

1923

NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

1923
Year: 1922

Superintendent's No. **JTD No. 49.** Dept. No. **Engineering Dept. No. 156 2** A. F. E. No. **72**
Dakota Div. **Mott** District Branch **No. Dak.** Val. Sec. No. **16.**

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ **4 800**

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 . . . \$				
Value of salvage \$				
Incidental costs				
Total to Operating Expenses				\$
Total to Profit and Loss				\$
To Material and Supplies				
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				4 800
Total of distribution				\$ 4 800

DEPRECIATION DOCUMENT 15100 ENTERED ON EXHIBIT E

Budget reference: **1923 Budget Item**

Class of Work: No. **1**

Joint facility contract reference: **Not Joint Account**

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

Location: **Milepost 4. Cannon Ball**

Title **Place rip rap to protect against cutting of roadbed.**

Reason: At the time of the original construction a channel change was made in the Cannon Ball River, as indicated on the attached sketch. A dike was placed in the old channel just north of Station 210 to turn the water into the new channel, rip rap being placed on this dike at the time of construction, and some replacement being made since that time.

The rip rap at this point is not high enough to fully protect against high water, and there has been some overflow in the channel, causing the dike to subside. There also has been heavy cutting in the sharp turn of the river near Station 204 as indicated by Section A-B on the attached sketch. It is proposed to place additional rip rap on the dike in the old channel, bringing the rip rap up to an elevation of 1616.0, and also to place rip rap between Station 204 and the present rip rap in the old channel to protect the roadbed against further erosion. It is also proposed to place 25 cubic yards of rip rap opposite Station 192 to protect the earth dike at this point.

~~The above work is shown on drawings and~~ It is considered necessary that this work be carried out the coming season in order to

Work to be done by **company force** (Over) under charge of **Division Superintendent.**

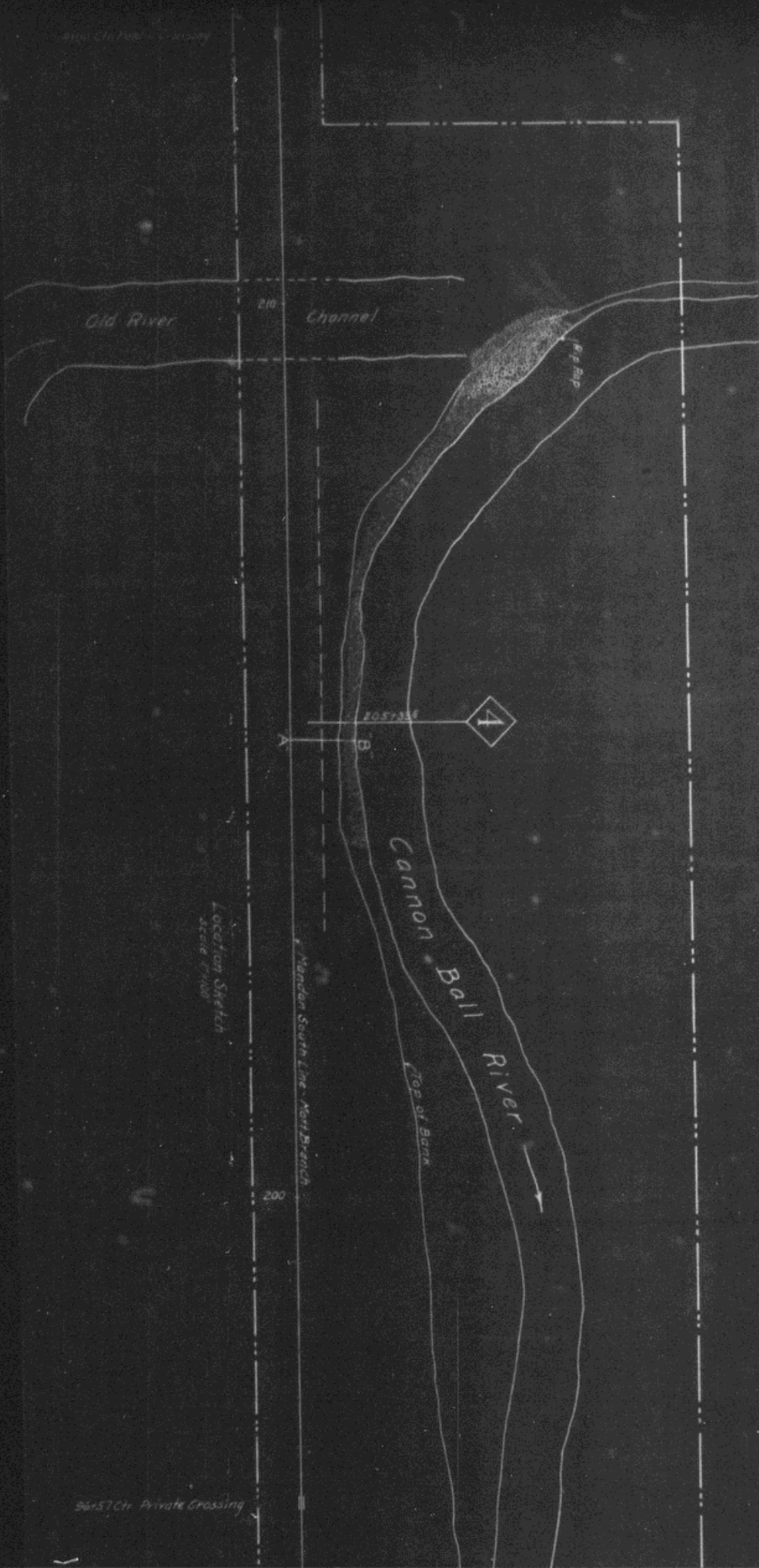
Accounting to concentrate in the office of **Division Accountant, Jamestown, N.D.**

Signature and Title: **J.T. Davis** District Engineer. Date **December 2nd, 1922**

APPROVED:	Bernard Blum General Superintendent.	Engr. Maint. of Way.	Assistant General Manager.
	Chief Engineer.	General Manager.	Vice President.
	General Auditor or Comptroller.	President.	Date of Final Approval } 1 25 23 19

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued **30 1922** Work begun . . . 19 . . . Work finished **May 31, 1923**

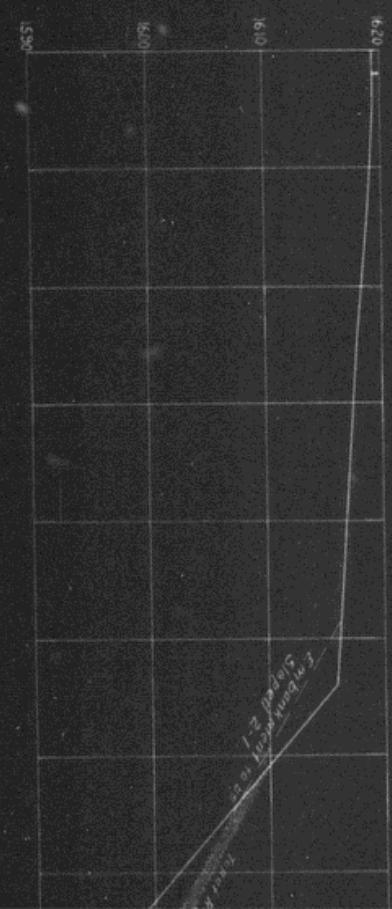
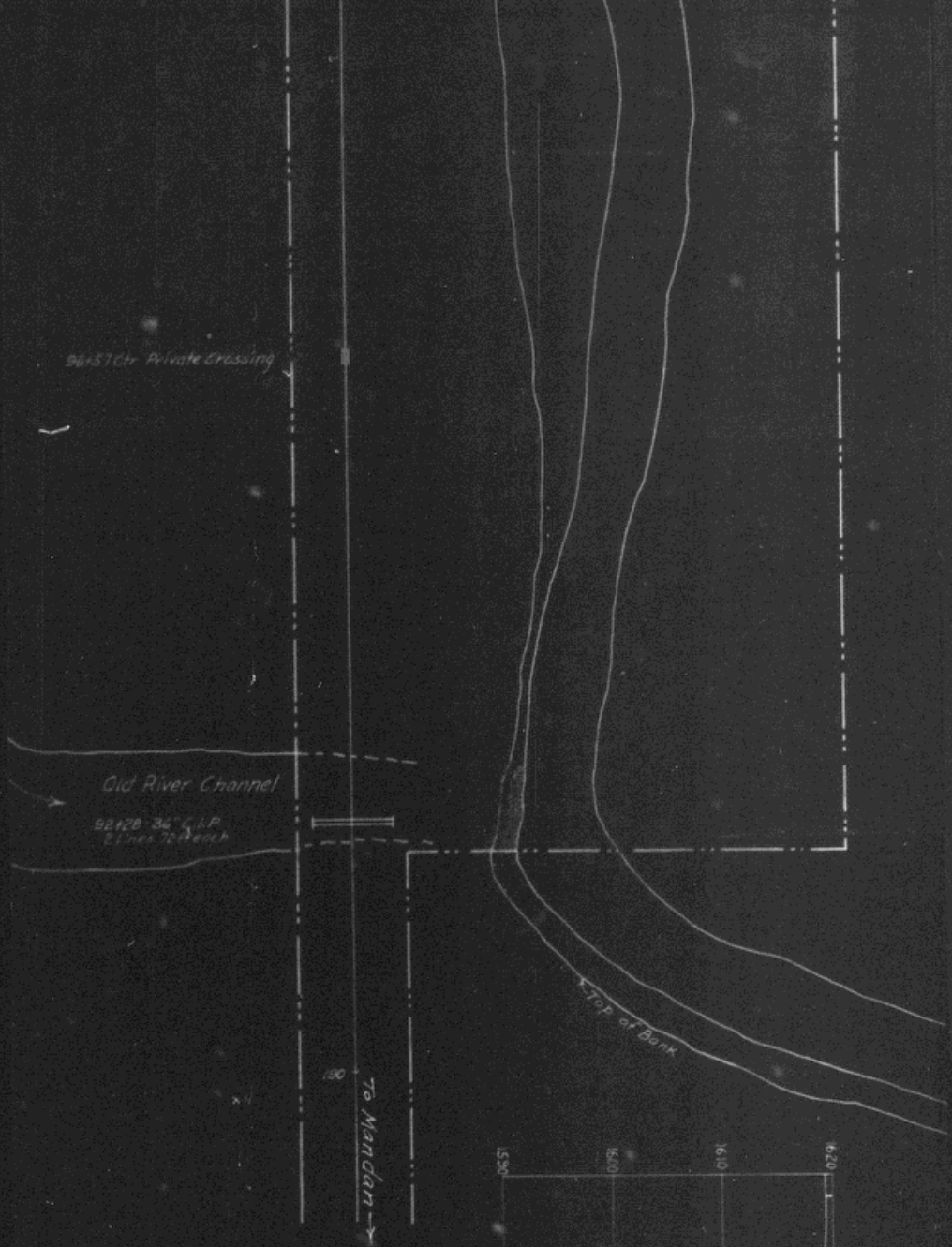


Location Sketch
Scale 1:1000

Mason South Line - North Branch

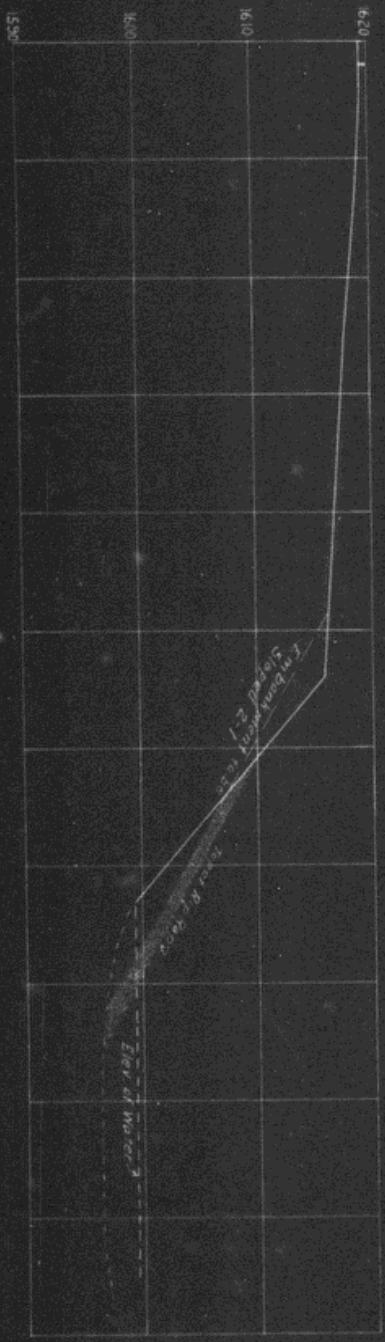
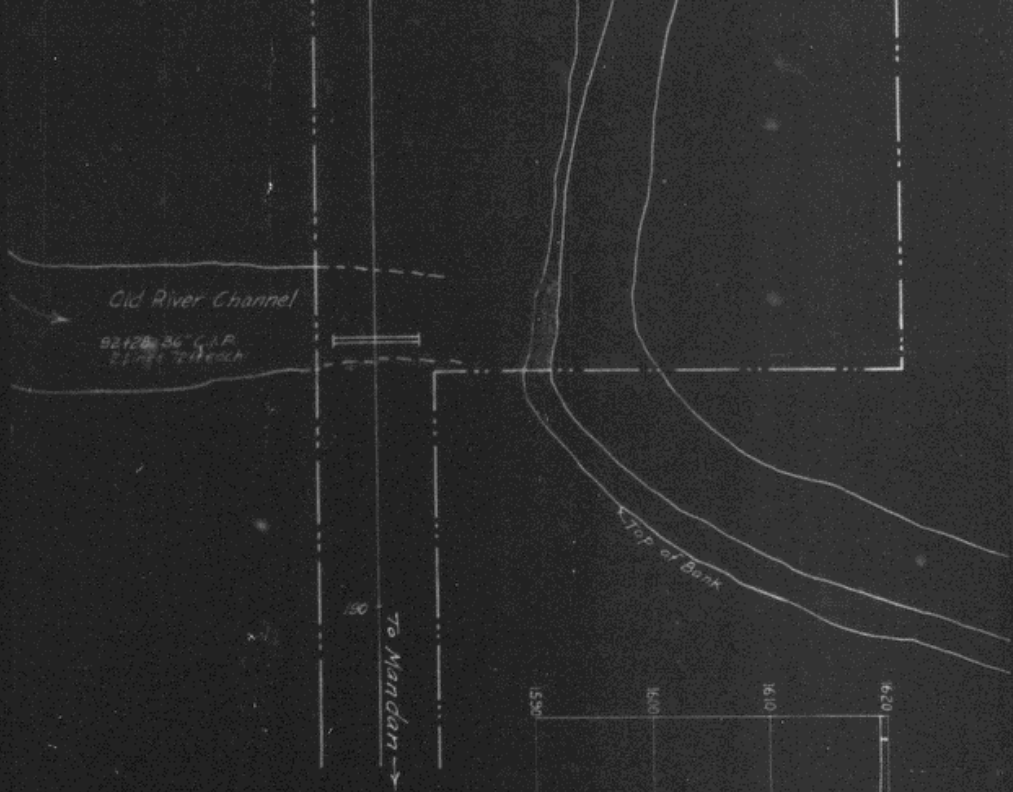
200

Private Crossing



Typical Section A-B
 Scale: (Horizontal) 1" = 10'
 (Vertical) 1" = 10'

Dakota Div. N.P. Ry. Matt Branch
 Sketch Showing
 Proposed New Rip Rap to protect Bank
 from washing - Near M.P. 4
 Office of Dist. Engr. St. Paul, Minn., Dec. 1, 1922
 Section No. 16 of N.D.
 Proposed Work Show. Plan
 Sheet No. 1-2-1922



Typical Section A-B
Scale (vert) 1" = 10'

Dakota Div. N.P. Ry. Matt Branch
Sketch showing
Proposed New Rip Rap to protect Bank
from washing - Near M.P. 4
Office of Dist. Engr. St. Paul, Minn. Dec. 1, 1922
Scale 1" = 100'
Valuation Section No. 16 of N.D.
Proposed Work shown Feed.