NORTHERN PACIFIC RAILWAY COMPANY
AUTHORITY FOR EXPENDITURE

1926

Superintendent's No.
N.P.R. No. 1900
Dept. No. 3
Engineering Dept. No. 3

Lake Superior Div. 1926
Second Dist. 1926

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF $2,400.
Accounting distribution as follows: (Distribution to be made in General Office)

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost of property</th>
<th>Value of salvage</th>
<th>Operating Expenses</th>
<th>Net Profit and Loss</th>
<th>Net Profit and Loss</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating expenses</td>
<td>$500</td>
<td>$500</td>
<td>$500</td>
<td>$500</td>
<td>$500</td>
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<tr>
<td>Total</td>
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<tr>
<td>Total to Operating Expenses</td>
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<td>Total to Operating Expenses</td>
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<tr>
<td>Total to Profit and Loss</td>
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<tr>
<td>To Mat. and Supplies</td>
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<tr>
<td>To Bils for Collection</td>
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<tr>
<td>To Other Accounts</td>
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<tr>
<td>No charge to investment account — Additions and Betterments</td>
<td>$500</td>
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</tbody>
</table>

Total of distribution: $2,400

Budget reference: In 1926 Budget. R-1070
Class of Work: No. 4

Joint project contract reference: None

The location is on this company's property. To secure rights, it will be necessary to do nothing.

Location: Near Grayling, Minnesota. Bridge 66 over Big Sandy River.

The reinforcement present I Beam Span.

Reason: The present structure consists of 5-25 foot I Beam Span on concrete masonry. The spans were designed for 140 ton loading and are too light for heavy power and 75 ton ore cars, which are used in the transportation of ore, and the structure is overloaded. It is proposed to place two additional I Beams in each span which will make the structure good for 250 ton loading and permit the operation of 2 ore cars without speed restrictions.

Owen F. Minter

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

Accounting to concentrate in the office of Division Superintendent at Duluth

Signature and Title: Bridge Engineer. Date December 4, 1926

APPROVED

General Superintendent

Assistant General Manager

Chief Engineer

General Manager

Vice President

President

Date of Final Approval: JAN 25, 1926

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION
