

Form 1245 501 6-22 '19  
**NORTHERN PACIFIC RAILWAY CO.**  
 AUTHORITY FOR EXPENDITURE

REPRODUCTION DOCUMENT 15104 ENTERED ON EXHIBIT 5

1925 1926 1927 Year: **1926**  
 Superintendent's No. **148** Dept. No. **130** A. F. E. NO. **58**  
 No. Engineering Dept. No. Val. Sec. No. **18**

**Becky Mountain** Div. **Bitter Root** - District **Montana**  
 Branch

**AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 1500**

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

	Operating Expenses	Other Expenses	Profit and Loss
Cost of property retired	1984	1270	
Value of salvage	564	387	1527
Incidental costs			
Total to Operating Expenses			634
Total to Profit and Loss			
To Material and Supplies			
To Bills for Collection			187
To Other Accounts			3024
Net charge to investment account—Additions and Betterments			
Total of distribution			

Budget reference: **Not in budget**  
 Joint facility contract reference: **Not Joint account**  
 The location is \_\_\_\_\_ on the company's property. To secure rights \_\_\_\_\_  
 Location: **Lolo (near) - Montana.**  
 Title: **Lolo (near) - Line change, eliminating two grade crossings at Mile Post 10.**

The main, in fact, the only highway, from Missoula leading down through the Bitter Root Valley is a very busy thoroughfare, the automobile traffic over it consisting not only of the residents of the valley but tourists from Missoula and surrounding territory and from all parts of the United States due to the wonderful scenery, including Lolo Hot Springs, Sleeping Child Springs and Medicine Springs. This highway, as shown on blue print attached, crosses our track twice in a short distance in the vicinity of Mile Post 10, near Lolo. One of the crossings is between two curves, one of four degrees and the other of five degrees; an automobile going west can not see a train going east until auto is practically on the crossing; the same is true of an automobile going east and a train going west. There is also a hill which comes down close to the track and obstructs the view of a train approaching from either direction; all of these conditions making for a very hazardous situation.... (over)

Work to be done by \_\_\_\_\_ company force under charge of Division Superintendent.  
 Accounting to concentrate in the office of Superintendent, Missoula.  
 Signature and Title: \_\_\_\_\_  
 Date **November 25, 1925.**

APPROVED: \_\_\_\_\_  
 General Superintendent  
 \_\_\_\_\_  
 Chief Engineer  
 \_\_\_\_\_  
 General Manager  
 \_\_\_\_\_  
 Vice President  
 \_\_\_\_\_  
 Date of Final Approval: **NOV 27 1925**

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION  
 Form No. 1345 issued \_\_\_\_\_ 19 \_\_\_\_\_ Work begun \_\_\_\_\_ 19 \_\_\_\_\_ Work finished **Nov 17 1925**

(continued)

To do away with this condition there have been various conferences between Railway and Missoula County Commissioners, and, after a thorough consideration of what should be done, and what portion of the expense the county should bear and the Railway Company should bear, we have finally been able to enter into a very satisfactory arrangement with Missoula County, whereby they will construct the new grade for our track as thrown over to the south and relocated, also place the necessary wooden guard fence along the new road, which will, it will be noted, use for a considerable portion of the distance, our present roadbed, the county's expense to be approximately \$1443.00, the work the Railway Company is to do - namely, throwing, lining and re-surfacing track and reballasting, moving right of way fence, removing crossings, cattle guards, etc. - estimated at \$766.00.

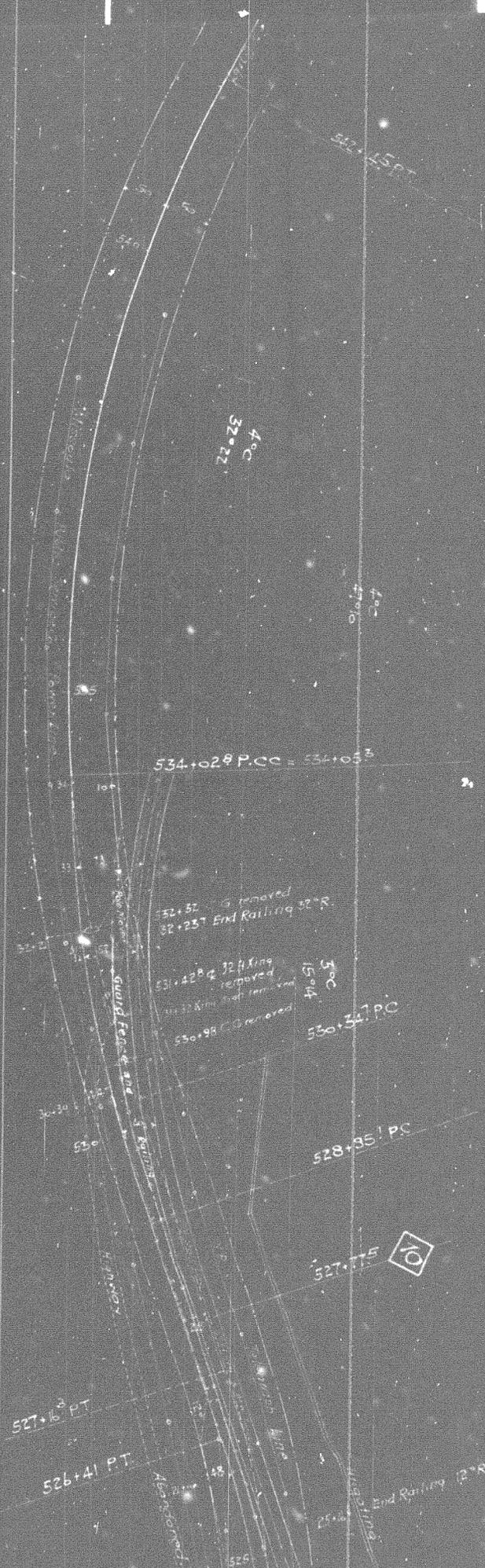
As the county was very anxious to get at this work this fall, the Vice President directed that they be notified we would accept their proposal as above, with result that county is now doing the grading, Missoula Public Service Company is moving their pole line at their own expense, and this AFE is submitted so that regular authority may be granted covering the work the Railway Company must do in connection with this very desirable line change, resulting in the elimination of two very hazardous crossings.

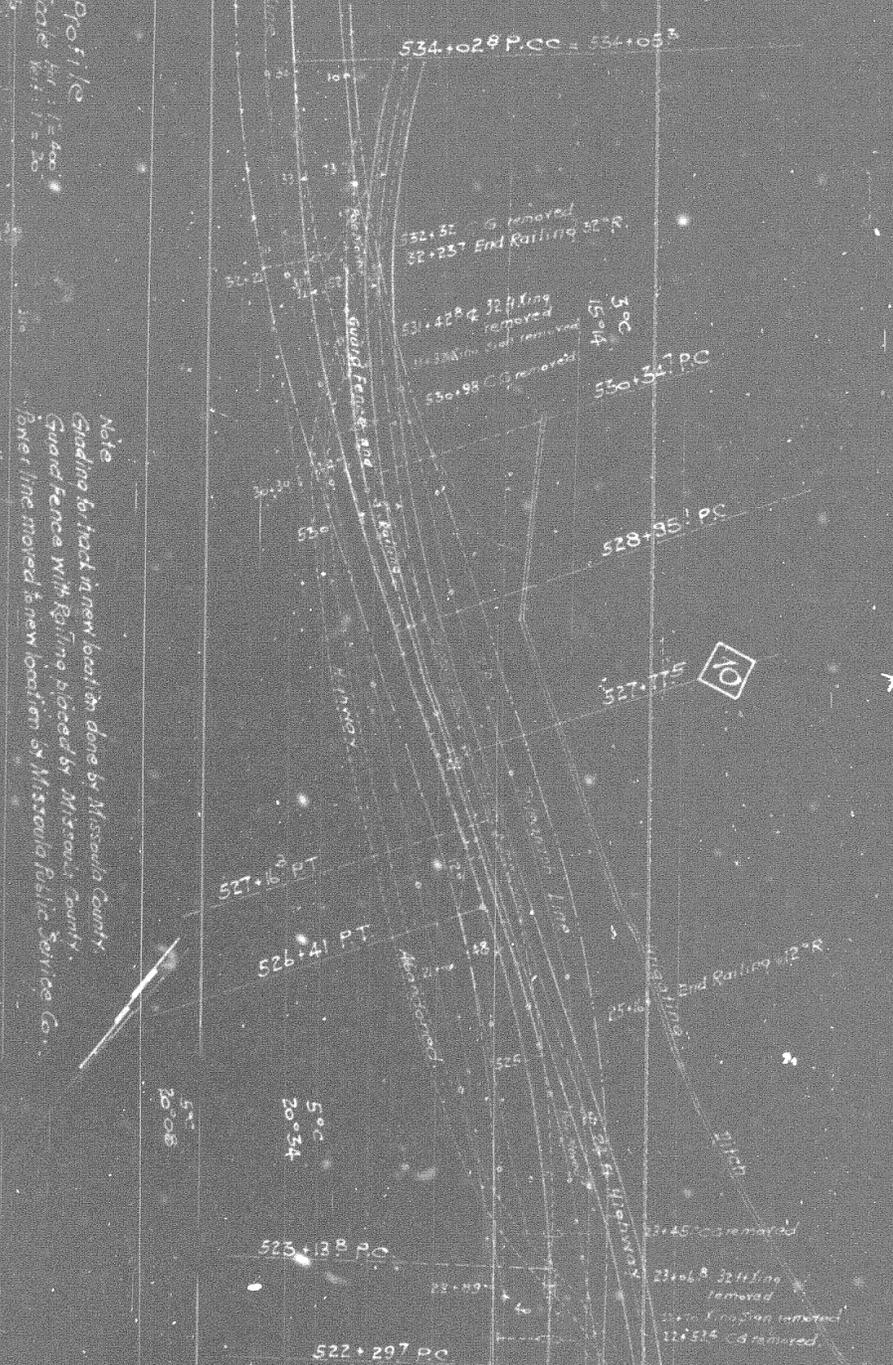




Profile  
 Scale H.T. = 400'  
 Scale V.T. = 20'

Note  
 Grading to track in new location done by Missouri County.  
 Guard fence with Railins placed by Missouri County.  
 Powerline moved to new location by Missouri Public Service Co.





*Note*  
 Grading to track in new location done by Missouri County  
 Guard Fence with Railing placed by Missouri County.  
 Power line moved to new location by Missouri Public Service Co.

**Eliminating two Grade Crossings**  
 Lolo near Line Change

Scale 1"=100'

Stationing marked shown

New Location shown

Station Section	Marked	N <sup>o</sup> 18
Without and under	lines	N <sup>o</sup> 25 and 1, 16, 21
Mark	shown	Marked
Mark	shown	Marked
Mark	shown	Marked

