



N. P. 1367
624

NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

1926 1926
A. F. E. No. 73

DEPT. No.
ENGINEERING DEPT. No. 34

1923
Yellowstone

First 1926

DISTRICT STATE No. Dakota/AL Sec. No. 2

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 6 160.

Appropriation 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				
Value of salvages	40.		(40)	
Additional costs			1 000.	
Total in Operating Expenses				960.
Total to Profit and Loss				40.
To Material and Supplies				
To Pay for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				5 200.
Total of distribution				5 200.



Original Cost Adjustment
Made in MAY 1 - 1927
Final

Budget reference: Item No. 108, 1926

Class of Work: No. 4

Where quality control reference: SEE FIRST APPROVAL

The location is on this company's property. To secure rights, it will be necessary to do nothing
Near Sweetbriar, North Dakota, Bridge 19 over Sweetbriar Creek.
Reinforce Present 1 Beam Spans

The present structure consists of 4-30 foot 1 Beam spans, total length 121 feet, height 21 feet. Built in 1900 and designed for 145 ton loading. It is too light for heavy power and it is proposed to reinforce it as part of a general program to enable the use of heavier engines between Mandan and Glendive. The bridge is adjacent to a two degree curve. It is proposed to encase the two cylinder piers with concrete and add three 1 Beams to each span, which will make the structure good for E-60 loading.

Original Cost Adjustment
Made in MAY 1 - 1927
Final

Checked and Entered
President's Office



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

Accounting to be done in the office of Division Superintendent at Glendive

Dispositive and Title: *W.B. Clements* Bridge Engineer. Date: Dec. 6, 1925

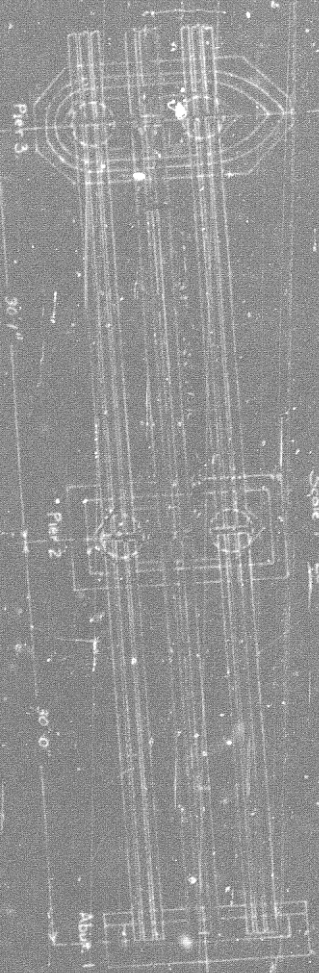
APPROVED	General Superintendent	Asst. Chief Eng. or Genl. Maint. Eng.	General Manager
<i>[Signature]</i>			
Chief Engineer	<i>[Signature]</i>		
For Construction	<i>Charles Drumm</i>		
		Date of Filing	1926 DEC 10
		Approved	<i>[Signature]</i>

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Work begun: _____ Work finished: *Aug. 18 1926*

PLAN OF EAST HALF
Scale 1" = 10'

West half is similar



ELEVATION
Scale 1" = 25'



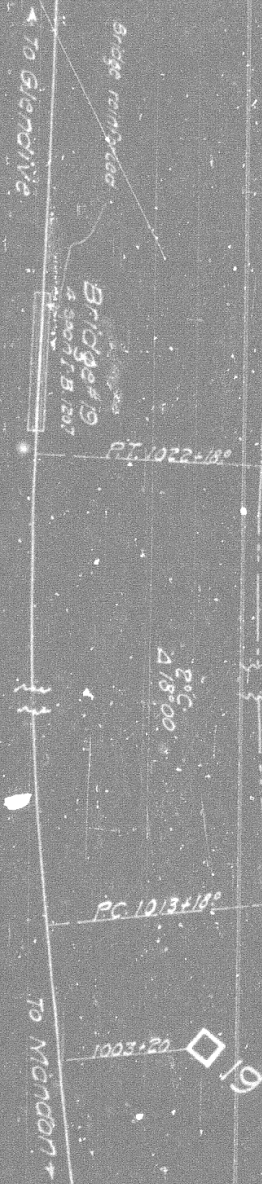
MAP AND PROFILE
Horizontal Scale 1" = 100'
Vertical Scale 1" = 10'



PROPOSED REINFORCEMENT OF I BEAM SPANS
FOR E-60 LOADING
Scales as noted

Chief of Bridge Engineering, Santa Fe National Dec 6, 1933

1022+37 C.M.R. 19-1917
E.E. Bridge #19



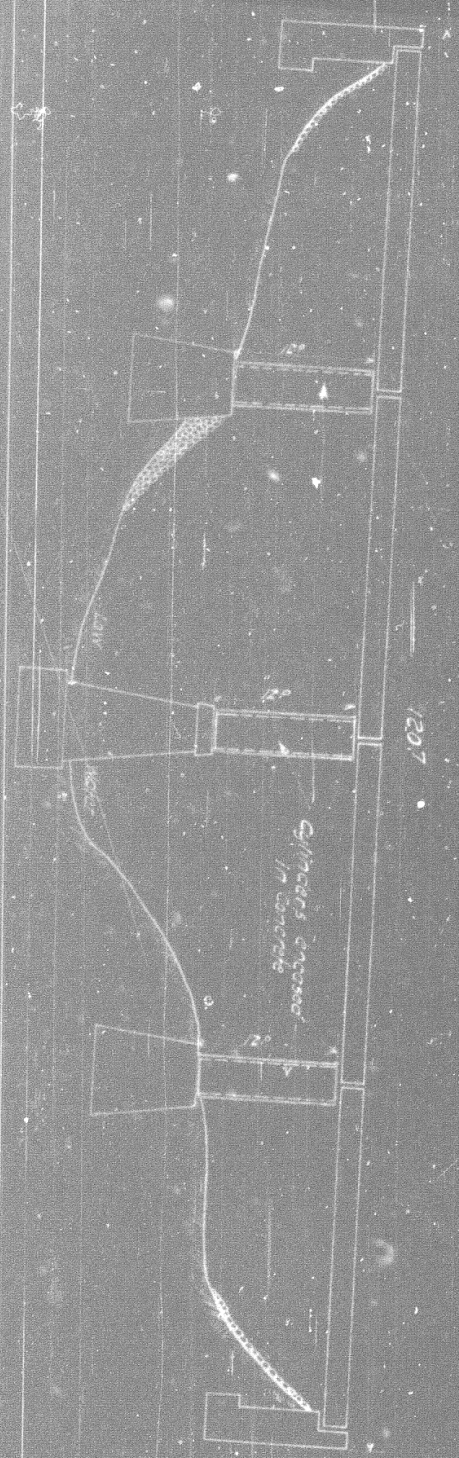
N.P.Ry.
1st Dist.
Reinforce I-Beam Spans
Bridge No 19
New

Sweet Briar

Office Dist Engr. Livingston Mont. March 14, 1927
New work shown

Location Section North Dakota No 2
Auth Under Imp. 73-26 dated 1-28-26
Work begun March 1926
Work completed August 13, 1926

NOTE: For Details see Bridge Engr's
Plan, dated Sept. 29, 1925.



Elevation
Scale 1/4\"/>

Detail of I-Beams
Scale 1/4\"/>