NORTHERN PACIFIC RAILWAY CO
AUTHORITY FOR EXPENDITURE

1926

1926

1926 Year: 1926

A. F. E. No.: 97

Superintendent's No. 4
Signal Eng'rs No. 3

Dept. No. Engineering Dept. No. 24

Rocky Mountain Div. Main Line District Branch State Mont.

Vol. Sec. No. 19

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF $93.

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

<table>
<thead>
<tr>
<th>Description</th>
<th>Operating Expenses</th>
<th>Profit and Loss</th>
<th>Net Operating Expense</th>
<th>Net Profit and Loss</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cost of property retired</td>
<td>$ 5.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Value of salvage</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Incidental costs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total to Operating Expenses</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total to Profit and Loss</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>To Material and Supplies</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>To Bills for Collection</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>To Other Accounts</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net charge to investment account—Additions and Betterments</td>
<td>$ 93.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total of distribution</td>
<td></td>
<td></td>
<td></td>
<td>$ 93.00</td>
</tr>
</tbody>
</table>

Budget reference: Not in Budget

Class of Work: No. 12

Joint facility contract reference: 

The location is on this company's property. To secure rights, it will be necessary.

Location: Silver Bow, Montana.

Title: Add Line Control and Back Looks to Distant Signals.

Reason: The Interlocking plant at Silver Bow was installed in 1910 from second hand material; at that time the lower quadrant distant signals were controlled by means of a track circuit operated by circuit controllers on the home signals. Since the plant was installed the Milwaukee have built thru this territory and electrified their line, so that at the present time our tracks at Silver Bow are between two electrified railroads—the Milwaukee and the B.A.A.F. We had one false clear some time ago and we do not consider the present operation of these distant signals reliable due to the fact that foreign currents from the two electrified lines is liable to cause these signals to stick clear and derail one of our trains; therefore, I would recommend that the distant signals be line controlled and back looks added.

Work to be done by company force under charge of Signal Engineer

Accounting to concentrate in the office of Signal Engineer

Signature and Title: Signal Engineer

Date: 1/1/26

APPROVED:


Chief Engineer

General Manager

Date of Approval: JAN 26 1926

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1945 issued: 19 Work begun: 19 Work finished: 19