N. P. 1343 8-24

COMPTROLLER'S COPY

NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

Year 1926

A. F. E. No. 196

Superintendent's No. 147

Dept. No.

Engineering Dept. No. 2

MONTANA Div. SBOOND

District BRONDER State MONTANA Val. Sec. No. 3

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF $ 13454.00

Accounting 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	$ 13615	$	$	$
Value of salvage	6575		6040	
Incidental costs			2815	
Total to Operating Expenses				$ 8855
Total to Profit and Loss				
To Material and Supplies				6575
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				4599
Total of distribution				$ 20029

DEPRECIATION DOCUMENT 15100 ENTERED ON EXHIBIT 26

COST AT CURRENT ADJUSTMENT

Original Cost Adjustment Made in 12-1 1925 Jones

Budget reference: In Budget - Item 65-1926 Class of Work: No. 3

Original Cost Adjustment Made in APR 17 1929 19 Revised

Joint facility contract reference: Not Joint

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

Location: Main Line Montana Second District. Livingston to Helena

Title: Curve Relays.

and

Reason:

The fall inspection of curves showed that the 90# rail in curves 130EB-132CEB-132DEB-164A-207A-224B and 232 was badly worn and should be replaced during 1926.

It is therefore recommended that work be done as per attached blue prints and estimates.

Checked and Entered President's Office

ENTERED

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

Accounting to concur as in the office of Superintendent.

Signature and Title: J. H. Jacobus Superintendent. Date Nov. 9 1925

APPROVED:

General Superintendent — Bernard Blum Engr. Maint. of Way — General Manager

Mech. Supt., Supt. Telgh. or Signal Engr.

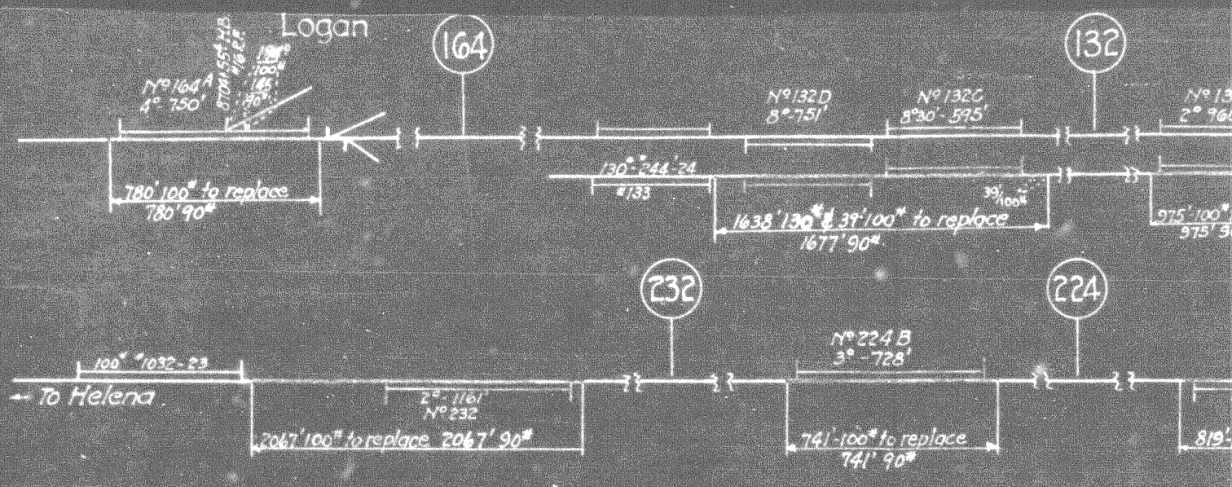
Chief Engineer — Vice President

For Comptroller — President

Date of Final Approval FEB 8 - 1926 19

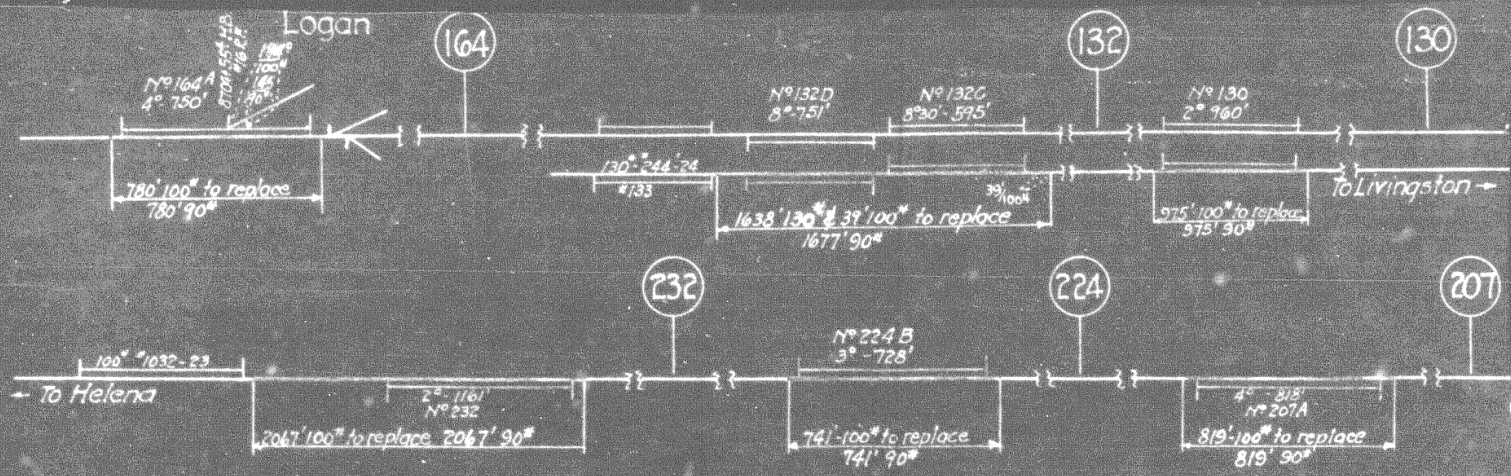
COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued ..... 19 Work begun ..... 19 Work finished Nov. 9 1925



N.P.Ry.
Drwg. No.
Mont. Div.
Proposed Main Line Curve Re
90# rail with 100# & 130# R.E
the following cu
#130-#132C-#132D-#164A
No Scale.
Office of Dist. Engr. Livingsto
Proposed relays sh
Valuation Section-M
1926 Budget Ite

	Curve No.	Lineal ft. of Rail 130#	Lineal ft. of Rail 100#	Tie Plates 130#	Tie Plates 100#	Pairs-Angle Bars 130#	Pairs-Angle Bars 100#	Pairs-Offset Bars 130#/100#	Pairs-Offset Bars 100#/90#	Rail Anchors 130#	Rail Anchors 100#	Track Bolts & Nut Locks 130#	Track Bolts & Nut Locks 100#	Track Bolts & Nut Locks 90#	Track Spikes	Number Switches
E.B	130		1950		1121		48		4		400		200	8	2803	
E.B.	132C+132D	3276	78	1885	46	84		2	2	672	16	340	8	4	4828	
	164A		1830		1100		50		6		320		212	12	2600	1-#15 100# 33' Pts.
	207A		1638		942		40		4		336		168	8	2328	
	224B		1482		851		36		4		304		152	8	2128	
	232+Tan.		4134		2379		104		4		848		424	8	5948	
	Totals.	3276	11112	1885	6439	84	278	2	24	672	2224	340	1164	48	20635	1-#15 100# 33' Pts.



Curve No.	Lineal ft. of Rail 130#	Lineal ft. of Rail 100#	Tie Plates 130#	Tie Plates 100#	Pairs-Angle Bars 130#	Pairs-Angle Bars 100#	Pairs-Offset Bars 130#/100#	Pairs-Offset Bars 100#/90#	Rail Anchors 130#	Rail Anchors 100#	Track Bolts & Nut Locks 130#	Track Bolts & Nut Locks 100#	Track Bolts & Nut Locks 90#	Track Spikes	Number Switches
130		1950		1121		48		4		400		200	8	2803	
132C+132D	3276	78	1885	46	84		2	2	672	16	340	8	4	4828	
164A		1830		1100		50		6		320		212	12	2600	1-#15/100# - 33' Pts.
207A		1638		942		40		4		336		168	8	2328	
224B		1482		851		36		4		304		152	8	2128	
232+Tan.		4134		2379		104		4		848		424	8	5948	
Totals	3276	11112	1885	6439	84	278	2	24	672	2224	340	1164	48	20635	1-#15/100# 33' Pts.

N.P.Ry.

Drwg. No.

Mont. Div. 2nd Dist.

Proposed Main Line Curve Relays; replacing 90# rail with 100# & 130# R.E. rail at the following curves #130-#132C-#132D-#164A-#207A-#224B-#232

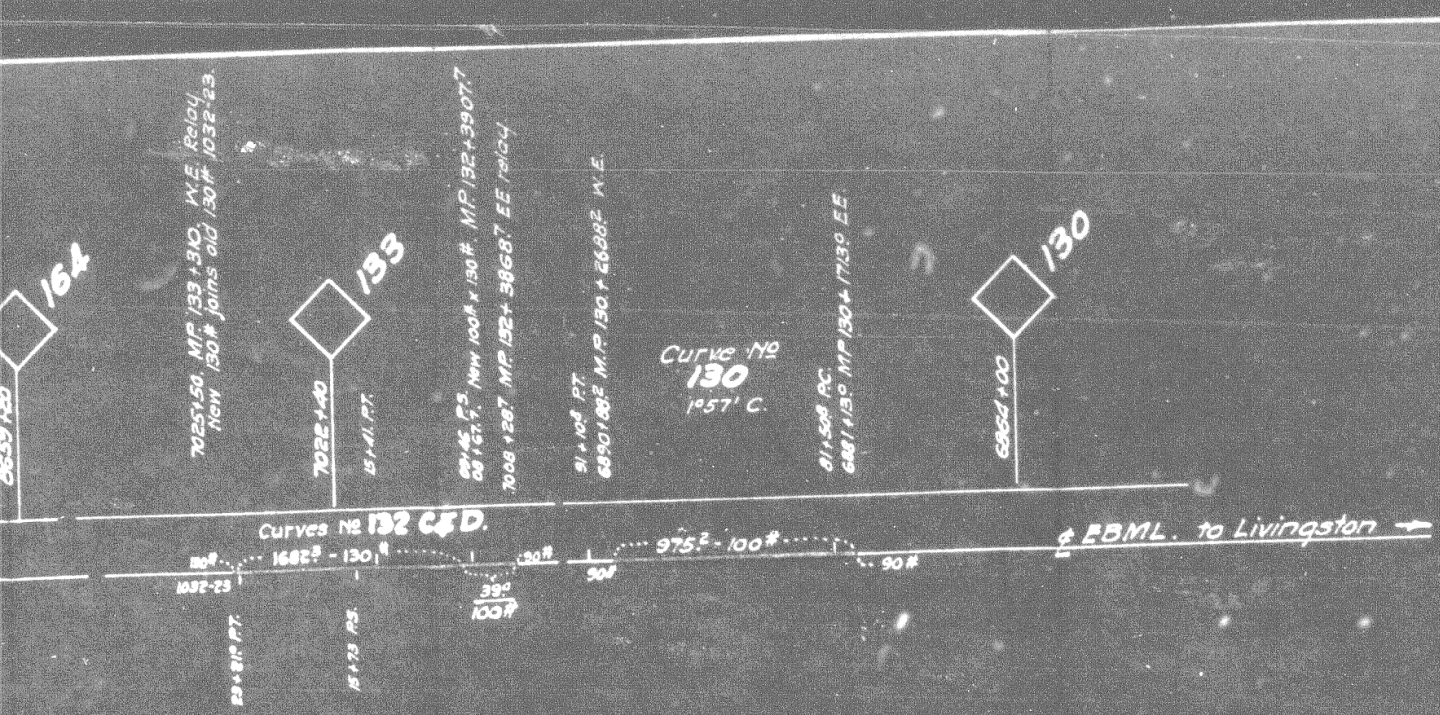
No Scale.

Office of Dist. Engr., Livingston, Mont., Oct. 31, 1925

Proposed relays shown- ——

Valuation Section-Mont. #3

1926 Budget Item.



Used.

n. Ft. 100# t-1st-on	130# Angle Bars	100# Angle Bars	130/100 Compr. Jnts. 2-Cr.	100/90 Compr. Jnts. 2-Cr.	100/90 Comp. Jnts. Bunch	100# Trns. Bars	130# Bolts	100# Bolts	90# Bolts	130# W.P. Nut Locks	100/90 W.P. Nut Locks	130# Anch's "Fair"	100# Anchors "Fair"	130# Tie Plts T-4-15	100# Tie Plts T-4-12A	Spikes.
19.50		48			4			192	16		208		488		1127	2200
78.9	88		2	2			352	4	12	352	16	851	5	1981	44	4700
160.0		38			4	2		152	16		168		353		740	2400
163.8		40			4			160	16		176		407		976	3000
152.0		37			4			148	16		164		393		887	1500
413.0		105		2		1		420	8		428		954		2176	4400
919.2	88	268	2	4	16	3	352	1076	84	352	1160	851	2600	1981	5950	18,200

N.P.Ry.

Montana Div. Second Dist.

1926 Curve Relays

between

Livingston and Helena

Scale: None

Office of District Engineer, Livingston, Aug. 9, 1927.

New work shown ———

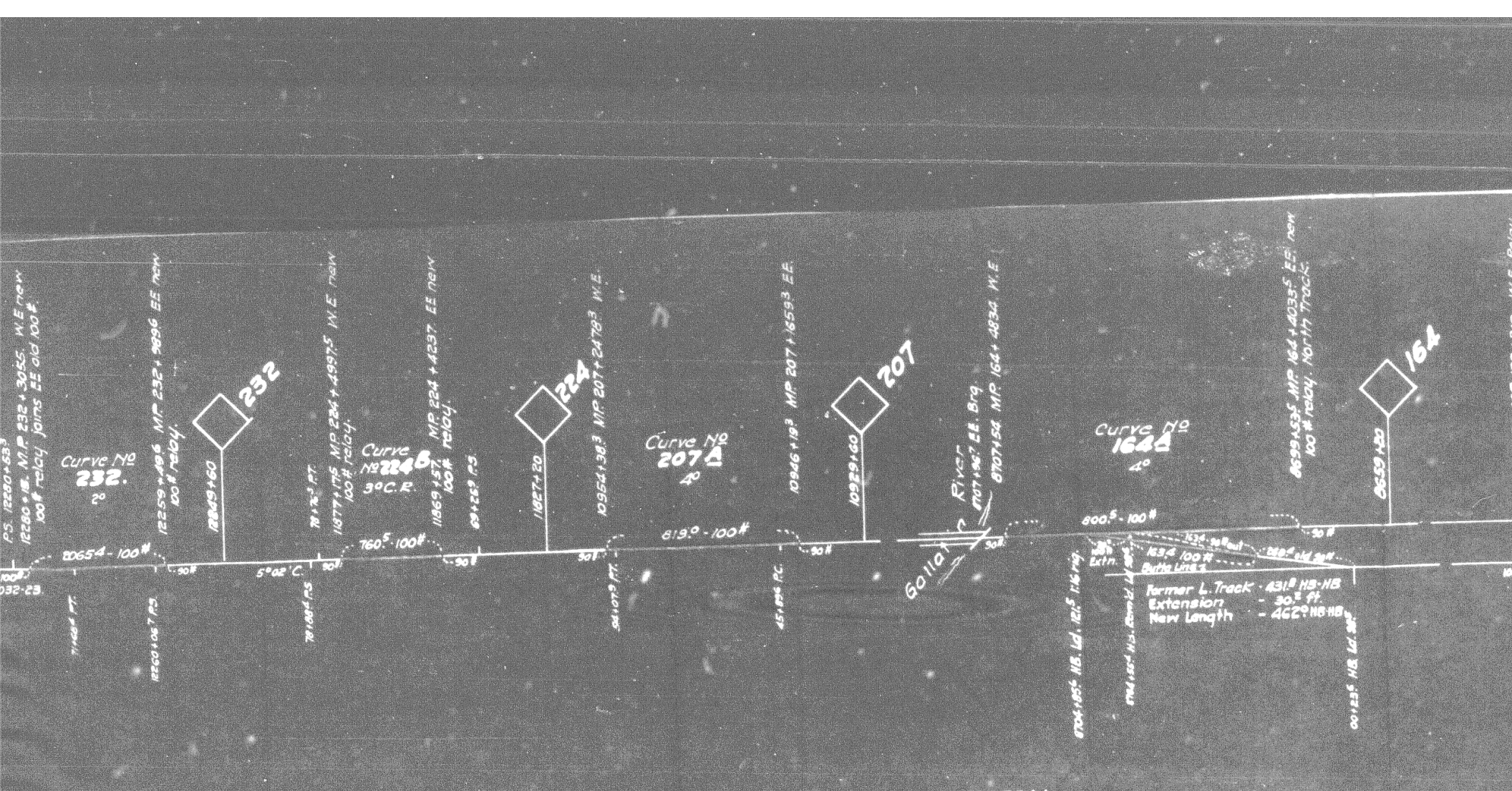
Removals shown - - - - - - - - - -

Valuation Section Montana No. 3.

Auth. under Impt. No 196 dated 2-8-26

Work begun March 1926

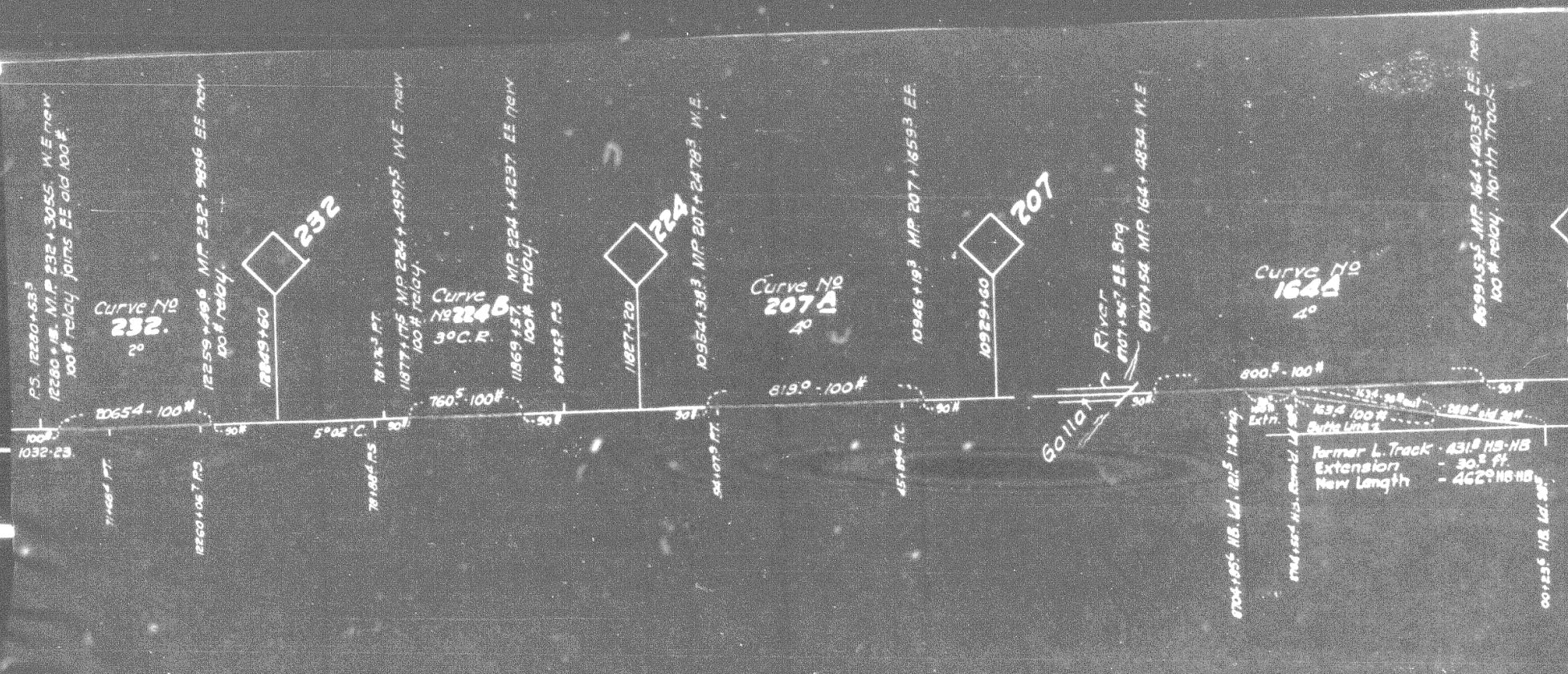
Work completed Dec. 7, 1926.



Released.

MATERIAL.

Spikes	90# Tie Plts 6"x8 1/2"	90# Tie Plts 7"x9"	90# Tie Plts 7 1/2"x10 1/2"	90# Anchor "Ovapatch"	90# Anchors "Fair"	90# Anchors "P & M"	90# Anchors "Vaughn"	90# Anchors "Henggi"	High Tower Nut Lox	90# Bolts	100# Bolts	90# Ins. Bars	100x90 Compr. Joints R.J.Co	130x90 Compr. Joints R.J.Co	90# Angle Bars	Lin. Ft. 90# Bess. Rail.	Lin. Ft. 90# O.H. Rail.	Curve No	Station E.E. Relay	Station W.E. Relay.	Track Feet	Lin. Ft. 130# 1st-1st-OH.	Lin. Ft. 100# 1st-1st-OH.	130# Angle Bars	100# Angle Bars	130/100 Compr. Joints R.J.Co
1100	135	654	338		9	21	305	25	248	248					62		1950.4	130	6881+13.0	6890+88.5	97.5.2		1950.4		48	
[illegible]	243	1175	607		65		500	65	428	424	4			2	105		3442.6	D2 C&D	7002+28.7	7025+50.0	1721.3	3364.6	78.0	88	36	2
[illegible]	88	430	222			35	330		196	196		2			49		1601.0	164 A	8699+53.5	8707+54.0	800.5		1601.0		40	
[illegible]	118	566	292			35		315	208	208					52		1638.0	207 A	10946+19.3	10954+38.3	819.0		1638.0		37	
[illegible]	107	514	266			28	130	112	196	196					49	1521.0		224 B	11869+57.0	11877+17.5	760.5		1521.0		105	
[illegible]	262	1262	652	10		73	302	365	500	500		1	2		125	4130.8		232	12259+49.6	12280+15.0	2065.4		4130.8		268	
[illegible]	[illegible]	4801	2377	10	74	192	1567	882	1776	1772	4	3	2	2	442	5651.8	8632.0	Totals				3364.6	10,919.2	88	268	[illegible]



Released.

MATERIAL.

Spikes	90# Tie Plts. 6"x8½"	90# Tie Plts. 7"x9"	90# Tie Plts. 7½"x10½"	90# Anchor "Ovenpath"	90# Anchors "Fair"	90# Anchors "P & M"	90# Anchors "Boyden"	90# Anchors Henggi	High Guard Nut Lock	90# Bolts	100# Bolts	90# Ins. Bars	100x90 Compr. Joints E.J.Co.	130x90 Compr. Joints E.J.Co.	90# Angle Bars	Lin. Ft. 90# Bess. Rail.	Lin. Ft. 90# O.H. Rail.	Curve No	Station E.E. Relay	Station W.E. Relay.	Track Feet	Lin. Ft. 130# 1st.-1st.-OH	Li
1100	135	654	338		9	21	305	25	248	249				2	62		1950.4	130	6881+13.0	6890+88.5	975.2		
2700	243	1175	607		65		500	65	428	424	4				105		3442.6	132 CTD	7008+28.7	7025+50.0	1721.3	3364.6	
600	88	430	222			35	330		196	196		2			49		1601.0	164A	8629+53.5	8707+54.0	800.5		
	118	566	292			35		315	208	208					52		1638.0	207A	10946+19.3	10954+38.3	819.0		
	107	514	266			28	130	112	196	196					49	1521.0		224B	11869+57.0	11877+17.5	760.5		
	262	1262	652	10		73	302	365	500	500		1	2		125	4130.8		232	12259+49.6	12280+15.0	2065.4		
4500	1453	4601	2377	10	74	192	1567	882	1776	1772	4	3	2	2	442	5651.8	8632.0	Totals				3364.6	10