



N. P. 1363
6-24

NORTHERN PACIFIC RAILWAY COMPANY
AUTHORITY FOR EXPENDITURE

COMPTROLLER'S COPY

1929 1929
YEAR 1929

SUPERINTENDENT'S NO. 118
No.

DEPT. NO. 10
ENGINEERING DEPT. NO. 118

A. F. E. NO. 4 247

Dakota Div. Main Line

DISTRICT STATE N. D.
~~BISMARCK~~

VAL. SEC. NO. 1

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$1998.

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	\$ 18			
Value of salvage	9		9	
Incidental costs				
Total to Operating Expenses				\$ 9 ✓
Total to Profit and Loss				\$ 9 ✓
To Material and Supplies				
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				1989 ✓
Total of distribution				\$ 2007 ✓

Original Cost Adjustment
Made in 3-7-1930
Final

Budget reference: ~~Not in~~ Budget item 407.1127

Class of Work: No. 17 ✓

Joint facility contract reference: Not Joint

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

Location: Bismarck -

Title: Unloading Platform -

and

Reason: Facilities for unloading automobiles at Bismarck are inadequate.

Unloading platforms are located as follows:

An end unloading platform on the north side adjacent to the International Harvester Company for their use; an end unloading platform on the north side near Seventh Street for general use including the J. I. Case Company; a side unloading platform of one car capacity on the north side adjacent to the J. I. Case lease, built for use of J. I. Case Company and for general use; a two car side unloading platform on the south side between Sixth and Seventh Street for general use.

In 1927 up to August 20th, 90 carloads of automobiles were received as against 254 carloads for the same period in 1928. With this increase in business, our unloading facilities proved inadequate and autos were unloaded at a private platform south of the Weather Bureau, at the International Harvester Company's platform, on the freight house platform, and at the J. I. Case platform, involving considerable switching and use of platforms not adapted to unloading of autos.

The Soo Line have two unloading platforms with a total spot of six cars.

(Over)

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

Accounting to concentrate in the office of Division Accountant.

Signature and Title: *D. S. Cobby* Superintendent, Date Oct. 16 1928

APPROVED: <i>H. A. Stricker</i> General Superintendent.	<i>J. H. Wiggins</i> Asst. Chief Engr. in Charge, Maint. of Way.	<i>E. J. Clarity</i> General Manager.
<i>Demond Blum</i> Chief Engineer.	<i>W. C. ...</i>	<i>...</i> Vice President.
<i>...</i> For Comptroller.	<i>Charles Smalley</i>	Date of Final Approval: FEB 20 1929

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION
Form No. 1345 issued 19... Work begun 19... Work finished June 18 1929

Tenth St

Eleventh St

Twelfth St

Standard Oil Co.

Dak Div
Prop Automobile Unloading
Platform - Bismarck, N.D.

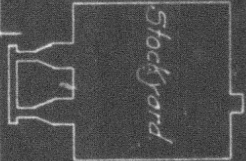
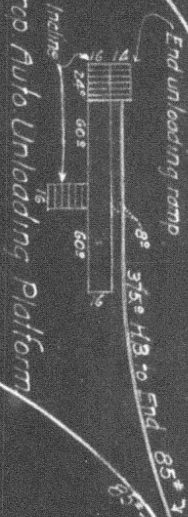
Scale 1" = 100'
Office of Dist Engr St Paul, Oct 8, 1926
Valuation Sect
N.D. 791
Prop work shown thus

M.P.Ry

Main Line

Front St

Prop Auto Unloading Platform



TO JARRISTOWN

M.B. to 63°
7-85° rig. Prop. 15 P.C.