

# NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

Year: 1923

Superintendent's No.  
JTD No. 47

Dept. No. 154 / - 73  
Engineering Dept. No.

A. F. E. No. 71

Dakota Div. Main Line District State No. Dak. Val. Sec. No. 1.

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 79 644

Accounting distribution 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				\$ 2 700
Total to Operating Expenses				
Total to Profit and Loss				
To Other Accounts				76 944
Net charge to investment account—Additions and Betterments				\$ 79 644
Total of distribution				\$ 79 644

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: Missouri River Bridge # 196 - Milepost 1, Mandan North Line.

Title Placing Willow Mat and Rip Rap for Bank Protection.

Reason: The west bank of the Missouri River from a point near the Pump House to the Missouri River Bridge was protected with piling and pole timber dikes about 32 years ago. This temporary work has been replaced at intervals by permanent work, as indicated on the attached sketch.

Under AFE #55 of 1920, six of the old timber dikes were renewed. These dikes however were washed out by the heavy run of ice in the Spring. It was then decided to place steel jetties to prevent further erosion. While these jetties have helped to prevent cutting of the bank, they have not entirely prevented the erosion. It is proposed to place a 60-ft. brush and rock mat between points C and D, 3200 feet in length, and salvage the old steel jetties, placing them along the shore line between points designated D and E, to prevent further cutting.

The main river current is crowding the west shore line, due to the sand bar in the river, and it is considered necessary that permanent protection be placed between points C and D this season, in order to avoid further erosion and probable cutting behind the permanent

Work to be done by ~~company force~~ <sup>contract</sup> under charge of ~~Division Superintendent~~ <sup>Engineering Dept.</sup>

Accounting to concentrate in the office of ~~Division Accountant~~ <sup>Engineering Dept.</sup>

Signature and Title: *[Signature]*  
District Engineer,

Date December 1st, 1922.

APPROVED:

General Superintendent.

*[Signature]*  
Dist. Asst. Engr. or Engr. Maint. of Way.

Assistant General Manager.

Mech. Supt., Supt. Tel. or Signal Engr.

Chief Engineer.

General Manager.

Vice President.

Date of

Final

Approval

1 26 23

19

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

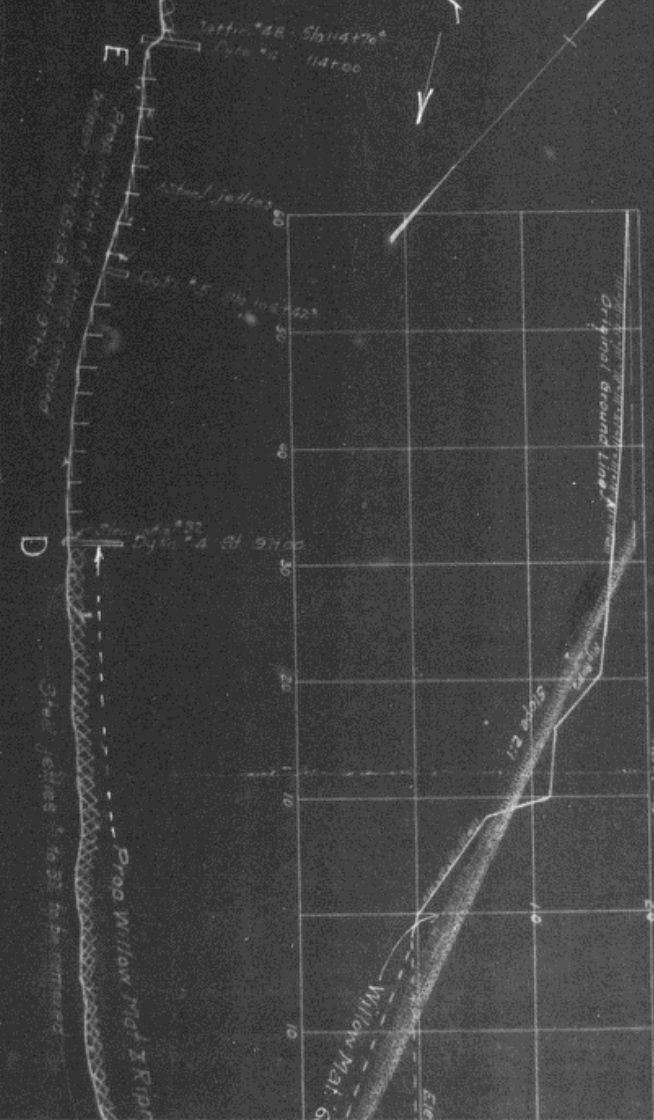
Form No. 1345 issued

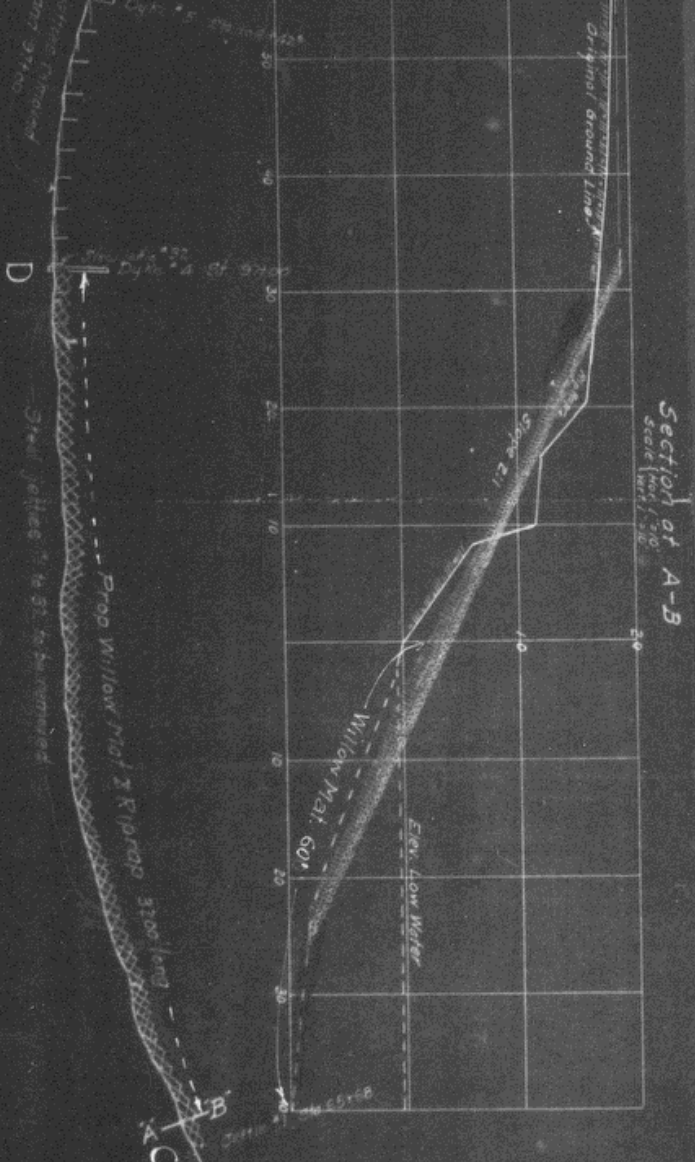
Work begun

19

Work finished

Feb 29, 1923





Note:  
Detail Plan of Willow Mat  
to be furnished on approval of R.S.H.

Proposed Bank Profile  
Main Line BR-196 & N.P.R.  
Office of Dist. Eng. Harb.  
Scale 1" = 40'

Violation Section  
Five York Street and Harbor

N.P.R.

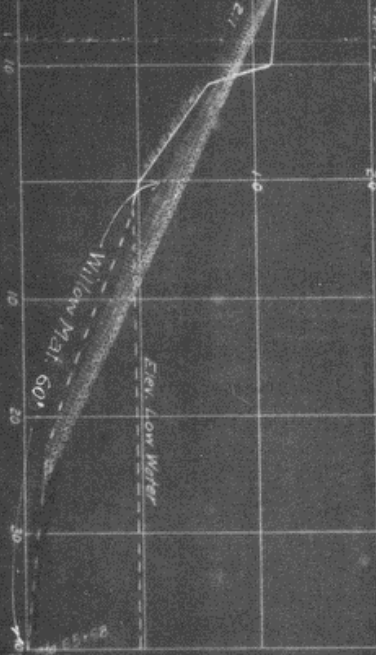
44° 12'

Five Baskin's I. Ditch No. 1 S.E.

3600 Cross dyke

327.96 Cross dyke

Section of A-B



Note:  
Detail Plan of Willow Mat  
to be furnished on approval of R.F.H.

44+28.1  
Pile Bents  
3800' Creek Dyke  
37+94' Cross Dyke

Proposed Bank Protection between  
Main Line Bridge & M.R.T. Mardon Main Line

Office of Dist. Engr. Mar 26, 1922  
Scale 1" = 400'  
Valuation Section M.R.T.  
For work shown read Remarks on red black

