

NORTHERN PACIFIC RAILWAY COMPANY
 AUTHORITY FOR EXPENDITURE

Year: 1922 **1922**

Superintendent's No. **2**
 No.

Dept. No. **3**
 Engineering Dept. No.

A. F. E. No. **100**

Rocky Mountain Div. **Third** District State **Montana** Val. Sec. No. **5**

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF **\$1875**

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	\$ 144	\$	\$	\$
Value of salvage	90		54	
Incidental costs:			128	
Total to Operating Expenses				\$ 202
Total to Profit and Loss				90
To Material and Supplies				
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				1671
Total of distribution				\$ 1963

DEPRECIATION DOCUMENT 15100
 ENTERED 1/14
 EXHIBIT E

Budget reference: *Not in Budget*
 Not Joint Account

Class of Work: No.

Joint facility contract reference:

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

Location: **Missoula, Montana.**

Title **Estimated cost proposed 690 ft. spur for the Missoula Light & Water Company.**

Reason: Negotiations which have been under way for some time and are now complete, between the Missoula Light and Water Company of Missoula, Montana, and the Montana Coal and Iron Company of Bearcreek, Montana, agree that the latter will furnish fuel for a period of one year or more to the former Company. The Missoula Light and Water Company use about 8,500 ton of coal annually. This fuel heretofore came from the Roundup coal territory to Missoula on the Milwaukee Railway - the freight revenue on which amounted to about \$25,000 per year. The coal will now be purchased from the Bearcreek territory, will move via the Northern Pacific Railway and in order to properly handle this commodity on its arrival at Missoula, it is necessary to construct a 690 foot spur as shown on the attached plan.

It was a provision in the above negotiations that the Northern Pacific Railway would build this track for the Missoula Light & Water Company. The spur will also be used as a teaming track, something that is badly needed to provide additional facilities for our patrons. Work has been looked over upon the ground by Division Superintendent and Division Engineer and it is their joint recommendation that same be approved.

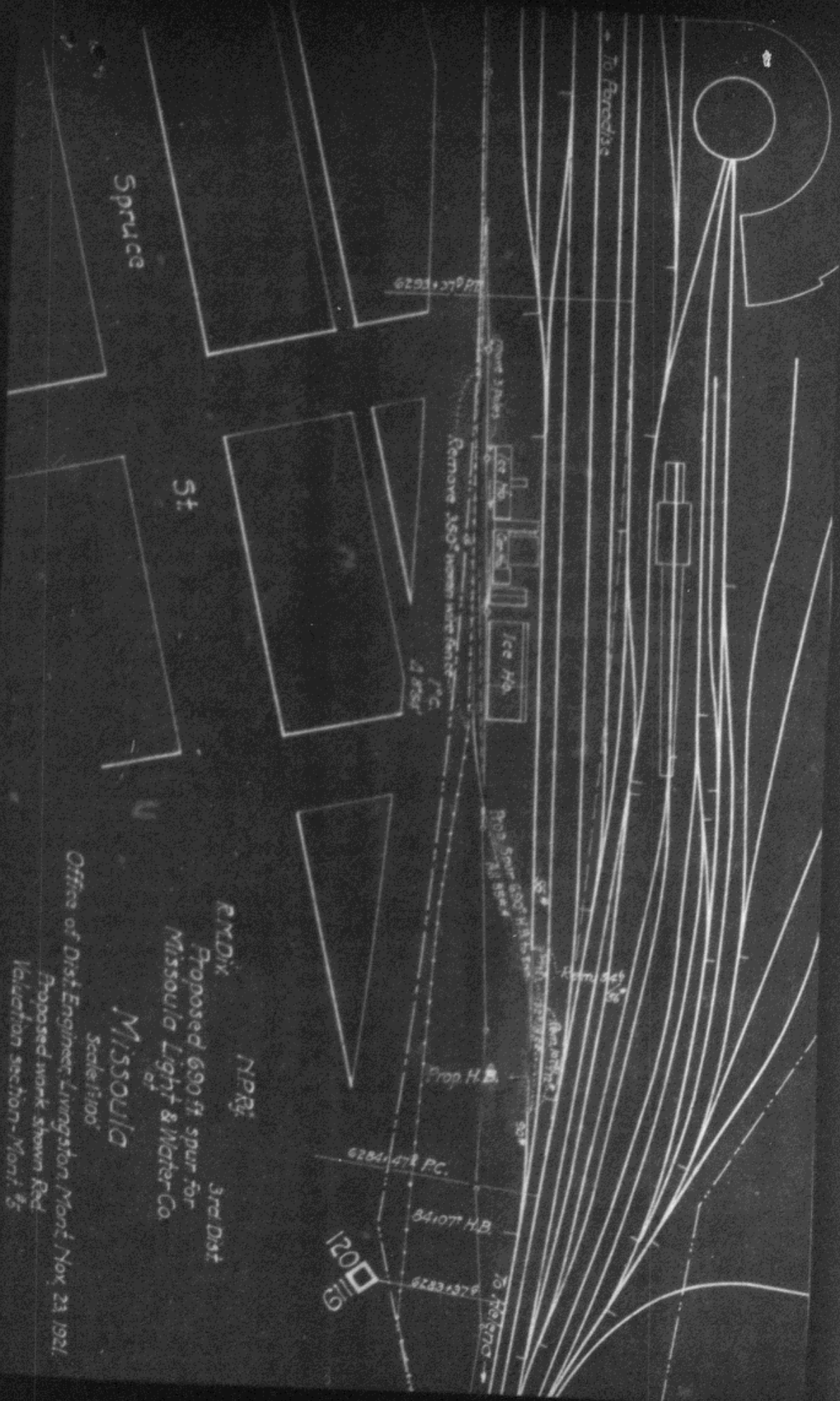
Work to be done by ~~company~~ force under charge of **Division Superintendent.**

Accounting to concentrate in the office of **Superintendent, Missoula.**

Signature and Title: *W. Baertle* Superintendent Date **January 5th 1922**

APPROVED: <i>W. Baertle</i> General Superintendent.	<i>Demad Blum</i> Prin. Asst. Engr. or Engr. Maint. of Way.	<i>[Signature]</i> Assistant General Manager.
<i>[Signature]</i> Mech. Supt., Supt. Telgh. or Signal Engr.	<i>[Signature]</i> Chief Engineer.	<i>[Signature]</i> General Manager.
<i>[Signature]</i> General Auditor or Comptroller.	<i>[Signature]</i> President	Date of Final Approval } FEB. 8 - 1922 19

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION



Office of Dist. Engineer Livingston Mont. Nov. 23, 1921.
 Proposed work shown Red
 Valuation section - Mont. #5

RMDIX
 N.P.R.
 3rd Dist
 Proposed 690 ft. spur for
 Missoula Light & Water Co.
 MISSOULA
 Scale 1/100'