NORTHERN PACIFIC RAILWAY COMPANY
AUTHORITY FOR EXPENDITURE

1926 Montana Div. Rocky Fork

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF $1000

<table>
<thead>
<tr>
<th>Cost of property retired</th>
<th>Standing Value</th>
<th>Profit Loss</th>
<th>Net Balance</th>
<th>Net Profit and Loss</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1,200</td>
<td>$2,000</td>
<td>$1,428</td>
<td>$1,172</td>
<td>$375</td>
</tr>
</tbody>
</table>

Incidental costs
Total to Operating Expenses
To Material and Supplies
To Bill for Subdivision
To Other Accounts
Post charge to equipment additions and Betterments
Total of distribution

Budget references: Not in budget
Joint facility contract references: Joint with C&O Railway as per contract dated 9-1-1922.

Date & Location: Aug 1925
Enroute: Laurel, Montana

Remove Interchange Track on Wye

This track is not needed for operating purposes at the present time and should be removed and material placed in stock. The removal of this track will save considerable in the cost of maintenance as the ties are in poor condition and it would be unnecessary to replace them if track is left in service. It is, therefore, recommended that track be removed as per the attached blueprints and estimates. Furthermore, because of cars being left either side of crossing about midway of this interchange track, obstructing view of the main line, a dangerous situation exists at a very heavily traveled highway crossing and the removal of this track will remove such serious hazard of crossing accident.

District and Environ
President's Office

Original Cost Adjustment
Made in JUN 1926

Superintendent.

[Signatures and dates]

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION