Form 1365 5M 4-24 S CONTROLLER'S COPY

NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

1926 Year 1926

Superintendent's No. 117. Dept. No.
No. Engineering Dept. No. 7

A. F. E. No. 6

YELLOWSTONE Div. THIRD District State MONTANA Val. Sec. No. 1.

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF $ 151504.00.

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

	Operating Expense	Profit and Loss	Net Operating Expense	Net Profit and Loss
Cost of property retired	$ 134058	$	$	$
Value of salvage	58445		75613	
Incidental costs			34838	
Total to Operating Expenses				$ 110451
Total to Profit and Loss				
To Material and Supplies				58445
To Bills for Collection				
To Other Accounts				
Net change to investment account—Additions and Betterments				41023
Total of distribution				$ 339919

DEPRECIATION DOCUMENT TESTED ENTERED IN COUNT 5 Original Cost Adjustment Made in MAR 14 1929

Budget reference: 1926. In Buiget 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 JOPPA & FORSYTH MONT.

Reason: The Estimated cost proposed relaying of Main Line, replacing 90# O.H. rail and with 100# R.E. from MP 10544150 to MP 15342759, as per sketch dated October 31st, 1925.

The 90# rail in this track laid in 1910, is badly battered and surface bent. 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 ..... 19....

Checked and Posted President's Office

Work to be done by company forces under charge of Division Superintendent.

Accounting to compensate to the office of Division Superintendent.

Signature and Title Supt. Date November 4th, 1925.

Approved:

General Superintendent. Engr. Maint. of Way. Assistant General Manager.

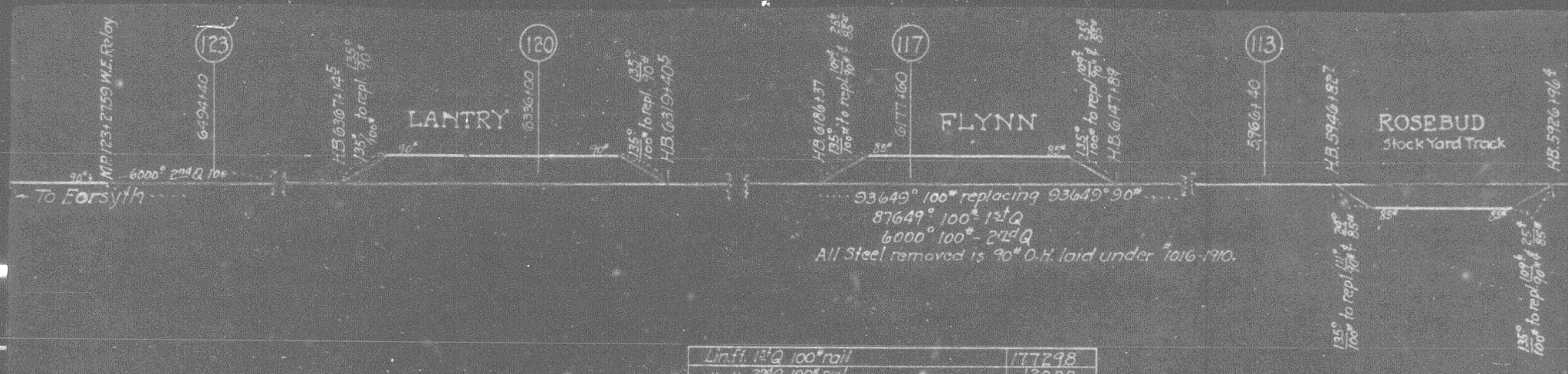
Mech. Supt. Supt. Tele. or Signal Engr.

Chief Engineer. General Manager. Vice President.

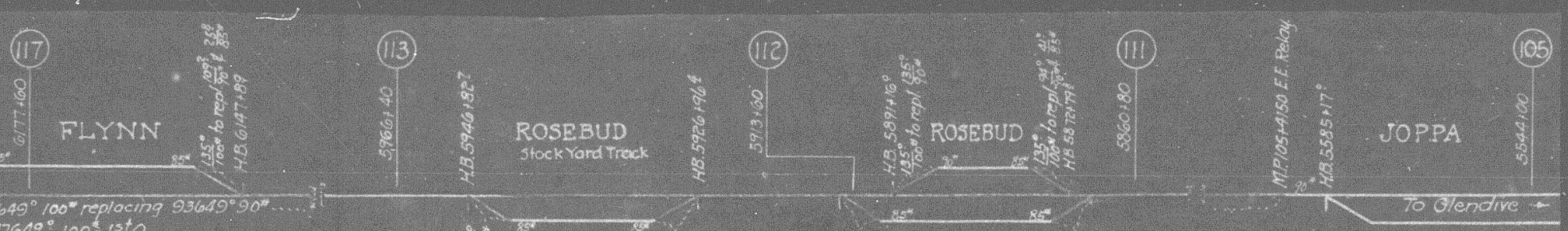
For Comptroller. President. Date of Final Approval DEC 21 1925 19....

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1365 issued ..... 19.... Work begun ..... 19.... Work finished ..... 19....



Lin. ft. 1st Q 100# rail	177298
" " 2nd Q 100# rail	12000
Pairs 100# Angle Bars.	4870
" 100#/90# Compr. Joints.	10
" 100#/85# " "	14
Pcs. 100# Trk. Bolts & Hi-power Nut-locks	19528
" 90# " " " "	20
" 85# " " " "	28
" 100# Tie Plates.	108664
" Track Spikes.	280000
" 100# Rail Anchors	38416
No. 11-100# Turnouts complete	10



	177298
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ints.	10
"	14
ower Nut-locks	19528
" "	20
" "	28
	108664
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mplete	10

N.P.Ry.

Drwg. No. –

Yell. Div. 3rd Dist.

Proposed relaying of Main Line with 100# rail

M.P. 105+4150 to M.P. 123+2759

between

Joppa & Forsyth

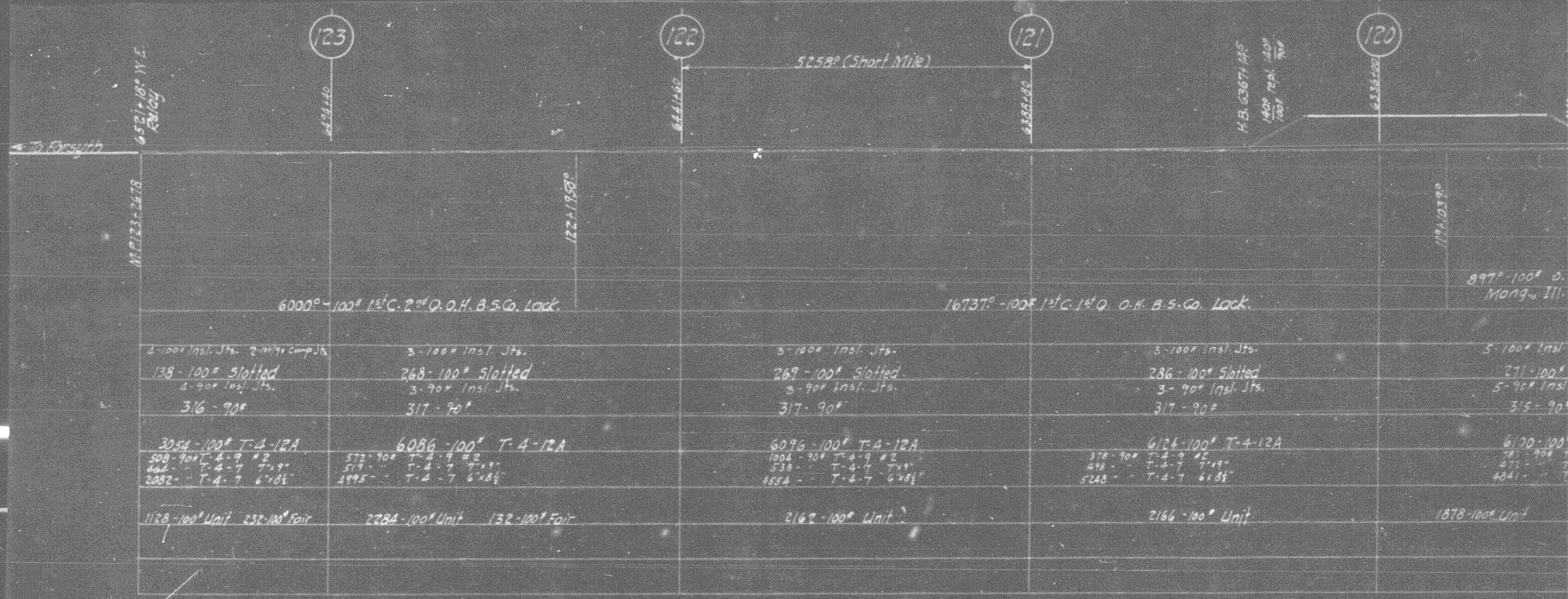
No Scale

Office of Dist. Engr. Livingston, Mont., Oct. 31, 1925

Proposed relay shown

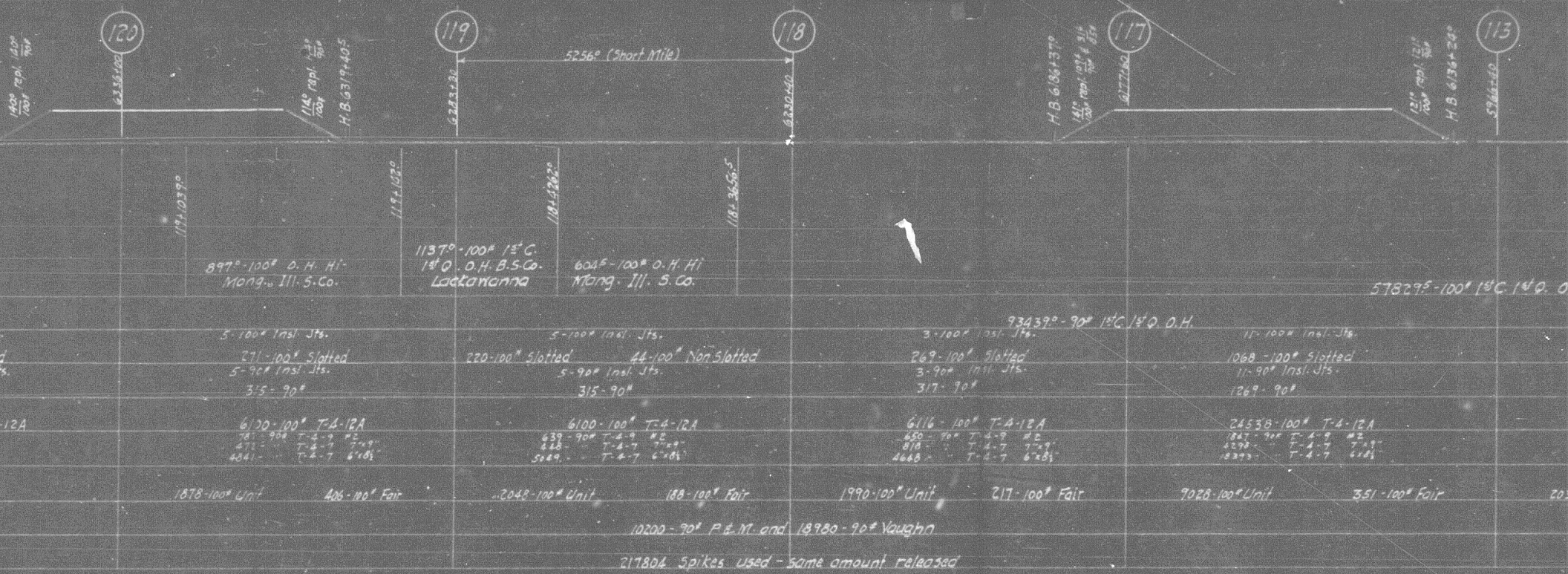
Valuation Section - Mont. #1

1926 Budget Item



Material released - Other Trac

Switch Stand @ 273#	Guard Rails 90# 16'0"	Split Switch 90# 16'0"	Frogs 90# 16'6"	Spikes	Track Bolts 85#	Track Bolts 90#	Insulated Joints	Comp. Joints 90 lbs#	Angle Bars 85#	Angle Bars 90#	T 9 7
1	1	1	1	370	12	12	2	2	2	2	
1	1	1	1	354	12	12	2	2	2	2	
1	1	1	1	358		24	2			6	
1	1	1	1	366	4	16	2	2		3	
1	1	1	1	382	4	16	2	2		3	
1	1	1	1	350	4	16	2	2		3	
1	1	1	1	442	4	16	2	2		3	
1	1	1	1	416	12	16	2	2	2	3	
1	1	1	1	350		24	2			6	
1	1	1	1	412		28	2			7	
10	10	10	10	3798	68	180	20	14	6	38	



10200-90# P.&M. and 18980-90# Vaughn

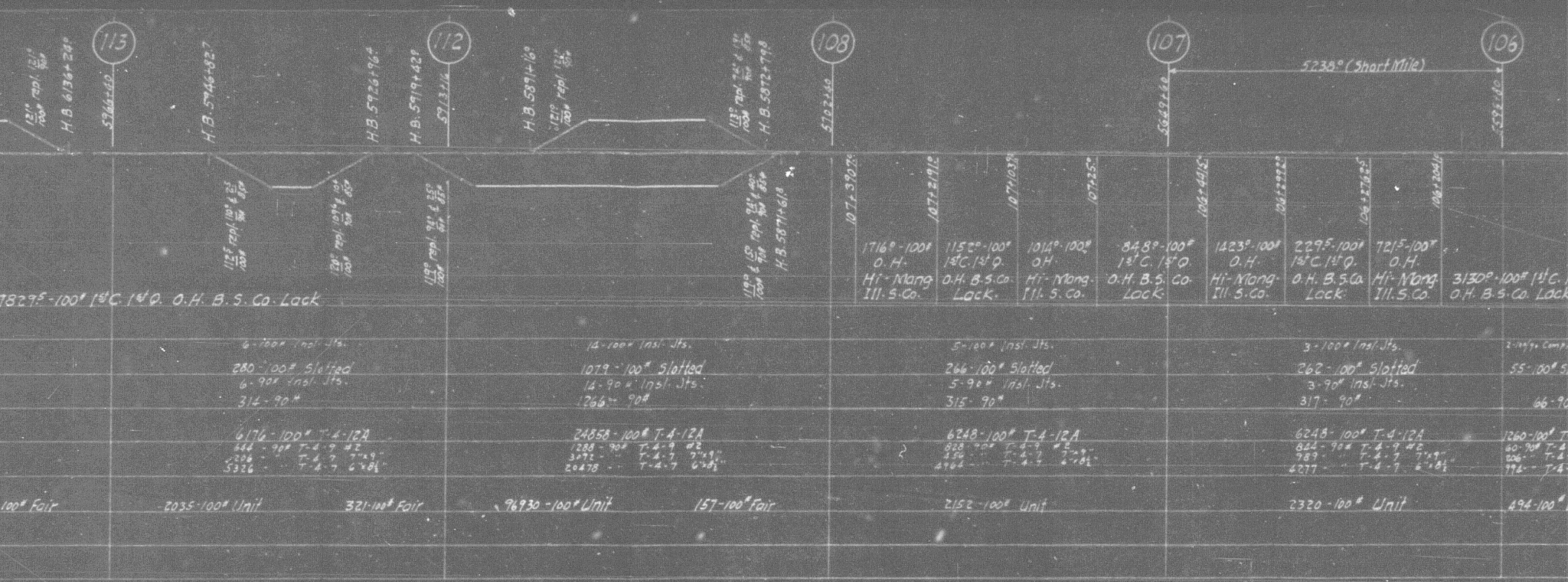
217804 Spikes used - same amount released

Material released - Other Tracks

Spikes	Track Bolts 85#	Track Bolts 90#	Insulated Joints	Comp Joints 90/85#	Angle Bars 85#	Angle Bars 90#	Tie Plates 90# T-4-7 7"x9"	Tie Plates 90# T-4-7 6"x8½"	Rail 85#	Rail 90#	LOCATION
70	12	12	2	2	2	2		34	80°	122°	H.B. 5871+61°
58	12	12	2	2	2	2		34	38°	122°	" 5872+79°
58		24	2			6	50			176°	" 5891+16°
64	4	16	2	2		3		34	50°	122°	" 5919+42°
52	4	16	2	2		3		66	20°	153°	" 5926+96°
50	4	16	2	2		3		50	5°	154°	" 5946+82°
42	4	16	2	2		3		67		176°	" 6136+24°
16	12	16	2	2	2	3		83	63°	152°	" 6186+37°
50		24	2			6		50		162°	" 6319+40.5
16		28	2			7		80		216°	" 6367+14.5
798	52	180	20	14	6	38	50	492	257°	1554°	TOTALS

Material used - Other Tracks

Rail 100#	Rail 90#	Tie Plates 100# T-4-12A	Tie Plates 90# T-4-7 6"x8½"	Angle Bars 100#	Comp. Joints 100/90# R.J.Co	Comp. Joints 100/85# R.J.Co	Comp. Joints 90/85# Z-H	Insulated Joints	Track Bolts 100#	Track Bolts 90#	Track Bolts 85#	Nut Locks 100#	Nut Locks 90#	Nut Locks 85#	Rail Anchors 100# Unit	Spikes	Frogs 100# T-12-2 8'6"	Split Switch 100# T-11-3 18'6"	Stand Rail Sets 100# T-151 8'3"	Switch Stands @ 320#
168°	30°	58	16	2	2		2	2	12	8	4	12	8	4		407	1	1	1	1
156°		38		2		2		2	12		4	12		4		279	1	1	1	1
172°		49		4	2			2	20	4		20	4			297	1	1	1	1
168°		48		3			2	2	16		4	16		4		305	1	1	1	1
170°		56		3			2	2	16		4	16		4		316	1	1	1	1
155°		42		3			2	2	14		4	16		4		307	1	1	1	1
172°		50		3	2			2	16	4		6	4			302	1	1	1	1
212°		69		5			2	2	24		4	24		4		343	1	1	1	1
158°		56		4	2			2	20	4		20	4			295	1	1	1	1
210°		70		5	3			2	24	4		24	4		7	343	1	1	1	1
1741°	30°	516	16	34	10	2	10	20	176	24	24	176	24	24	7	3189	10	10	10	10



T-12-4	Split Switch 100# T-11-3 - 16'6"	Guard Rail sets 100# T-15-1 8'3"	Switch Stands @ 320#
10	10	10	10

N.P. Ry.

Yell. Div. 3rd Dist.

Relay Rail

between

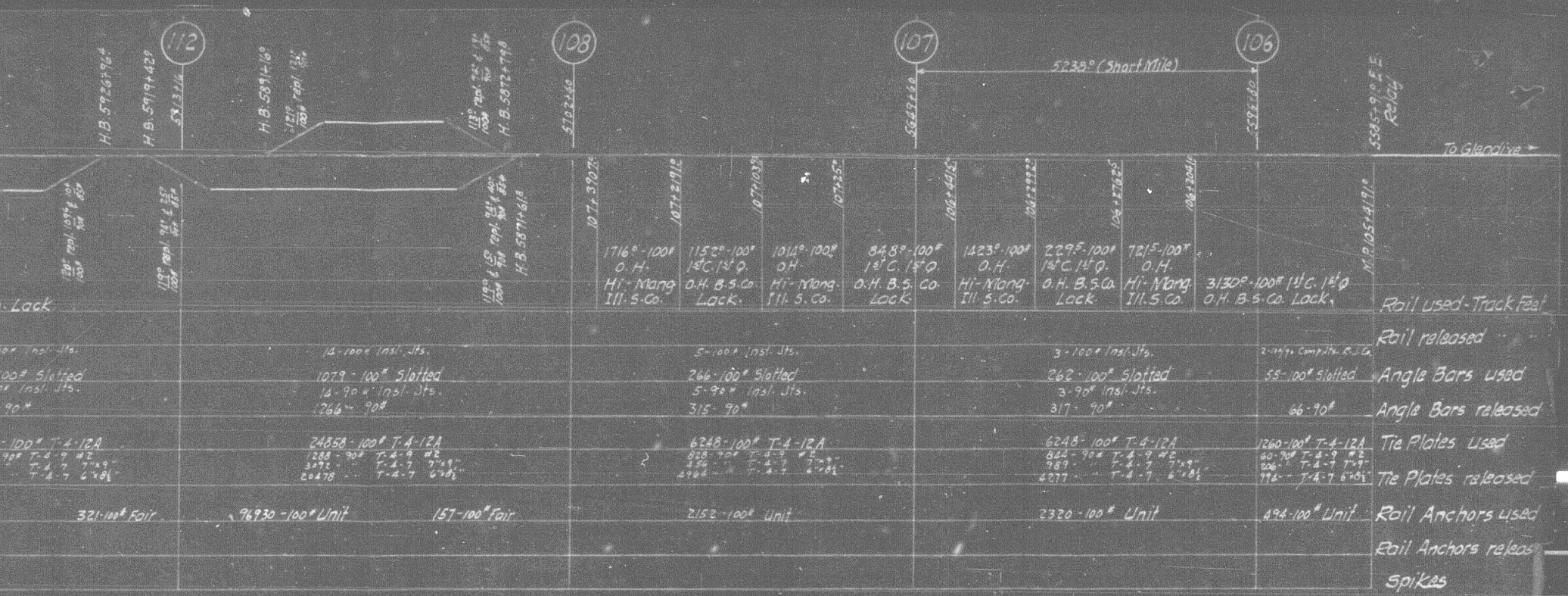
Joppa & Forsyth

Not to Scale

Office of Dist. Engr. Livingston Montana Dec. 6

New work shown

Valuation Section	Montana	No. 1
Auth. under Impt. 6-26	dated	12-21-25
Work begun		December 1925
Work completed		March 26, 1926



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