



N. P. 1363
6-24

NORTHERN PACIFIC RAILWAY COMPANY AUTHORITY FOR EXPENDITURE

COMPTROLLER'S COPY

SUPERINTENDENT'S No. 303-78

1929

DEPT. No.

1929/1929

No. 101

ENGINEERING DEPT. No. 80

A. F. E. NO. 498

YELLOWSTONE Div. THIRD

DISTRICT STATE MONTANA VAL. SEC. No. 1.
~~GRAND~~

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 2290.00.

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	660			
Total to Profit and Loss				660
To Material and Supplies				
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				
Total of distribution			1630	2290

Budget reference:

Budget Item. 241-29

Joint facility contract reference:

Not Joint Account.

Class of Work: No. 10

The location is

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

Location:

GLENDIVE

Title Estimated cost proposed rearrangement of tracks at the freight house, as per sketch dated May 3, 1928.

Reason: On the track at the warehouse platform at Glendive there is sufficient room for the spotting of only eight cars. They are making as a regular thing sixteen merchandise cars daily with additional cars on perishable days and during the wool shipping season. This means the house must be switched several times each day, and the result is not only delay in handling local merchandise but in the movement of through merchandise in through cars which must be worked at Glendive. To provide sufficient room it is proposed to use the present caboose track as a second service track for this platform and build a new caboose track. The actual saving in money that will result from this rearrangement will be small as it is not often that the work required of the switch engine handling these cars is the governing factor in taking off or putting on a switch engine. However, the improvement is a necessity if the business is to be promptly and properly handled, so it is recommended that authority be granted to make the changes in accordance with the attached estimate and sketch.

Work to be done by company force under charge of

Division Superintendent.

Accounting to concentrate in the office of

Division Accountant.

Signature and Title:

R. Taylor

Superintendent.

Checked and Entered
President's Office

Date Aug. 16, 1929.

APPROVED:

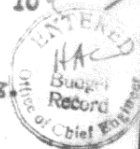
<i>M. J. ...</i> General Superintendent.	<i>[Signature]</i> Asst. Chief Engr. or Engr. in Charge of Work.	<i>[Signature]</i> General Manager.
<i>[Signature]</i> Mech. Supv., Supv. Telgr. or Signal Engr.	<i>[Signature]</i> Chief Engineer.	<i>[Signature]</i> Vice President.
<i>[Signature]</i> For Comptroller.	<i>Charles Sommers</i> President	Date of Final Approval { APR 4 1929

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued

Work begun

Work finished Day 21 1929



Barry St.

Cone. wall

Cone. mark.
23+44. ctr 60' Xg.

22+98 Prop'd HB. Prop'd Caboose Track with 97' 90# #11 T.O. moved from

21+98 Prop'd new location HB for old #2 Frt. No. Trk. 100# - 85# #9 T.O. moved from

21+355 Rarr. HB.
Move 97' 90# #11 turnout west to sta. 22+98.

Old Frt. Ho. No. 1 from
Prop. " " " 2
Prop. " " " 1
Prop. Caboose Track " 2

HB	-	07+49	to	HB	21+355	13875	long.
End	"	"	"	"	18+88	13639	"
End	"	"	"	"	21+98	1574	"
End	"	"	"	"	17+05	839	"
HB	14+50	"	"	"	22+98	849	"

18+88 Rarr. HB.
Move 100 ft. 85# #9 turnout west to sta. 21+98.

Prop'd move S&B shed & 250 ft. of b.w. fence to clear.

17+05. Prop'd new 85# #9 rig. T.O. for Frt. Ho. Trk.

15+134 HB. Spur 788 long

14+50. Prop'd new location for 120# - 90# #11 T.O. moved from east to be east sw. for prop'd caboose track

Wool Ho.
Temp. Frt. Ho.

Freight Ho.

11+00. EE.

Prop'd line old Frt. Ho. #1 Trk. to proper centers with Frt. Ho. #2.

Move 120 ft. 90# #11 Turnout west to sta. 14+50.

07+49 Rarr. HB. Ld. 845
07+349 HB.

To Round House

Yard

Track

Proposed rearrangement of track

Glendive

Office of Dist. Engineer, Livingston.
Prop'd new work
Prop'd lining
Prop'd removals
Vcl. Sec.

Yell. Div.
N. R. Ry.
Dwg. No.

Mo

Old Frt. Ho. No. 1 from
 Prop. " " " 2
 Prop. " " " 1
 Prop. Caboose Track

HB.	07+49	to	HB.	21+35.5	1387.5	long.
End	"	"	"	18+188.0	1563.9	"
End	"	"	"	21+98	1674	"
HB	14+50	"	"	17+05	839	"
				22+98	848	"

Proposed rearrangement of tracks of the Freight House

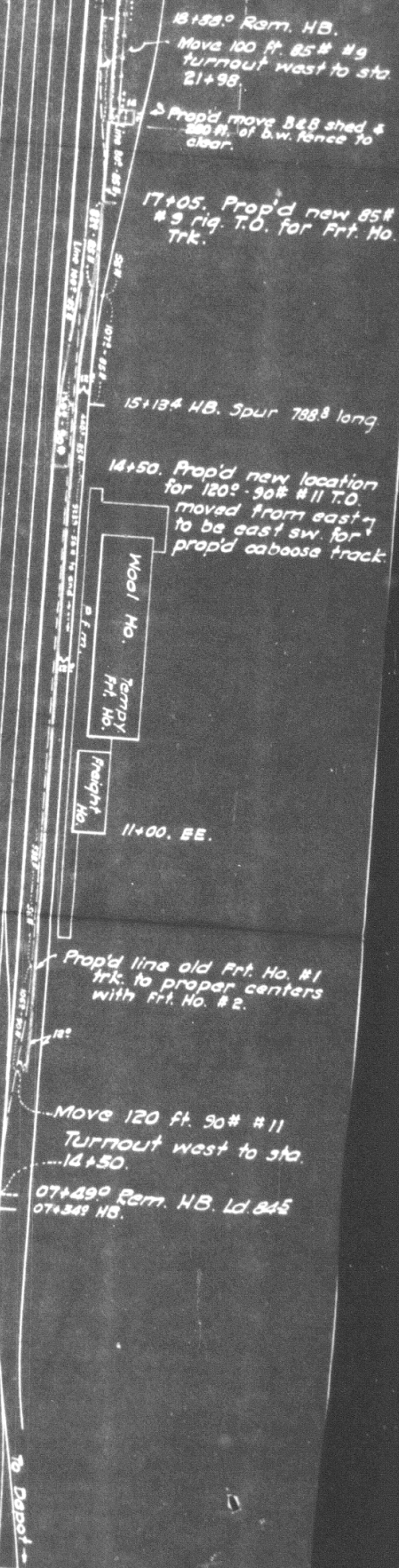
Yard

Tracks

To Dickinson

To Depot

Office of Dist. Engineer, Livingston, Mont.
 1" = 100'
 Proposed rearrangement of tracks of the Freight House
 at
Glendive
 3rd Dist.
 Proposed new work
 Proposed lining
 Proposed removals
 Mont. No. 1
 May 3, '28



13+53.0 Rem. HB.
 Move 100 ft. 85# #9 turnout west to sta. 21+98.

Prop'd move B&B shed & 200 ft. of d.w. fence to clear.

17+05. Prop'd new 85# #9 rig. T.O. for Frt. Ho. Trk.

15+13.4 HB. Spur 788.8 long

14+50. Prop'd new location for 120°-90# #11 T.O. moved from east to be east sw. for prop'd caboose track.

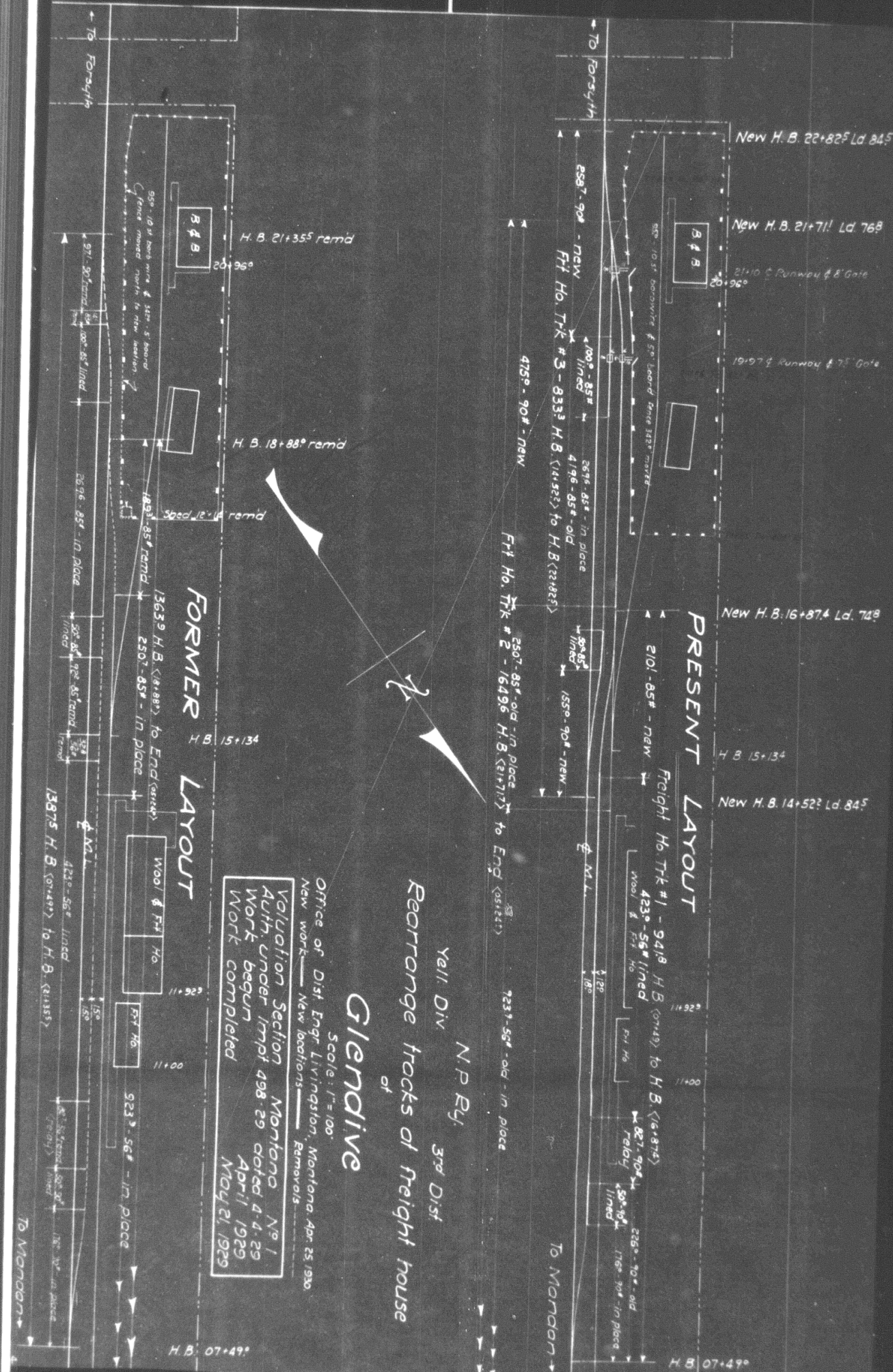
Wool Ho.
 Temp. Ht. Ho.

11+00. EE.

Prop'd line old Frt. Ho. #1 Trk. to proper centers with Frt. Ho. #2.

Move 120 ft. 90# #11 Turnout west to sta. 14+50.

07+49.0 Rem. HB. Ld. 845
 07+369 HB.



**Rearrange tracks of freight house
of
Glendive**
 N.P.Ry. 3rd Dist
 Yell. Div.

Office of Dist. Engr. Livingston, Montana, Apr. 25, 1929.
 New work — New locations — Removals —

Valuation Section Montana No. 1
 Auth. under Imppt 498-29 dated 4-4-29
 Work begun April 1, 1929
 Work completed May 21, 1929

Scale: 1" = 100'

