Form 1363 5M 4-24-8 COMPTROLLER'S COPY

NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

1926 1926 1926

Year: 1926

Superintendent's No. 118. Dept. No.
No. Engineering Dept. No. 8

A. F. E. No. 7

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

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF $ 154203.00.

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	$ 157338	$	$	$
Value of salvage	91162		66176	
Incidental costs			34901	
Total to Operating Expenses				$ 101197
Total to Profit and Loss				
To Material and Supplies				91162
To Bills for Collection				
To Other Accounts				53006
Net charge to investment account—Additions and Betterments				$ 245365
Total of distribution				

Original Cost Adjustment Made in MAR 18 1927 19

Budget reference: 1926. 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 HOWARD & HYSHAM MONT.

Reason: The estimated cost proposed relaying of main Line, replacing 90# Bess rail and with 100# N.E. rail from MP 135 to MP 151.579, 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 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.

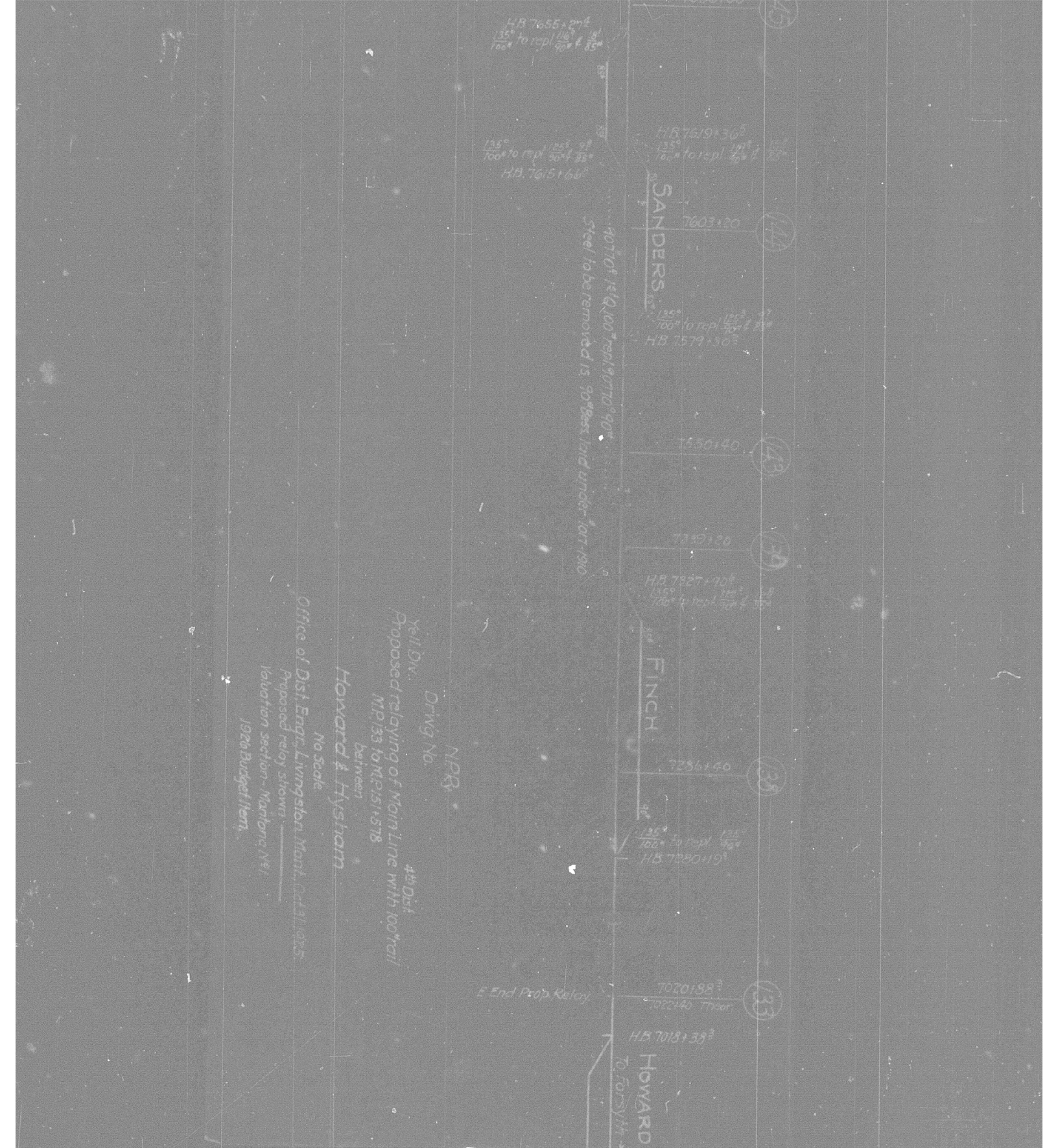
Signature and Title: Supt. Date November 4th, 1925.

Approved:

Vice President	General Superintendent	Asst. Engr. 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 19

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

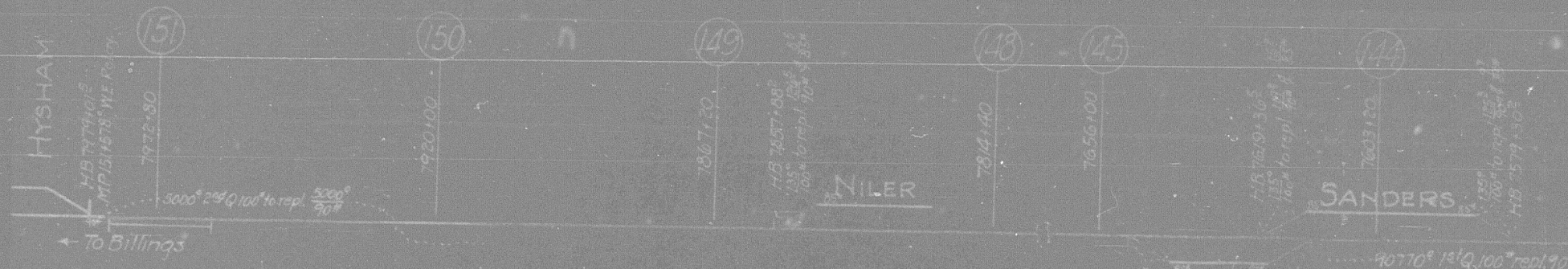
Form No. 1345 issued ..... 19 ..... Work begun ..... 19 ..... Work finished 19



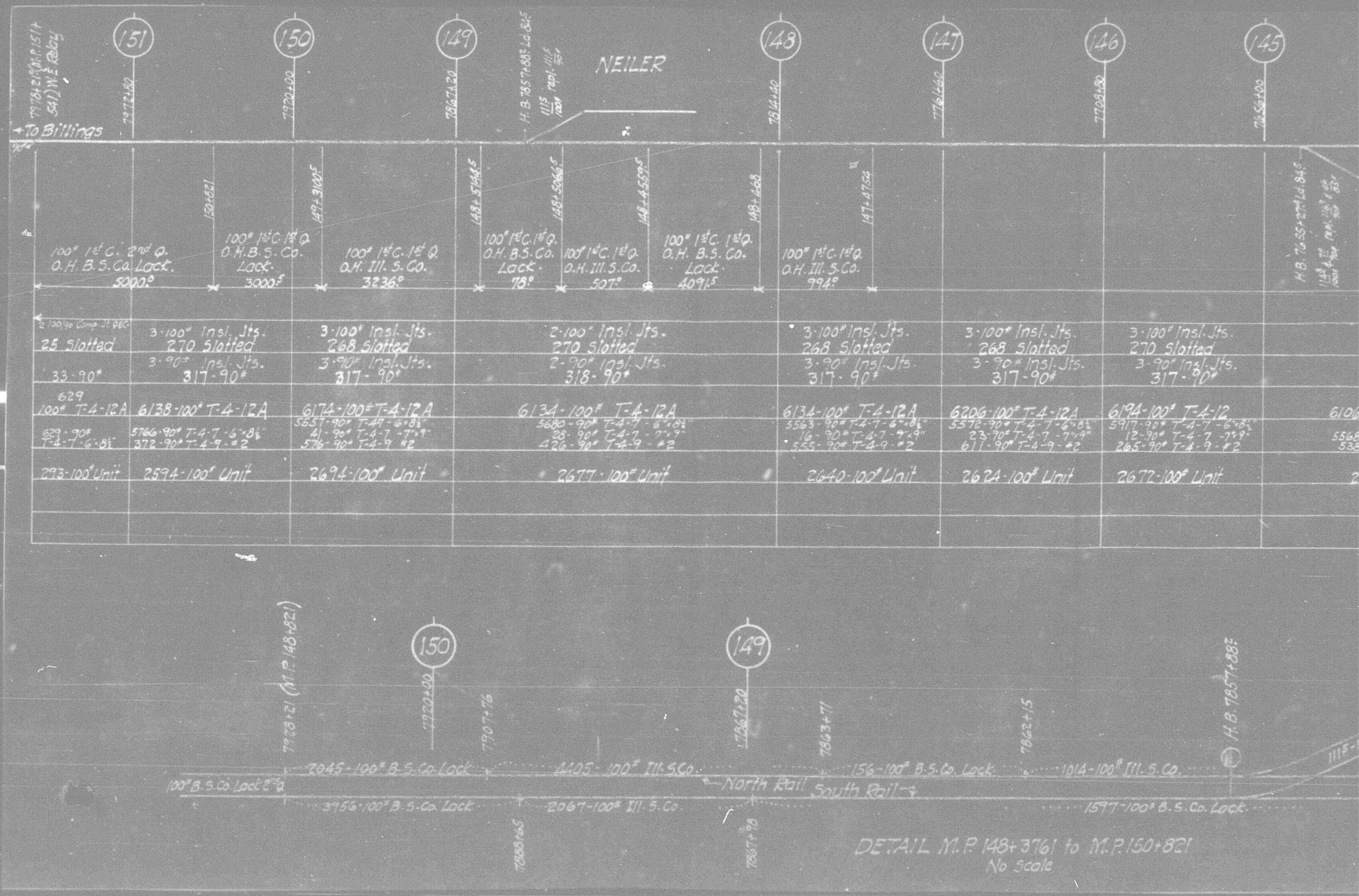
Sheet No. 2.

ESTIMATED VALUE OF SALVAGE

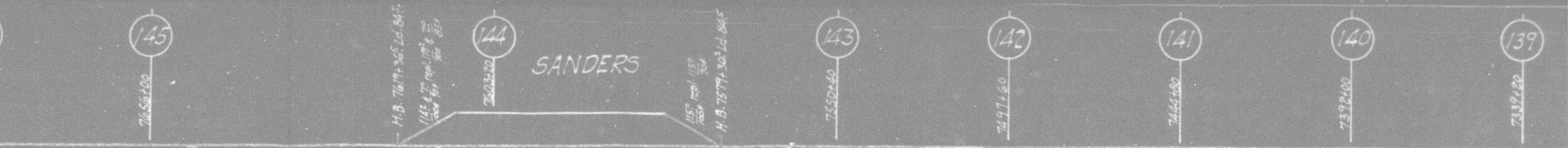
12[illegible]720.0 lf. 2/90# rail	1697.143 G.T.	$25.00	$42429
[illegible]	[illegible]	20.00	17705



Lin. ft. 1st Q 100# rail	1829.40
2nd " " "	10000
Pairs 100# Angle Bars	495#
" 100#/90# Compr. Joints	6
" 100#/85# " "	12
Pcs. 100# Trk. Bolts & Hi-power Nut-locks	198864
" 90# " " " "	12
" 85# " " " "	24
" 100# Tie Plates	110860
" Track Spikes	288640
" 100# Rail Anchors	46432
No. 11-100# Turnouts complete	7



DETAIL M.P. 148+3761 to M.P. 150+821
No scale



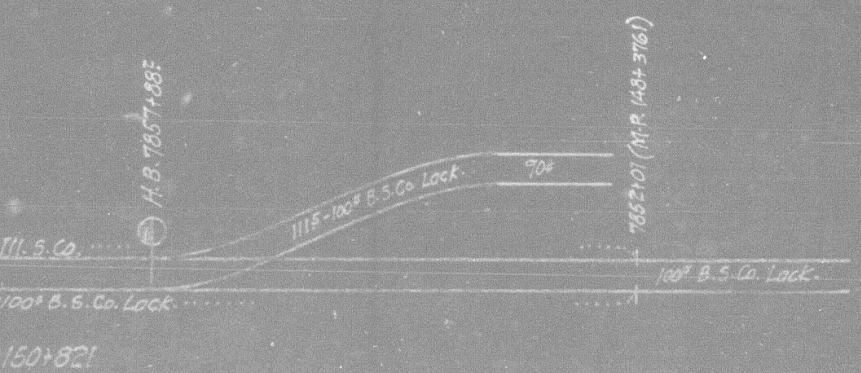
49888° - 100# 1½° C. 1½° Q. O.H. B.S.Co. Lock.

95596° - 90# 1½° C. 1½° Q. O.H.

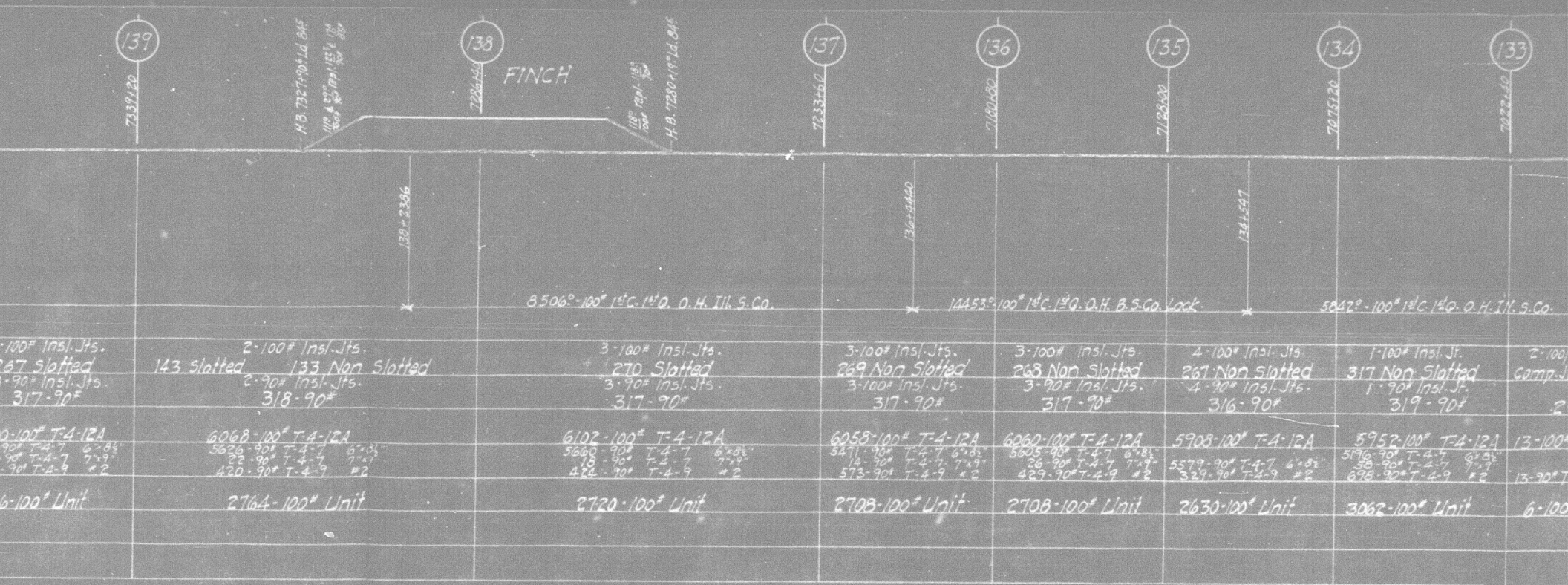
3-100# Insl. Jts. 270 Slotted 3-90# Insl. Jts. 317-90#	7-100# Insl. Jts. 269 Slotted 7-90# Insl. Jts. 313-90#	4-100# Insl. Jts. 274 Slotted 4-90# Insl. Jts. 316-90#	4-100# Insl. Jts. 267 Slotted 4-90# Insl. Jts. 316-90#	3-100# Insl. Jts. 272 Slotted 3-90# Insl. Jts. 317-90#	3-100# Insl. Jts. 270 Slotted 3-90# Insl. Jts. 317-90#	3-100# Insl. Jts. 267 Slotted 3-90# Insl. Jts. 317-90#	143
94-100# T-4-12 17-90# T-4-7 -6"x8½" 12-90# T-4-7 -7"x9" 65-90# T-4-9 -#2	6106-100# T-4-12A 5568-90# T-4-7 -6"x8½" 538-90# T-4-9 -#2	6070-100# T-4-12A 5846-90# T-4-7 -6"x8½" 224-90# T-4-9 -#2	6214-100# T-4-12A 5369-90# T-4-7-6"x8½" 845-90# T-4-9-#2	6132-100# T-4-12A 5479-90# T-4-7-6"x8½" 653-90# T-4-9-#2	6172-100# T-4-12A 5808-90# T-4-7 6"x8½" 364-90# T-4-9 #2	6000-100# T-4-12A 5541-90# T-4-7 6"x8½" 22-90# T-4-7 7"x9" 437-90# T-4-9 #2	-
2672-100# Unit	2508-100# Unit	2740-100# Unit	2715-100# Unit	2684-100# Unit	2408-100# Unit	2706-100# Unit	

8507-90# P.&N. - 11707-90# Vaughn

220928 Spikes used same amount replaced



Switch Stands @ 273.5'	Guard Rails 90# Comp. 16'6"	Split Switch 70# 16'6"	Frogs 90# 16'6"	Spikes	Track Bolts 85#	Track Bolts 90#	Insulated Joints 90#	Comp. Joints 90/85#	Angle Bars 90#	Tie Plates 90# 6"x8½"	Rail Lin. Ft. 85#	Rail Lin. Ft. 90#	LOCATIONS	Rail Lin. Ft. 100# I.S.Co. O.H.	Rail Lin. Ft. 100# B.S.Co. O.H.	Rail Lin. Ft. 90#
1	1	1	1	350		20	2		5	50		170°	H.B. 7280+19.0	166°		
1	1	1	1	420	4	24	2	2	5	85	35°	178.4	H.B. 7327+90.8		152°	58°
1	1	1	1	350		24	2		6	54		164.9	H.B. 7579+30.2		160°	
1	1	1	1	350		24	2		6	50		157.0	H.B. 7615+66.8		153°	
1	1	1	1	362	4	24		2	5	56	4°	172.4	H.B. 7619+36.5		158.4	14°
1	1	1	1	360	4	16	2	2	3	55	9°	167.8	H.B. 7655+27.4		157°	14°
1	1	1	1	350		20	2		5	50		157°	H.B. 7857+88.2		153°	
7	7	7	7	2542	12	152	12	6	35	400	48°	1166.4	TOTALS	166°	935.4	86°



S	Rail Lin. Ft. 100# I.S.Co. O.H.	Rail Lin. Ft. 100# B.S.Co. O.H.	Rail Lin. Ft. 90#	Tie Plates 100# T-4-12A	Tie Plates 90# T-4-9	Tie Plates 90# 6"x8½"	Angle Bars 100# Slotted	Angle Bars 100# Not Slotted	Comp. Joints 100/90 @ 1st C	Comp. Joints 90#/85# Common	Comp. Joints 100/85# R.J. Co	Insulated Joints 100#	Track Bolts 100#	Track Bolts 90#	Track Bolts 85#	Nut Locks 100#	Nut Locks 90#	Nut Locks 85#	Spikes	Frogs 100# 18½"	Split Switch 100# 16'-6"	Guard Rails 100# 42 amp 8'-3"	Switch Stand @ 320#
	166°			54			3		2			2	16	4		16	4		334	1	1	1	1
6		152°	58°	76	8	27		3	2	2		2	16	8	4	16	8	4	432	1	1	1	1
2		160°		54			4		2			2	20	4		20	4		320	1	1	1	1
8		153°		46			4		2			2	20	4		20	4		292	1	1	1	1
5		158.4	14°	50		0	4		1	1	1		20	4	4	20	4	4	300	1	1	1	1
4		157°	14°	46		5	3		1	1	1	2	16	4	4	16	4	4	313	1	1	1	1
3		153°		46			4		2			2	20	4		20	4		326	1	1	1	1
	166°	935°	86°	372	8	38	27	3	12	4	2	12	128	32	12	128	32	12	2317	7	7	7	7

N.P. Ry.

Yell. Div. 4th Dist.

Relay Rail

between

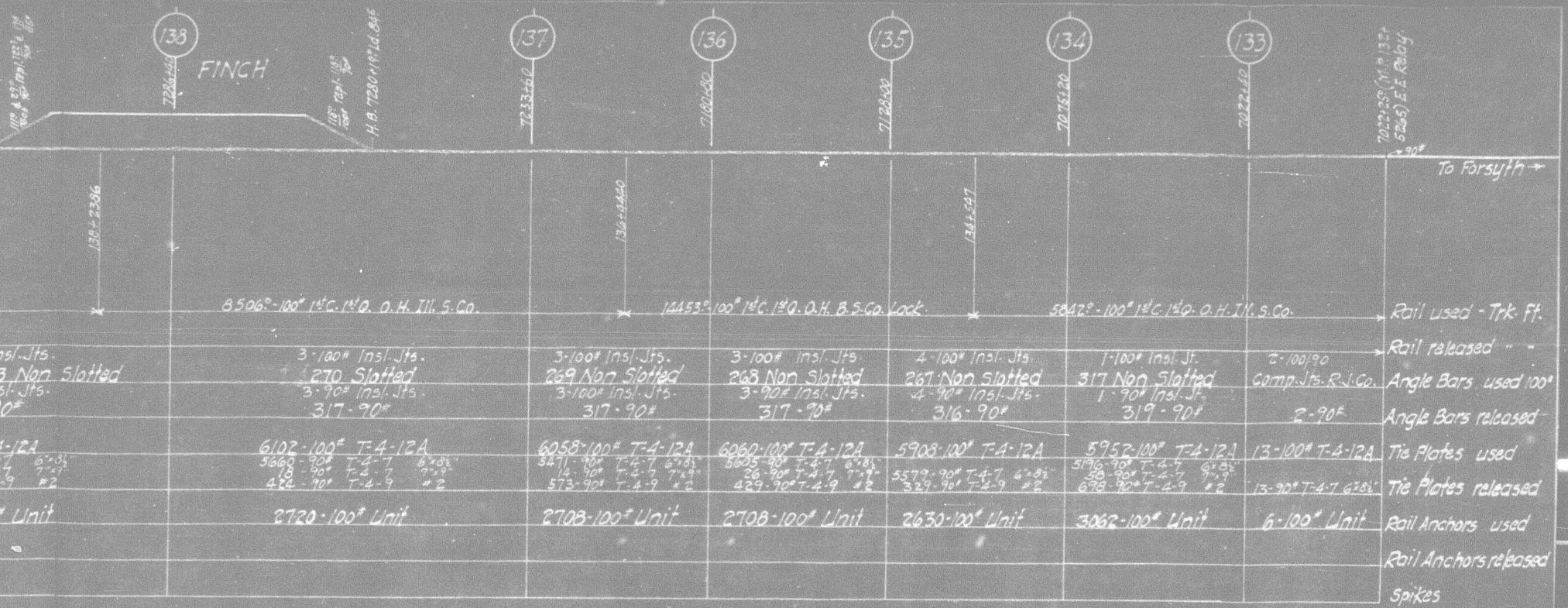
Howard & Hysham

Not to Scale

Office of Dist. Engr. Livingston Montana

New work shown———

Valuation Section	Montana	
Auth. under Impt.	7-26	dated
Work begun		Januar
Work completed		May 29



Angle Bars 100# Slotted	Angle Bars 100# Non Slotted	Comp. Joints 100/90 R.J.C.	Comp. Joints 90#/85# Common	Comp. Joints 100/85# R.J.Co	Insulated Joints 100#	Track Bolts 100#	Track Bolts 90#	Track Bolts 85#	Nut Locks 100#	Nut Locks 90#	Nut Locks 85#	Spikes	Frogs 100# 18'6"	Split Switch 100# 16'6"	Guard Rails 100# Comp 8'3"	Switch Stand @ 320#
3		2			2	16	4		16	4		334	1	1	1	1
	3	2	2		2	16	8	4	16	8	4	837	1	1	1	1
4		2			2	20	4		20	4		320	1	1	1	1
4		2			2	20	4		20	4		292	1	1	1	1
4		1	1	1		20	4	4	20	4	4	300	1	1	1	1
3		1	1	1	2	16	4	4	16	4	4	313	1	1	1	1
4		2			2	20	4		20	4		326	1	1	1	1
22	3	12	4	2	12	128	32	12	128	32	12	2317	7	7	7	7

N.P. Ry.

Yell. Div. 4th Dist.

Relay Rail

between

Howard & Hysham

Not to Scale

Office of Dist. Engr. Livingston Montana, Dec. 17, 1926.

New work shown———

Valuation Section	Montana	No. 1
Auth. under Impt.	7-26	dated 12-21-25
Work begun		January 1926
Work completed		May 29, 1926