

66917
 1908 6-17-07 IMP
NORTHERN PACIFIC RAILWAY COMPANY.

Montana

Division.

Auditor's No. 770.
 Superintendent's No. 58

Livingston, Mont. July 31st, 1898.

To **W.G. Pearce, Esq.,**

Assistant General Superintendent.

I respectfully recommend the improvement described below, and request special appropriation to cover cost of same:

Between West End and Mt'n Side; Bozeman & Storey

1. Location (with regard to nearest station) **(See below.)** East head block ft. West of M. P.

2. Title. (Side Tracks and Spurs to be named) **Replacing 66 with 72# Steel**

3. Description. (Give description of proposed New Work. If Biding or Spur, make Sketch below showing Points of Compass; if Standard Building, no description is necessary, but give Plan No.)

New 72# Steel from Station 6778 (West end Bozeman Tunnel) to Station 6948 (Mountain Side) -- Length 17000 feet.

Also from Station 7483 to 7513

between Bozeman and Storey- length 3000 "

Total 20000 " ----- 3.787878 Miles

4. New Work, Additions or Repairs. **New 72# replacing 66#**

5. Necessity for proposed Work; (If increase of Business, give particulars.) **To avoid re-laying twice old 66# whose life is from one to three years.**

6. Is Improvement on Right-of-way or Land owned by this Company? **Yes**

If not, what can be done to secure Title?

7. Estimate of Cost: Material (as itemized on next page) **\$9,500** Labor **\$2250** Total **\$11750.00**

8. Work should be commenced **At once** in order to **Complete** by **November 1st.**

9. Length of Time required to complete Work **60 days.**

10. Remarks: (Note here if any Material or Labor is to be furnished by outside parties, and whether work should be done by contract or with Company force.)

The grade Revision involved new line near Storey, and on the Mountain. The 66# Steel now in track- some of it has to be renewed this year and balance in three years. If the present 66# was used it would be necessary to relay the present grade with 56# ~~material~~ to release the 66#, which would have to come up later-- during the next three years.

The 66# which will be released by this plan can be used on Butte Mountain on the outside rail; also avoids the necessity of taking up the 66# on Elkhorn Mountain, as originally contemplated (Imp. 26) in order to have rail to make repairs Butte Mountain.

Chas. B. Allen

Division Engineer.

6/10 1898

Chief Engineers Office,

8/24/98 29/21/98

W.G. Pearce
 8/6/98

Superintendent