

NORTHERN PACIFIC RAILWAY COMPANY
 AUTHORITY FOR EXPENDITURE

Superintendent's No. *43* Dept. No. *Engineering*
 No. *1* Engineering Dept. No. *1* A. P. E. No. *34*

Fargo Div. Casselton Branch State ND Val. Sec. No. 6

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 367.

DEPRECIATION DOCUMENT 1510U ENTERED ON EXHIBIT E

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	\$ 150	\$	\$	\$
Value of salvage	16		134	
Incidental costs			44	
Total to Operating Expenses				\$ 178
Total to Profit and Loss				16
To Material and Supplies				
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				189
Total of distribution				\$ 363

Budget reference: *Not in Budget* CORPORATE Class of Work: No. 17

Joint facility contract reference: *Not Joint Account*

The location is - - - on this company's property. To secure rights, *it will be necessary to do nothing*

Location: *Marion, N. Dak.*

Title *Extension of stockyard Chutes.*

Reason: On Sept. 9th, 1921, petition was presented by stock shippers at Marion, N.D. to have stockyard chutes lengthened out as present chute is too steep to permit of loading of stock; this is particularly true during the winter month with the snow and ice and request was that chute be lengthened by Nov. 1st. On account of business and financial conditions endeavored to have this work deferred until next year as the present condition is one which has existed for years but petitioners insist that stock chute be lengthened at once and failure to do so will result in application to Railroad Commission for an order to cover.

The stockyard at Marion was constructed fifteen or twenty years ago and ground on which located is four or five feet lower than the stockyard track; the chute provided is the same length as chute for stockyard on ground practically level with track and is therefore about twice as steep as standard plan calls for. Stockyards are in good condition, except the stock chute, on which some repairs would have to be made in the spring if chute is not lengthened.

The complaint of petitioners is justified as it is very difficult (OVER)

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

Accounting to concentrate in the office of Superintendent.

Signature and Title: *J. H. ...* Superintendent. Date *Dec. 19th*

Checked and Entered President's Office

1927

APPROVED: <i>Benard ...</i> General Superintendent.	<i>...</i> Mech. Supt. Supt. Telgh. or Signal Engr.	<i>...</i> Chief Engineer.	<i>...</i> General Auditor or Comptroller.
<i>...</i> Assistant General Manager.	<i>...</i> Vice President.	<i>...</i> President.	Date of Final Approval } <i>JAN 23 1922</i>

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

to load stock, especially hogs, during the winter months with the present steep
loading chute and we would be unable to make any defence in case petition is
referred to Railroad Commissioner.

Would recommend informal authority be granted so that petitioners
may be advised that stock chutes will be lengthened,
Informally authorized December 28, 1921.

M-5

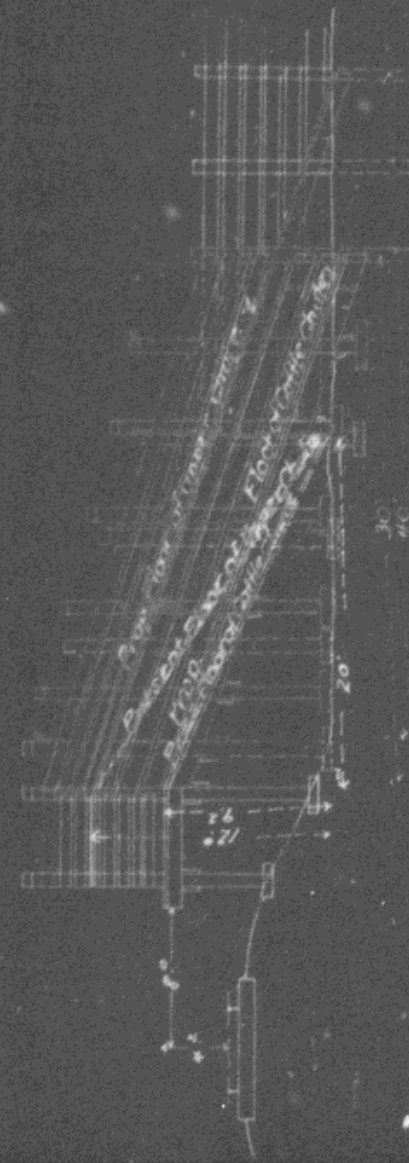


Location Sketch 1/100

Prop. Extension of Stockyard Chutes at Marion

Scale as Shown

Office of Dist. Engr. St. Paul Nov 8-1-1921
Prop. Work Shown Red
Val. Sec. N° 6-ND



Detail of Cattle & Hog Chutes 1/8" = 1'