Form 1363 SH 4-24 S

NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE 1926

Year: 1925.

Superintendent's No. 114. Dept. No.
No. Engineering Dept. No. 4

A. F. E. No. 13

YELLOWSTONE Div. SECOND District State NO. DAK. Val. Sec. No.

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF $82104.00.

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	$ 79323	$	$	$
Value of salvage	48568		30758	
Incidental costs			19135	

Total to Operating Expenses	$ 49893
Total to Profit and Loss	
To Material and Supplies	48568
To Bills for Collection	
To Other Accounts	
Net charge to investment account—Additions and Betterments	32211
Total of distribution	$130672

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 FRYBURG & LITTLE MISSOURI.

Title: Estimated cost proposed relaying of Main Line, replacing 90# O.H. rail and with 100# & 130# R.E. rail from MP 136+138 to 149+3212 - as per sketch

Reason: dated October 31st, 1925.

The 90# rail in this track laid in 1888, is badly worn and surfece bent. It is recommended that it be relaid with 100# and 130# rail in 1926, in accordance with program prepared by the Engineering Department.

Original Cost Adjustment Made in MAR 31 1927 19—

Original Cost Adjustment Made in 19—

Original Cost Adjustment Made in 19—

Original and Revised President's Office

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

Accounting to concentrate in the office of Division Superintendent.

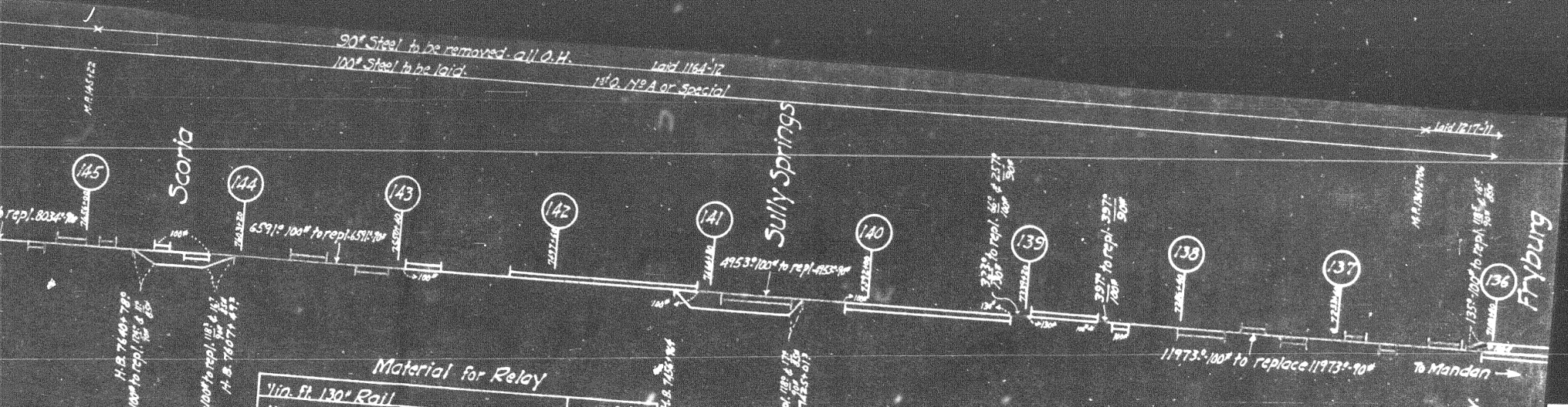
Signature and Title: Supt. Date Nov. 3rd, 19 25.

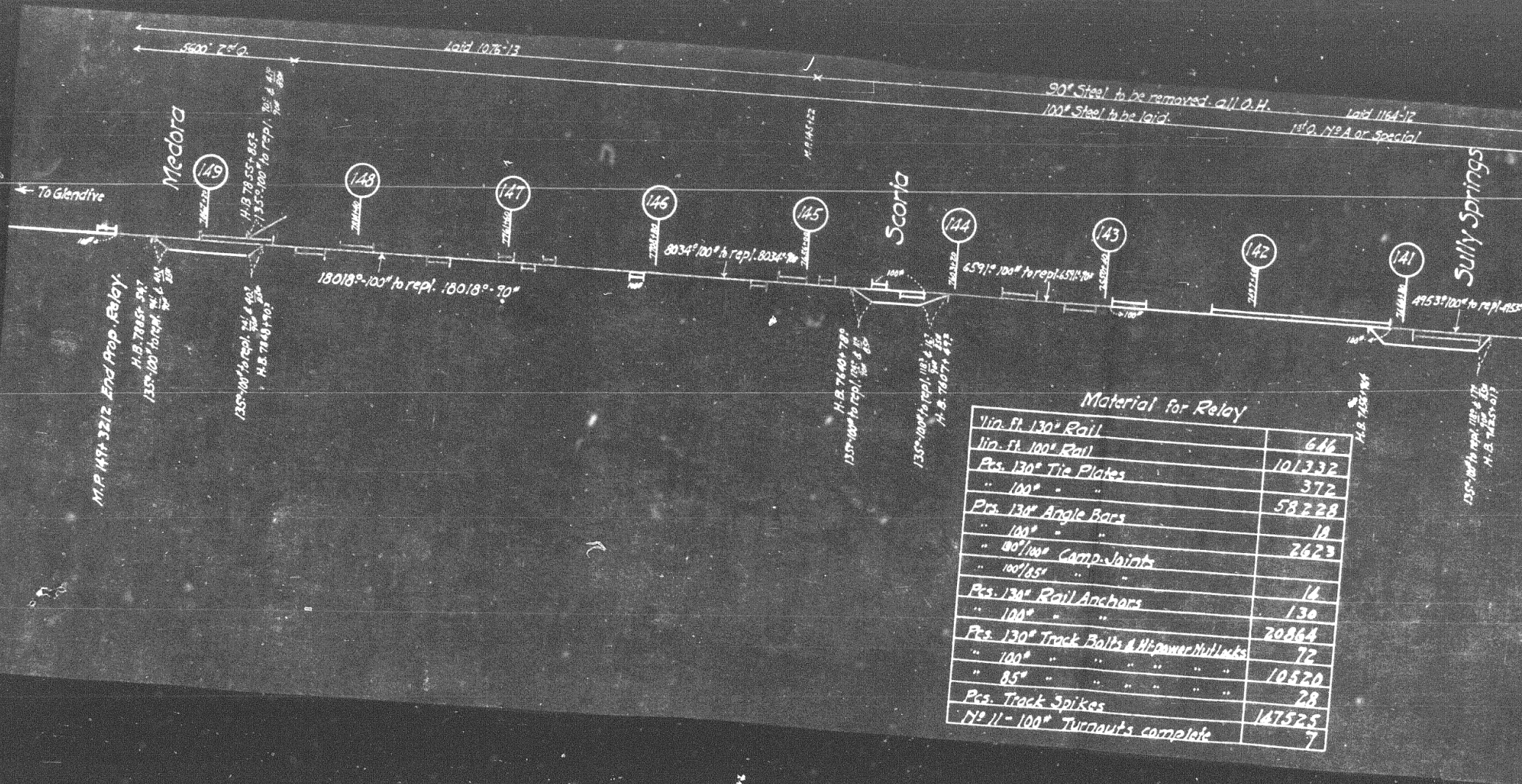
APPROVED:

General Superintendent.	Engr. Maint. of Way.	Assistant General Manager.
Mech. Supt., Supt. Telgh. or Signal Engr.		
Chief Engineer.	General Manager.	Vice President.
Per Comptroller.	President.	Date of Final Approval: DEC 03 1925 19

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

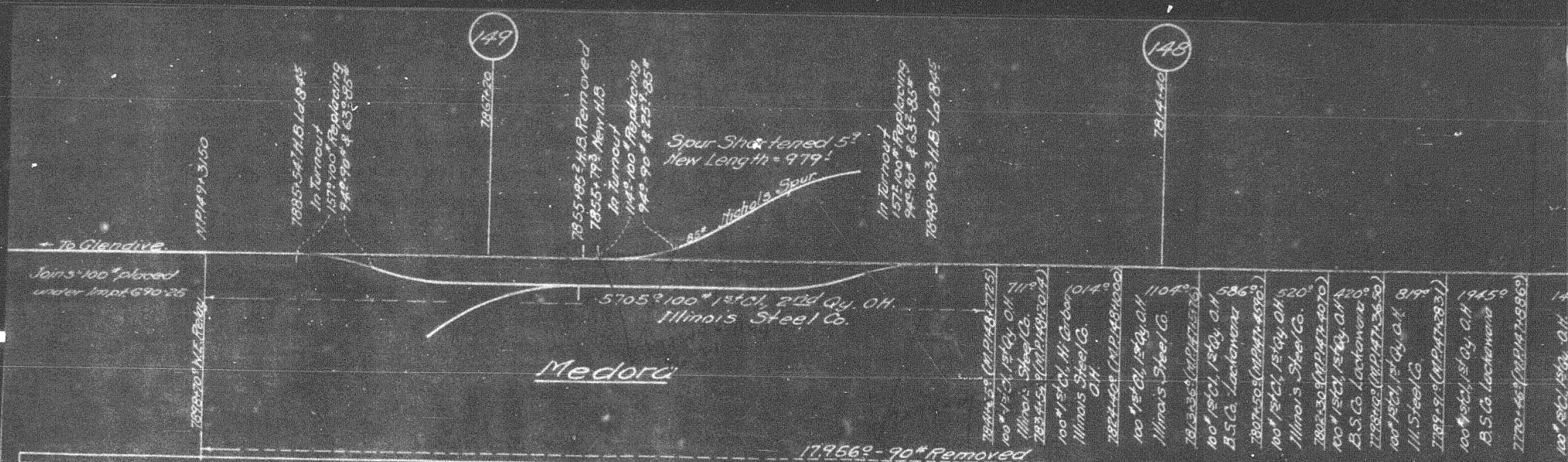
Form No. 1345 issued ..... 19 ..... Work begun ..... 19 ..... Work finished ..... 19 .....


90# Steel to be removed - all O.H.
100# Steel to be laid.
laid 1164'-12
13'0. No A or Special
laid 1217'-11
Scoria
Sully Springs
Fryburg
145
144
143
142
141
140
139
138
137
136
6591'-100# to repl. 6511'-90#
4953'-100# to repl. 4853'-90#
11973'-100# to replace 11973'-90#
To Mandan
Material for Relay
Lin. Ft. 130# Rail	646
lin. Ft. 100# Rail	101332
Pcs. 130# Tie Plates	372
" 100# " "	58228
Prs. 130# Angle Bars	18
" 100# " "	2623
" 80#/100# Comp. Joints	
" 100#/85# " "	16
Pcs. 130# Rail Anchors	130
" 100# " "	20864
Pcs. 130# Track Bolts & Hi-power Nut Locks	72
" 100# " " " " " "	10520
" 85# " " " " " "	28
Pcs. Track Spikes	147525
No 11 - 100# Turnouts complete	7
N.P.Ry.
Drawing No. -------
Yell. Div.
2nd Dist.
Proposed relay of 90# rail with 130# & 100# rail at various points
between
Fryburg & Little Missouri
Not to Scale
Office of Dist. Engineer Livingston Montana Oct. 31, 1925.
Proposed new Work shown ———
Valuation Section North Dakota No 2
1926 Budget Item



Material for Relay

lin. ft. 130# Rail	646
lin. ft. 100# Rail	101332
Pcs. 130# Tie Plates	372
" 100# " "	58228
Pcs. 130# Angle Bars	10
" 100# " "	2623
" 100°/100# Comp. Joints	
" 100°/85# " "	16
Pcs. 130# Rail Anchors	130
" 100# " "	20864
Pcs. 130# Track Bolts & Hipower Nut Locks	72
" 100# " " " " " "	10520
" 85# " " " " " "	28
Pcs. Track Spikes	167525
No 11 - 100# Turnouts complete	7

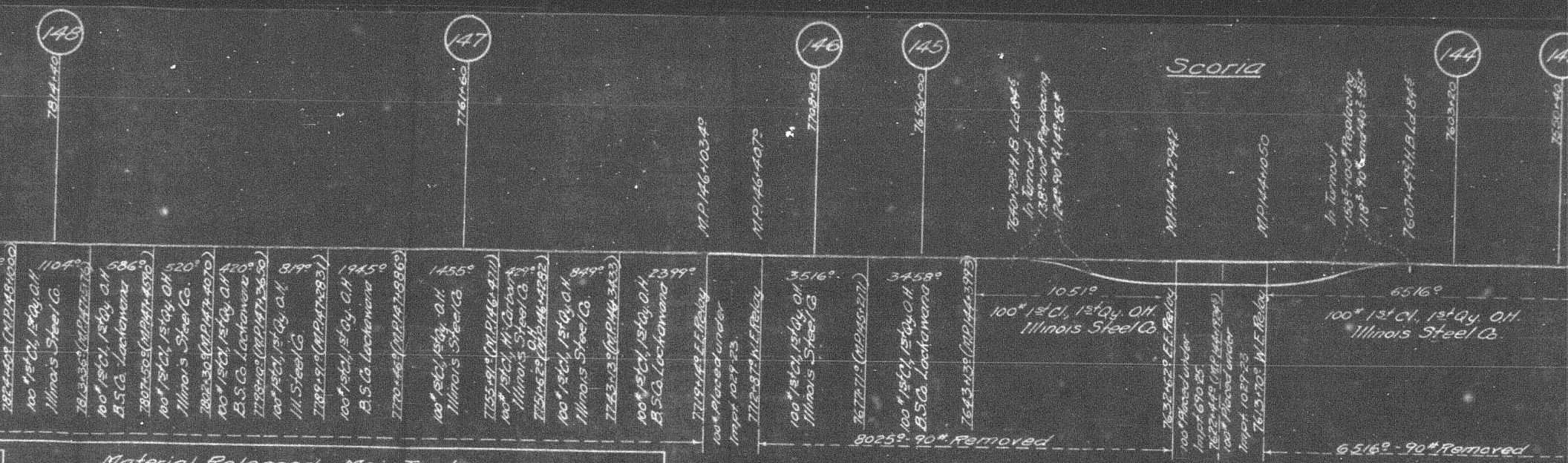


Material Used - Main Track

Lin. Ft. of Rail: 100# 1st Cl. Hi Carbon O.H. Ill. Steel Co.	100# 1st Cl. 1st Qu. O.H. Illinois Steel Co.	100# 1st Cl. 1st Qu. O.H. B.S.Co. Lock.	130# 1st Cl. 1st Qu. O.H. Illinois Steel Co.	100# 1st Cl. 2nd Qu. O.H. Illinois Steel Co.	Tie Plates 100# 7"×12"	Tie Plates 130# 7"×15"	Angle Bars 100# 7"×7" Stagger	Angle Bars 100# 7"×6" Inner Slotted	Angle Bars 130# 7"×7"	100# Insulation Ft. Joint	Track Bolts 100# 7"×8"	Track Bolts 130# 7"×8"	Nut Locks 100# Impt. H.P.	Nut Locks 130# Imp. H.P.	Rail Anchors 100# Unit	Rail Anchors 100# Four	Rail Anchors 130# Four	Track Spikes 7"×0-1	M.P. Locations
2028	6950				5492		6	221		4	708		908		2156	7		10988	136+791 to 137+00
6116	4442				6432			274		3	1076		1096		2437			12864	137+00 to 138+00
84	3024	594			2222			95		2	380		380		1738			4444	138+00 to 138+1851
	794				513			23			92		92		142			1026	138+2445 to 138+2842
			24			14			2			8		8			6	28	138+5268 to 139+00
			622			368			18			72		72			150	736	139+00 to 139+311
	8727				5203		231			3	924		924		2188	2		10986	140+819 to 141+00
	2838				1879		55				220		220		538			2558	141+00 to 141+019
	372				239		10				40		40		77			478	142+984 to 143+00
	10560				6360		268			3	1072		1072		2704			12720	143+00 to 144+00
	2100				1300		60				240		240		584			2600	144+00 to 144+1050
	2102	2574			2839		130			2	520		520		1234	10		5678	144+2922 to 145+00
	6218	4342			6478		262	8		3	1048		1048		2724			12956	145+00 to 146+00
	84				478		22				88		88		212			926	146+00 to 146+407
898	396	4798			5800		2	213		3	860		860		2178	5		12200	146+1038 to 147+00
	4668	5900			6165			289		3	1156		1156		2718			12350	147+00 to 148+00
2028	3482			3110	6121			271		3	1084		1084		2654			12248	148+00 to 149+00
				6300	3972		37	126		3	652		652		1404	6		8844	149+00 to 129+30
11116	37955	18220	646	11410	40096	382	1283	1570	20	34	10380	80	10380	80	23435	30	156	170756	Totals

Material Released - Main Track

L. Ft. of Rail: 90# 1st Cl. 1st Qu. O.H.	100# 1st Cl. 1st Qu. O.H.	Tie Plates 90# 7"×9"	Tie Plates 90# 7"×7" (or) 8.52"	Tie Plates 90# 7"×7" (or) 7.00"	Tie Plates 90# 7"×10.	Angle Bars 90# 7"×7"	Comp. Jts. 100% Ac.	Comp. Jts. 100% Ac.	90# 1½"×7½" Ft. Joint	Bolts 90# 7"×0.7	Bolts 100# 7"×8	100# Nut Locks 7"×7	Rail Tee 100#	Rail Var. 90#
8778		280	144	3846	1222	268	2		4	1076	4	4		
10560		228	115	3329	2760	317			3	1268				
3702			145	2440	150	112	2		2	452	4	4		
724						23	2	2		100	8	8		
	24										4	4	6	
54	108	310				14	2	2		64	12	12		
8972		26	26	5151		268	2		3	1076	4	4		
2038				1279		63	2			256	4	4		
312		74	4	161		11	2			48	4	4		
10560		376	12	5972		317			3	1268				
2100				1300		64	2			260	4	4		
4676				2839		140		2	2	544	4	4		
10560		250	162	6016		317			3	1268				
84				478		25	2			104	4	4		
12200			183	4997		232	2		3	1024	4	4		
12350			2	6165		317			3	1268				
12248		342	180	4945	937	315			5	1260				
6300		48	111	3763		188		1	3	756	8	8		
130507	132	1734	972	50239	5069	3044	21	7	34	12112	68	68	6	72

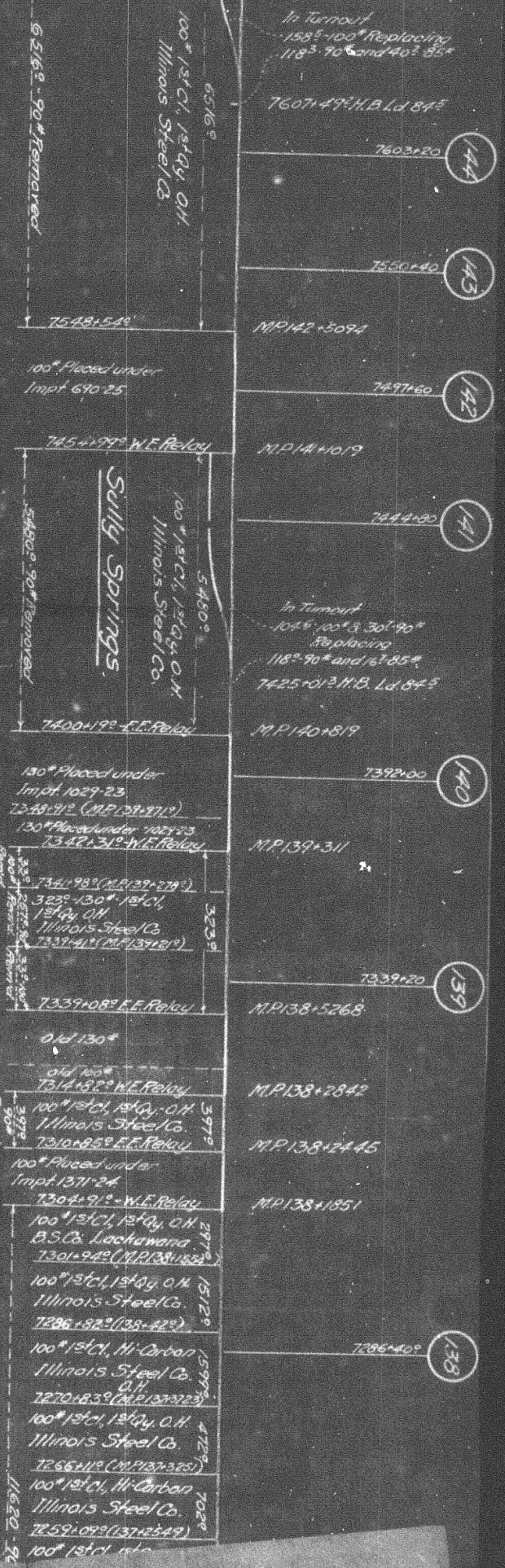


Material Released - Main Track

	Tie Plates 90# T-49	Tie Plates 90# T-47 B.S.Co.	Tie Plates 90# T-47 B.S. 7.00#	Tie Plates 90# T-4-10	Angle Bars 90# T20-106	Comp. Jts. 100# 90 CMC	Comp. Jts. 100# 90 B.S.Co.	90# T-30-75 Ft. 34#	Bolts 90# T20-20	Bolts 100# T8M	100# Nutlocks T-9-1	Rail Anchors Tar 100#	Rail Anchors Yards 90#	Rail Anchors Pat. M 90#	Track Spikes T-10-1	136lbs# Comp. Jts. P.T.C.	100# Reporters T-4-4	136# Bolts T8-5	136# Nutlocks T-9-1
	280	142	3846	1232	268	7		4	1076	4	4				10784				
	228	116	3329	2760	317			3	1268						12864				
		145	2840	150	112	2		2	452	4	4				2444				
					23	2	2		100	8	8				1026				
										4	4	6			28	2	14	4	4
	310				14	2	2		64	2	12				736	2	58	4	4
	26	86	5151		268	2		3	1076	4	4				10406				
			1279		63	2			256	4	4				2558				
	74	4	161		4	2			16	4	4				478				
	376	12	3972		317			3	1268						12720				
			1300		64	2			268	4	4				2600				
			2839		140		2	2	564	4	4				5678				
	250	162	6016		317			3	1268						12258				
			478		23	2	1		100	4	2				956				
		183	4991		255	2		3	1024	4	8				10200				
		2	6163		317			3	1268						12830				
	346	100	4285	937	310			5	2460						12248				
	44	171	3769		188	1	1	3	756	4	4				7844				
	2734	792	10429	5069	3544	21	7	34	12712	64	64	6	7847	3450	120856	4	72	8	8

Material Used - Other Tracks

Lin. Ft. of Rail: 100# 1st Cl. 1st Qy. O.H. Illinois Steel Co.	Lin. Ft. of Rail: 90# Relay Rail	Rail Plates 100# T-4-10	Rail Plates 90# T-47	Rail Plates 100# T-47 B.S.Co.	Rail Plates 100# T-64	Anchors 34# E.T. 3.1#	Comp. Jts. 100# T-4 B.S.Co.	Comp. Jts. 90# T-6 B.S.Co.	Comp. Jts. 90# T-6 T20-106	Track Bolts 100# T-8-4	Track Bolts 90# T-8-3	Track Bolts 85# T-8-2	Nutlocks 100# T-9-1	Nutlocks 90# T-9-1	Nutlocks 85# T-9-1	100# Ill. Tie Plates	Spikes T-10-1	100# 3 Ft. Qy. 16.6# T-4	100# 3 Ft. Qy. 16.6# T-4 Co. Switch Comp. 18.5# T-4-3	100# Curve Rail 16.6# T-4-3 Pat.	100# Banner - Sw. Stock 32.0#	Transfer Hand Blocks - 20# 4.16	
202°		67		5	1	2		2		28	4		28	4			360	1	1	1	1	2	Fryburg-
138°	61.4	21	34	3		2	2		2	16	8	2	16	8	4	2	337	1	1	1	1	2	Scilly Spr
247°		105		6		2		2		88		4	88		4		379	1	1	1	1	2	Scoria Ju
206°		77		3		2		2		16		4	16		4		355	1	1	1	1	2	Scoria - M
244°		90		1	5	2		2		28		4	28		4	14	389	1	1	1	1	2	Meadow -
158°		47		1	2	2		2		16		4	16		4	6	208	1	1	1			Meadow -
344°		74		1	5	2		2		28		4	28		4	20	378	1	1	1			Meadow -
1439°	61.4	481	34	20	13	14	2	12	2	160	12	24	160	12	24	40	3476	7	7	7	5	10	To

Material Released - Other Tracks

Rails	Location	Ballast	Tie Plates	Frogs	Switches	Switch Stands	Guard Rails	Guard Rail Clamps	Bolts	Nuts	Spikes	Rail Anchors	Joints	Miscellaneous
100# 3-R Fog 8'6" T-12-4														
100# 3-R Switch Comp. 16' T-14-3														
100# Clamped Rails 85' T-15-1														
High Banner Sw Stands 320#														
Treated Head Bolts 7/8"x16"														
100# 3-R Fog 8'6" T-12-4														
100# 3-R Switch Comp. 16' T-14-3														
100# Clamped Rails 85' T-15-1														
High Banner Sw Stands 320#														
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