

NORTHERN PACIFIC RAILWAY COMPANY

COMPTROLLER'S COPY

AUTHORITY FOR EXPENDITURE

1929 1929 1929 YEAR 1929

SUPERINTENDENT'S No. 56

DEPT. No.

ENGINEERING DEPT. No. 58

A. F. E. NO.

452

Fargo Div. Main Line 2nd

DISTRICT

STATE No. Dak. VAL. SEC. No. 1

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 3875.00

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	\$ 25	\$	\$	\$
Value of salvage	1		24	
Incidental costs			338	
Total to Operating Expenses				\$ 557 ✓
Total to Profit and Loss				
To Material and Supplies				1 ✓
To Bills for Collection			19	
To Other Accounts				
Net charge to investment account—Additions and Betterments				3518 ✓
Total of distribution				\$ 3876 ✓

COST AT CURRENT ADJUSTMENT

MADE IN

Budget reference: Item 217-1929

Original Cost Adjustment

Made in 6-28-30

Class of Works No. 10 ✓

Joint facility contract reference: Not Joint

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

Location: Berea, N. Dak.

Title: Extend Passing Track - - -

Reason: The length of the passing track at Berea is 4256 feet and in order to make this track sufficient length to hold our present length freight trains it is recommended that it be extended to the west 1025 feet, which will make the proposed track 5280 feet long. It frequently occurs that an eastward and westward freight train meet at this station and necessary for the eastward freight train to clear an eastward passenger train which can only be done by the eastward or westward freight train using this passing track and therefore important that it be extended.

Work to be done by company force under charge of

Superintendent.

Accounting to concentrate in the office of

Division Accountant.

Checked and Entered President's Office

Signature and Title:

CWC OMB

*E. H. Handberg*

Supt. Date Feb. 16

1929



APPROVED: *H. H. ...*  
General Superintendent.

*J. ...*  
Asst. Chief Engr. in Charge of Work.

*H. ...*  
General Manager.

*Benedict ...*  
Chief Engineer.

*Charles ...*  
Vice President.

*...*  
Vice President.

*...*  
For Comptroller.

*Charles ...*  
President.

Date of Final Approval { MAR 27 1929

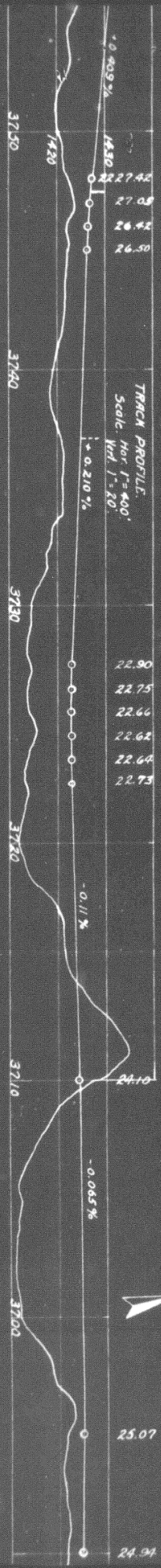
COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued

19. Work begun

19. Work finished

*Aug 16 29*



3747+35 Prop'd New Loc HB  
and "11 SR TO  
Prop'd New Loc Sem "707"  
"708", Batt. Well & Relay

40+67" Sta. 1 Mile Sign 12' 11"

3737+21 HB x 104'±  
"11-30" SRF-14.5  
18' - 90" SW PA

31+30" King, 20'

3760+80

Prop'd 1024 ft  
extrn with 3rd  
13' 90" rail

Move Sem "707" & "708"  
Battery Well & Relay

Move "11, 90" SR TO - 127' - 90"  
Offsetline 7.5 - 45'

Present Length of Passing Track - 4256 ft  
Proposed Length of Passing Track - 5280 ft

15  
22  
14  
23

Fargo Division  
Prop'd 1024 ft Extension to Siding at BerEA  
Office of District Engineer, St. Paul, Minn. Jan. 31, 1929  
Scale, 1" = 400'  
Prop'd New Work shown thus ———  
Prop'd Removals shown thus - - - - -  
Prop'd New Locations shown thus ———  
Val. Sec. N.D.N.V.!

N.P.R.

2nd Dist. Main Line

3697+34 NB  
3698+65 NB Pass Trk  
36+32.8 Tel. Office  
3694+07.8 NB

BEREA

To Tomahawk

To Fargo

3696+80