



N. P. 1363  
6-24

# NORTHERN PACIFIC RAILWAY COMPANY

## AUTHORITY FOR EXPENDITURE

1929  
YEAR 1929  
A. F. E. No. 262

SUPERINTENDENT'S No. 10  
No.

DEPT. No.  
ENGINEERING DEPT. No. 12-29

Idaho Div. First District DISTRICT STATE Idaho  
BRANCH

VAL. SEC. No. 1

**AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$3079**

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

Cost of property retired	Operating Expenses	Profit and Loss	Net Operating Expenses	Net Profit and Loss
Value of salvage				
Incidental costs				
Total to Operating Expenses			706	
Total to Profit and Loss				706
To Material and Supplies				
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				
Total of distribution				2373
				3079

Budget reference: 1929 Budget Item 27

Class of Work: No. 1

Joint facility contract reference: Non Joint.

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

Location: Montana State Line to Denton.

Title: Riprap

and  
Reason:

RFA's 10 and 11 supersede and cancel RFA's 91 and 92, which provide for 37,431 yards of riprap on the First District on the Idaho Division, between mile posts 2 and 99. Between these locations there has been a gradual cutting of the roadbed by high waters of the Clarksfork river at various points and it has become necessary to provide the riprap protection.

The 1929 budget estimates 30,000 for the complete job, whereas, RFA's 91 and 92 provided for 37,431. This amount has now been revised on the basis of last inspection and recommendations, RFA's 10 and 11 providing for a total yardage in Montana and Idaho of 29,000 cubic yards.

It is proposed to establish a riprap quarry in the vicinity of Frost, Montana, for this purpose.

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

Accounting to concentrate in the office of Division Accountant

Signature and Title: \_\_\_\_\_ Supt.

Checked by \_\_\_\_\_  
President's Office

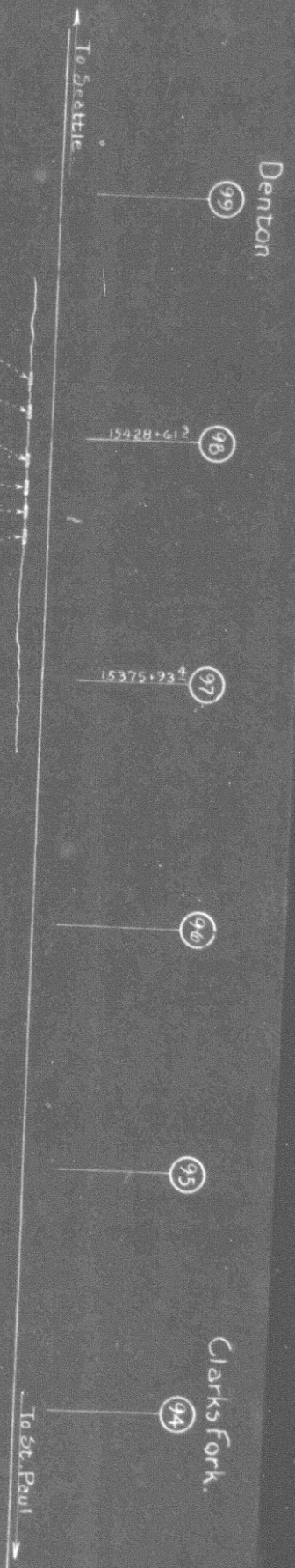
Date 1-31-29

APPROVED: _____ General Superintendent.	_____ Asst. Chief Engr. or Engr. Maint. of Way.	_____ General Manager.
_____ Mech. Supt., Supt. Trough or Signal Engr.	_____	_____
_____ Chief Engineer.	_____	_____ Vice President.
_____ For Comptroller.	_____	_____

Date of Final Approval: FEB 21 1929

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued. 19... Work begun... 19... Work finished Aug 31 29



APPY  
 Idaho Div Main Line  
 Proposed Riprap  
 From State Line to Denton,  
 Idaho.

Not drawn to scale.  
 Office Dist. Engr. Spokane, Jan. 24, 1929.  
 Prop. new work shown thru: \_\_\_\_\_  
 Valuation Section, Idaho # 1.  
 G.P.