

NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

 1926
 Superintendent's No. 130
 No.

 1926
 Dept. No.
 Engineering Dept. No. 5

 1926
 Year 1926
 A.F.E. No. 10

Rocky Mountain Div.

First District State Montana Val. Sec. No. 4

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$103341.

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	\$118578	\$	\$	\$
Value of salvage	87241		50746	24583
Incidental costs				
Total to Operating Expenses				75329
Total to Profit and Loss				87241
To Material and Supplies				
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				23512
Total of distribution				171182

Budget reference: 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

Location: Gilbert to Garrison - Montana.

 Title: Gilbert to Garrison - MP 3625477 to MP 4824700 Replace 90#
 and G.R. Rail with 100# and 130# R.E. Rail.
 Reason:

 Original Cost Adjustment
 Made in _____ 19____

The 90# rail now in track was laid in 1911, 1913, and 1916. Its condition is such that it should be relaid in 1926 and in relaying it is proposed to use 100# rail. This item is part of the 1926 main line relay programs and is the joint recommendation of the Operating and Engineering Departments.

Work to be done by company's force under charge of Division Superintendent.

Accounting to be made in the office of Superintendent, Missoula. Checked and Entered

 Signature and Title: _____
 Superintendent

Date November 2nd, 1926.

APPROVED

General Superintendent

Assistant General Manager

Assistant General Manager

Check, Receipt, Supr. Ticket, or Signal Book

Chief Engineer

General Manager

Vice President

For Controller

President

Date of Final

Approval

DEC 21 1926

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued

19 Work began

19

Work finished May 31 1926

NOTE: Steel to be removed is 90% O.H. laid under Imps. #1068-11-#1076-14-#1034-16.

RMDV: 1st Dist.
Proposed Main Line Relay-replacing 90th rail

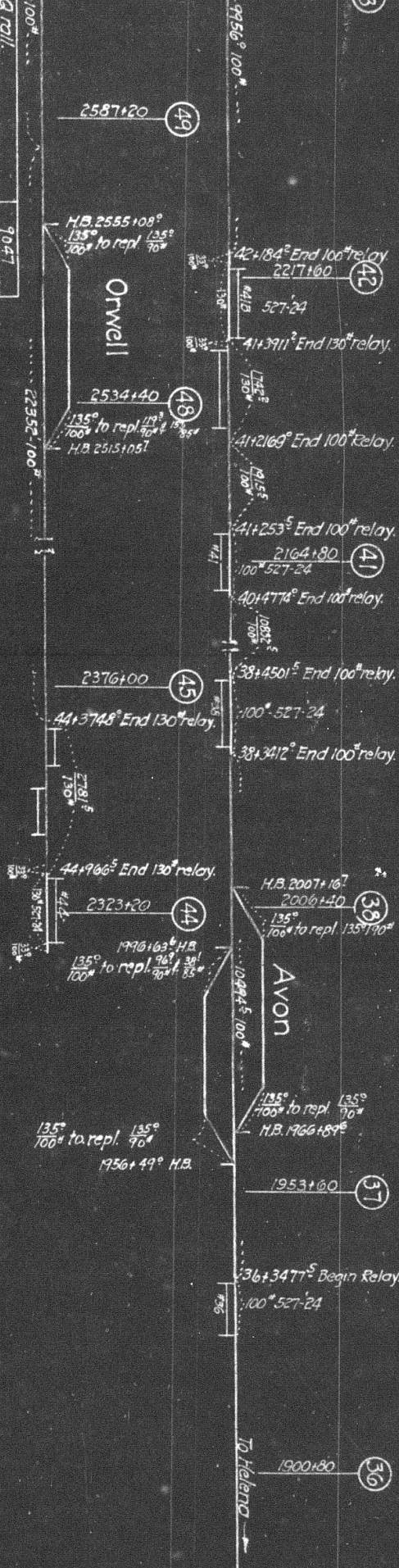
Gilbert & Garrison

No Scale.

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

Proposed relay shown -

Valuation section-Mont. 4
1926 Budget Item.



Station	Mileage	Track	Description	Material	Spikes	Per Tie	Total	Notes
44	23.0-23.2	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
45	23.2-23.4	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
46	23.4-23.6	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
47	23.6-23.8	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
48	23.8-24.0	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
49	24.0-24.2	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
50	24.2-24.4	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
51	24.4-24.6	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
52	24.6-24.8	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
53	24.8-25.0	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
54	25.0-25.2	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
55	25.2-25.4	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
56	25.4-25.6	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
57	25.6-25.8	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
58	25.8-26.0	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
59	26.0-26.2	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
60	26.2-26.4	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
61	26.4-26.6	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
62	26.6-26.8	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
63	26.8-27.0	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
64	27.0-27.2	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
65	27.2-27.4	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
66	27.4-27.6	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
67	27.6-27.8	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
68	27.8-28.0	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
69	28.0-28.2	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
70	28.2-28.4	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
71	28.4-28.6	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
72	28.6-28.8	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
73	28.8-29.0	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
74	29.0-29.2	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
75	29.2-29.4	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
76	29.4-29.6	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
77	29.6-29.8	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
78	29.8-30.0	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
79	30.0-30.2	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
80	30.2-30.4	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
81	30.4-30.6	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
82	30.6-30.8	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
83	30.8-31.0	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
84	31.0-31.2	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
85	31.2-31.4	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
86	31.4-31.6	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
87	31.6-31.8	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
88	31.8-32.0	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
89	32.0-32.2	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
90	32.2-32.4	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
91	32.4-32.6	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
92	32.6-32.8	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
93	32.8-33.0	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
94	33.0-33.2	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
95	33.2-33.4	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
96	33.4-33.6	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
97	33.6-33.8	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
98	33.8-34.0	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
99	34.0-34.2	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	
100	34.2-34.4	100° RE	100° RE	100° RE	100° RE	100° RE	100° RE	

Material Released		Rail	
Location	Material	Spikes	Per Tie
Ann	2556499 #2	1153	1153
Beasley	1940163	1153	1153
Orwell	2556499 #2	1153	1153
Total	9165	345	345

