



N. P. 1363
6-24

NORTHERN PACIFIC RAILWAY COMPANY AUTHORITY FOR EXPENDITURE

SUPERINTENDENT'S No. 99

DEPT. No. YEAR 1928

ENGINEERING DEPT. No. 116-28 A. F. E. No. 26

Icane Div. 1st District

DISTRICT BRANCH STATE Montana VAL. SEC. No. 5

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ (53479)
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				
Value of salvage	73	417981		
Incidental costs	34	72798		
Total to Operating Expenses			39	345183
Total to Profit and Loss			192	16542
To Material and Supplies	P & L 619 Loss on Retired R & E 231			
To Bills for Collection	361725			
To Other Accounts	72832			
Not charge to investment account—Additions and Betterments	30			
Total of distribution	415435			
Budget reference:	19353			

Joint facility contract reference: Non Joint. Class of Work: No. 9

The location is Track decrease High Line (Other Tracks 0.92 Miles on this company's property. To secure rights, it will be necessary Main Line 13.264 Miles)
Location: Belknap to Trout Creek, Montana. Track Increase Low Lines Other tracks 530 ft.

Title: Removing White Pine Hill Line.
and
Reason: This track, commonly called the "High Line", extended from Trout Creek to Pinehurst, a distance of 15.89 miles, passing over a ridge of land known as the "White Pine Hill", with one per cent controlling grade against both east and west bound traffic, and a total rise and fall of 252.28 feet westbound, and 270.78 feet eastbound.

In the year 1907, in the interest of more economical operation, a water grade line was constructed along the bluffs of the Clarkfork River between Trout Creek and Pinehurst. This line is 17.18 miles in length with level or down grades westbound, and a controlling grade of less than one-tenth of one percent eastbound, the rise and fall westbound being 6.5 feet, and eastbound 25 feet.

It was expected that there would be more or less trouble and possible interruption of traffic from slides along the new line and it was considered advisable to continue the maintenance and operation of the old line over the hill as an alternative route until the cuts and fills along the new line became stabilized.

In the year 1926 the new line was relaid with 100% rail and fully ballasted. On September 12, 1926, all passenger trains excepting trains 41 and 42 (one train in each direction daily) were diverted to the low line. With the exception of one

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

Signature and Title: *James Shanks* Superintendent Date: Dec 7 1928

APPROVED: *[Signature]* General Superintendent

[Signature] Asst. Chief Engr. or Engr. in Charge of Work

[Signature] General Manager

[Signature] Chief Engineer

[Signature] For Controller

[Signature] President

Date of Final Approval: *[Signature]*

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

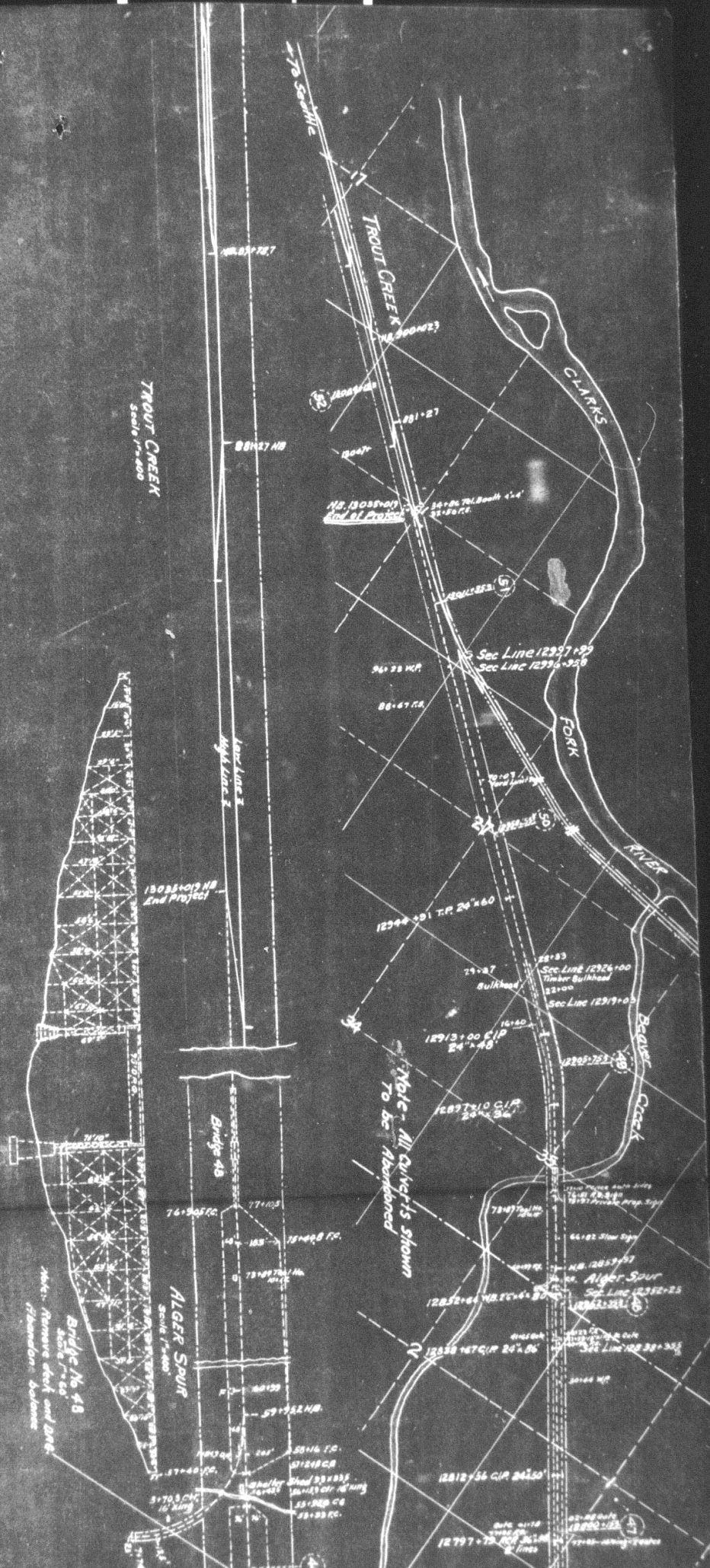
Work begun _____ Work finished _____

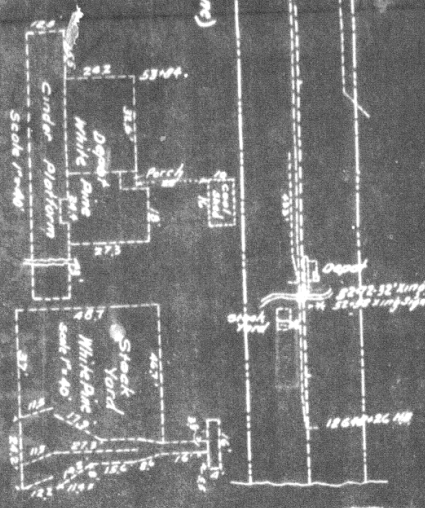
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passenger train in each direction daily and a local freight in one direction three times weekly; all freight and passenger trains are now, and have been since September 10, 1926, handled via the low line.

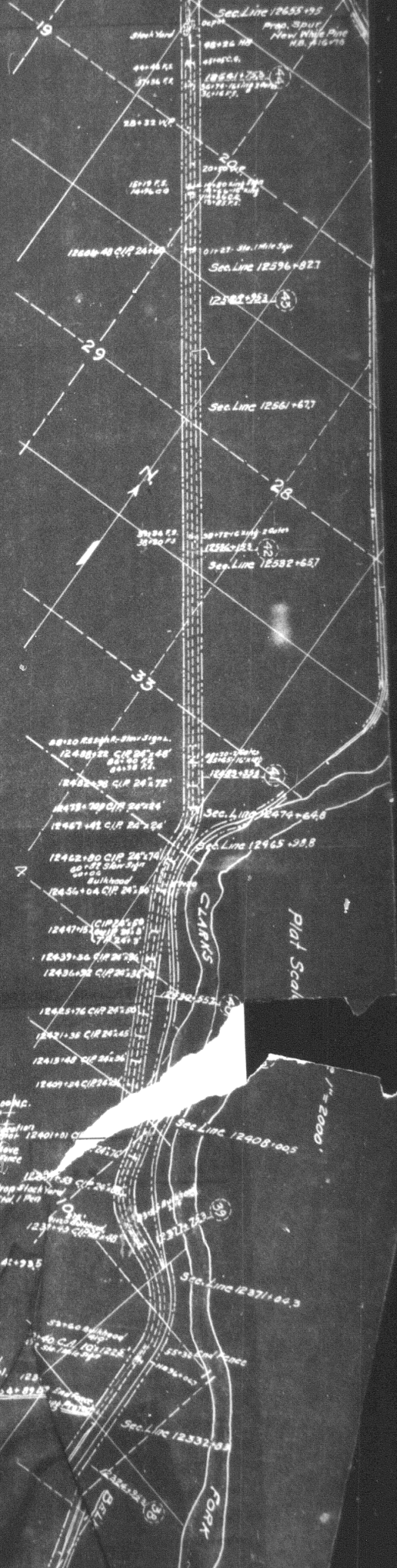
On February 23, 1928, the Interstate Commerce Commission, following a hearing before them at Alacula, approved the petition for removal of the old line, but contingent upon the completion of a new road from White Pine station down to the new line. This highway was completed June 29, 1928. The removal of the old line commenced April 10, 1928, and was completed June 29, 1928. The cost of the old line, but contingent upon the new line, was \$11,500. The net salvage value of material recovered by the abandonment amounted to \$72,332.

See Compt. Fil. # 1507-21d for
"Application for abandonment of branch lines."





12384-05 Beginning Project
12382-637 MB



BELKNAP
Scale 1/4000

Post Office
Freight shed (for body)
To be moved to location shown

Pump No. 12298-28.7

Idaho Div. of Fish & Game
Removal of White Pine
BELKNAP TO TROUT CR.
Scales as shown
Office Dist. Eng. Spokane
Prep. New Work Plans
Facilities-Moved, removed & its
Valuation Sect. Man. 5

N. P.
Mr.
Mr.
Mr.
Mr.
Chief Engineer
Assistant Geologist
Capital
The project
Included and
N. P.
setting this job



N. P.

Mr.
Mr.
Mr.
Mr.

Chief Engineer
Assistant Geologist
Capital E

Dear Sir
The project

included and
adjust
this job



N. P.

MR.

J.V.M.

DLV

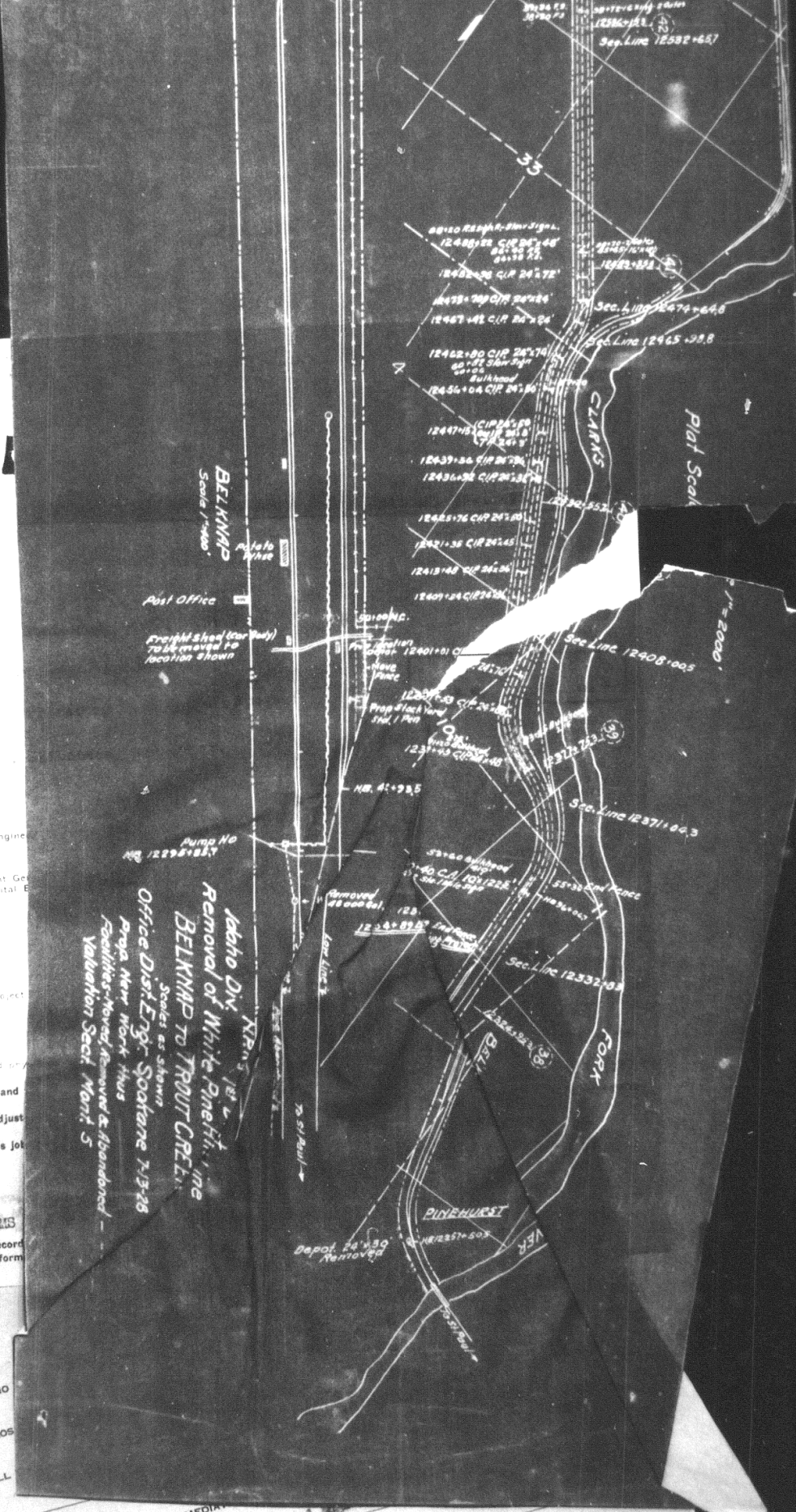
HMS

to Record
or Inform

DEAR SIR:

- 1. I HAVE NO
- 2. I ENCLOSE
- 3. I WILL

WHICH CANNOT BE REPORTED IMMEDIATELY
 awaiting further information from Record Section



Idaho Div. XPR-5
Removal of White Pine, the
BELKNAP TO TROUT CREEK
Office Dist. Engr. Spokane 7-3-28
Prop. New Work this
Facilities Moved, removed & abandoned
Valuation Sect. Mont. 5

Post Office
 Freight shed (for study)
 to be changed to location shown

Pump No. 12296-857

Depot 24' x 30' removed

SPRING

Prop. Station
 12401+01 CIP 25° 20' 00\"/>

NO. 4-795

12444-8925

12370 CIP 25° 40' 00\"/>

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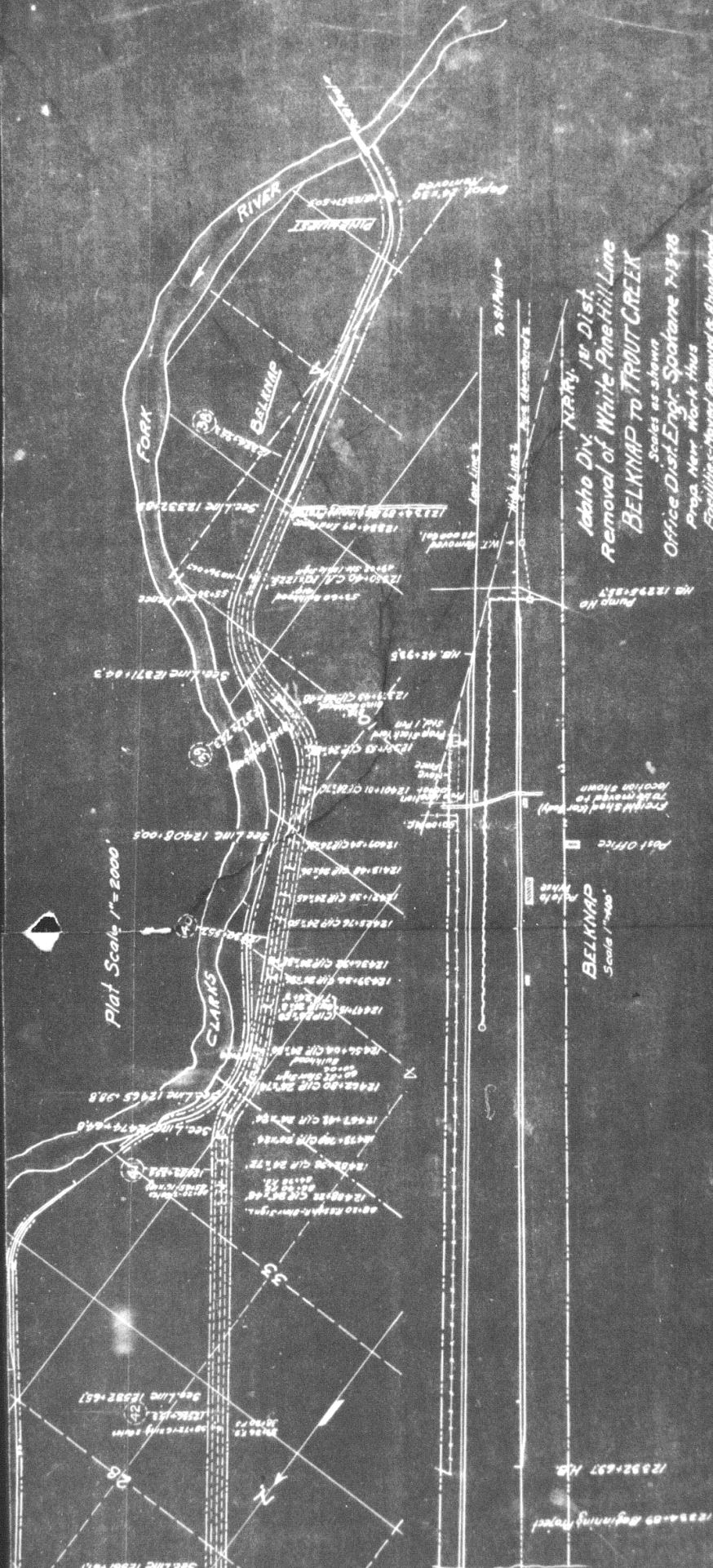
12370 CIP 25° 40' 00\"/>

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12370 CIP 25° 40' 00\"/>



Plan Scale 1"=2000'

Idaho Div. 1st Dist
 Removal of White Pine Hill Line
 BELKNAP TO TROUT CREEK
 Scales as shown
 Office Dist. Engr. Spokane 7-13-08
 Prop. New Work thus
 Facilities Moved, Removed & Abandoned
 Valuation Sect. Mont. 5

BELKNAP
 Scale 1"=400'

1233+00 Beginning Point
 1232+27 MP.

