NORTHERN PACIFIC RAILWAY COMPANY
AUTHORITY FOR EXPENDITURE
1926
DEPT. No.
ENGINEERING DEPT. No. 17
A. P. E. No. 163

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF $ 20

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

<table>
<thead>
<tr>
<th>Nature of Property</th>
<th>Encumbrance</th>
<th>Total</th>
<th>Net Payable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Used for Purchase</td>
<td>733</td>
<td>336</td>
<td>397</td>
</tr>
<tr>
<td>Value of Salvage</td>
<td>495</td>
<td>63</td>
<td>432</td>
</tr>
</tbody>
</table>

| Other Accounts      | 286         | 520   |
| Net charge investment account-Additions and Retirements |

Year of application
Class of work
No. 10

Budget reference: Not in budget
Join jointly. No contract reference. No joint account

The location is at Gregory, Minn.

Proposed to operate switch at end of double track.

At present there are three telegraphers employed at Gregory, at the end of the double track and connection to the old Brainerd line leading to the east side of Little Falls, who operate the double track as well as crossover switches with levers located in the office and handle such train orders as are necessary at such points.

While one of these telegraphers is designated as an Agent-Telegrapher there is not any business handed other than the mailing of an occasional ticket to Little Falls or other near points, therefore the revenue derived is nothing, compared with the expense.

To reduce this expense it is proposed to install a spring switch at the end of the double track and remove the pipe connection to the crossover switches, eliminating the necessity of telegraphers at Gregory and permitting trains to use the Brainerd cut-off from this location by hand operation of the switches and crossing.

Superintendent

Signed:

[Signatures]

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF CONSTRUCTION
FEB 8, 1926

20 Work Days
30 Work Days
This plan is somewhat identified with the proposed strengthening of Bridge No. 106 at Little Falls, as covered by St. Paul Division APF No. 16, which authority, if approved, would permit the abandonment of a portion of the old Brainard line as well as the crossover at Gregory. This abandonment to be covered by a later APF.

The move will create a saving, by eliminating the telegraphers at Gregory and placing an additional telegrapher at Royalton in place of the present Station Helper, thereby handling the train orders at the latter place, of approximately $2700.00 per year, including both wages and fuel at Gregory.

The work is not to be done until opening of the maintenance season of 1926, but APF is submitted at this time to facilitate the assembling of the material.

It is recommended the work be done.

T. F. LOWER,
Superintendent.