fast"

Rail released "Track Fast"

Angle Bars used

Angle Bars released

Tie Plates used

Tie Plates released

Rail Anchors used

Rail Anchors released

Spikes

Locks	Tie Plates	Spikes	Frogs 100' 10-6	Split Switches 100' T-11-3 16-16	Guard Rails 100' 8-3	Switch Stands @ 350/lb
4	42	300	1	1	1	1
4	37	247	1	1	1	1
4	40	215	1	1	1	1
4	37	325	1	1	1	1
4	61	337	1	1	1	1
4	45	384	1	1	1	1
24	262	2044	6	6	6	6

N.P.R.

Yell. Div. 2nd Dist
Relay Rail

Central Bufiled State Line

Office of Dist. Eng. Division for Northern Dist. 27, 1925
New work shown

Validation section North Dakota
with under imp. 4-26 dated 12-21-25
Work begun December 1925
Work completed March 31, 1926

To Mandan