



N. P. 1363
6-24

1327
NORTHERN PACIFIC RAILWAY COMPANY

COMPTROLLER'S COPY

1927

AUTHORITY FOR EXPENDITURE

1927
YEAR 1927

SUPERINTENDENT'S NO.

DEPT. NO.

M.F.C. No.

ENGINEERING DEPT. NO. 8

A. F. E. NO. 8

Yellowstone

DIV

Second

DISTRICT

STATE No. Dak.

VAL. SEC. No. 2

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 3 395.

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	\$ 100.			
Value of salvage	0.		100.	
Incidental costs			565.	
Total to Operating Expenses				\$ 665.
Total to Profit and Loss				
To Material and Supplies				0.
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				2 730.
Total of distribution				\$ 3 395.

Original Cost Adjustment

Made in JAN 17 1928



Budget reference: Item No. 115- Budget 1927

Joint facility contract reference: None

The location is - - - on this company's property. To secure rights, it will be necessary to do nothing

Location: Near Fryburg, North Dakota, Bridge 146 over Scoria Creek

Title Reinforce I Beam Spans.

and

Reason: The present structure consists of two 25 foot I Beam spans 51 feet long and 14 feet high on concrete masonry and cylinder piers, built in 1900. It was designed for 146 ton loading and is too light for the heavy type of power. It is proposed to place three additional I Beams in each span and make it good for E-65 loading.

Checked and Entered
President's Office



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

Accounting to concentrate in the office of Division Superintendent at Glendive

Signature and Title: *M.B. Clements* Bridge Engineer

Date Sept. 8, 1926

APPROVED:

General Superintendent Asst. Chief Engr. or Engr. Maint. of Way General Manager

Mach. Sup't., Sup'l. Trfco. or Signal Engr.

For Comptroller

Charles Danforth
President

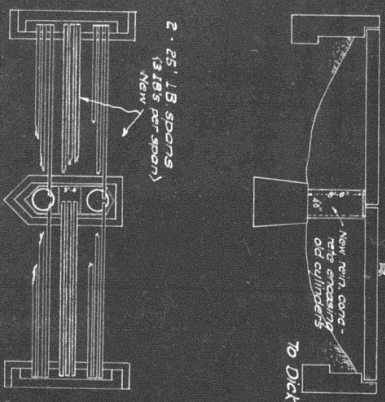
Date of Final Approval: DEC 4-1926

Vice President

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued 19 Work begun 19 Work finished Aug. 23 1927

above address as per B.E. Plan No 62009
 dated 1/14/28, corrected Dist. Engr. H. E. 2377
 Gen. Plan and Elev. Scale: 1"=10'

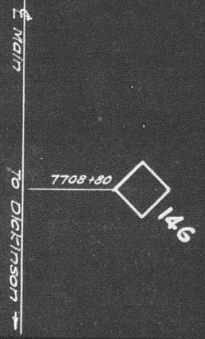


office Dist. Engineer, Livingston, Mont. Nov 23 1927
 NEW WORK SHOWN
 Scale shown
 Ver. Sec. N. D. 192
 Auth. under Imp. 8-27 dated 12-4-26
 Work begun Feb 4, 1927
 Work comp'd Aug. 23, 1927

Yellowstone Div. N. P. Ry. Eng. Dist.
 Reinforce I-Beam Spans - Bridge #146
 Fryburg

7725+66. MP 146+1686. EE
 2 span 18' Brg 3/4" NR 146.
 Reinforced this Imp.,
 for E-60 loading.

LOCATION.
 No scale



1927
 N. P. 1927
 SUPERINTENDENT'S NO. 1927
 M. P. C. N. O.

NORTHERN PACIFIC RAILWAY COMPANY
 AUTHORITY FOR EXPENDITURE 1927
 DEPT. NO. 9
 ENGINEERING DEPT. NO. 9
 A. F. E. NO. 9

Yellowstone Div. Second DISTRICT STATE No. Dak. VAL SEC. No. 2
 BRANCH

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 4 490.

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

	Operating Expenses	Profit and Loss	Int. Operating Expense	Int. Profit and Loss
Cost of property retired	150.		150.	
Value of savings	0.		590.	
Incidental costs				740.
Total to Operating Expenses				0.
Total to Profit and Loss				Original Cost Adjustment Made in JAN 27 1928 19 (7741)
To Material and Supplies				3 760.
To Bills for Collection				4 490.
To Other Accounts				
Net charge to investment account—Additions and Setbacks				
Total of distribution				

Budget reference: Item No. 114 - Budget 1927.

Plant facility contract reference: None

The location is _____ on this company's property. To secure rights, it will be necessary to do nothing

Location: Near Fryburg, North Dakota, Bridge 147 over Sully Creek.

Title: Reinforce I Beam Spans

Reason: The present structure consists of 3-28 foot I Beam Spans, 76 feet long and 13 feet high on concrete masonry and cylinder piers, built in 1901. It was designed for 146 ton loading and is too light for the heavy type of power. It is proposed to place three additional I Beams in each span and make it good for E-60 loading.

Checked and Entered
 President's Office