

N. P. 1363
6-24

NORTHERN PACIFIC RAILWAY COMPANY

COMPTROLLER'S COPY

AUTHORITY FOR EXPENDITURE

SUPERINTENDENT'S No. 226

1930

DEPT. No.

52

ENGINEERING DEPT. No.

519

A. F. E. NO.

16

Yellowstone Div.

First

DISTRICT

STATE

No Dakota

SEC. No. 2

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 1227.

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.....	\$ 50	\$	\$	\$
Value of salvage	14		36	
Incidental costs			50	
Total to Operating Expenses				86 ✓
Total to Profit and Loss				
To Material and Supplies				14 ✓
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				1141 ✓
Total of distribution				1241 ✓

Budget reference: Not Budget item, Item 192-1930.

Class of Works: No.

8 ✓

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: Hebron

Title Estimated cost of installing wigwags at B Street as per sketch dated November 29, 1929.

Reason: The crossing at "B" Street located two blocks west of the depot is the principal crossing inside the town limits. The only other crossing for vehicles is at Fourth or Elm Street located two blocks east of the depot, which is not used nearly as much as the one at "B" Street. The combined High and Grade School is three blocks north of the track and "B" Street is the main thoroughfare to it. The business section of town is on the south side as is also the principal resident section. There is, however, a large resident section on the north side and this crossing is generally used by people on the north side to get to the business section. The crossing is also generally used by people living in the country north of Hebron. This crossing passes over four tracks. The view at this point is often seriously obstructed by trains on the passing track or by cars on the elevator or house tracks. Several passenger trains which do not stop at Hebron make high speed through the town. There is, therefore, considerable hazard of accidents at this crossing. As the result, we have received a petition with a total of 235 signatures requesting that this crossing be equipped with wigwag signals and it is recommended that the work be done in accordance with the attached estimates and

Work to be done by company force under charge of

Accounting to concentrate in the office of

Division Superintendent

Div. Accountant-Engr. Dept.

Signature and Title:

Supt. Division Date Dec 7th 1929

APPROVED:

<i>[Signature]</i> General Superintendent.	<i>[Signature]</i> Asst. Chief Engr. or Engr. Maint. of Way.	<i>[Signature]</i> General Manager.
<i>[Signature]</i> West. Dist. Supt. Telephone Signal Engr.		
<i>[Signature]</i> Chief Engineer.		<i>[Signature]</i> Vice President.
<i>[Signature]</i> For Comptroller.	<i>[Signature]</i> President.	Date of Final Approval { JAN 10 1930 } 19

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1315 Issued

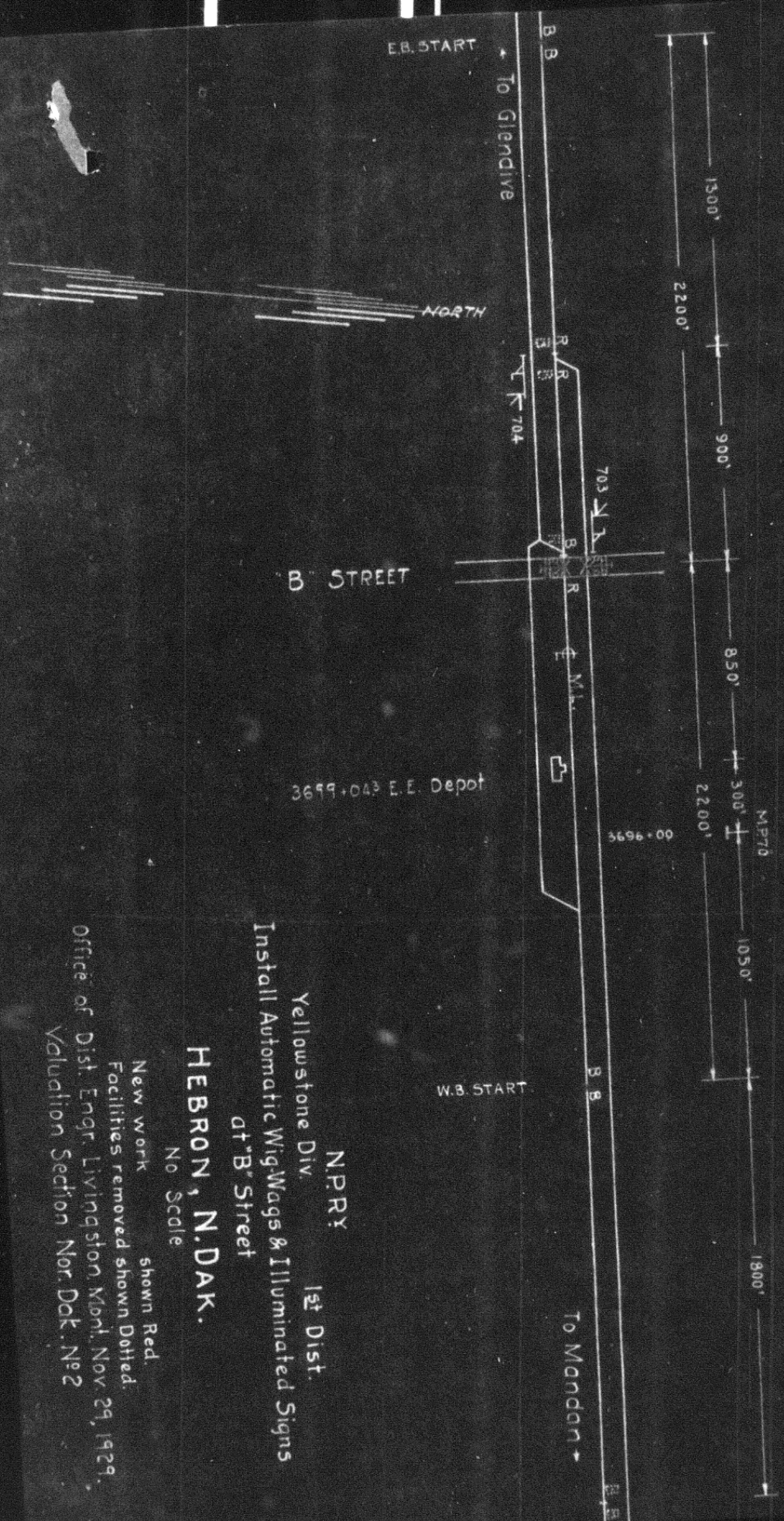
19

Work begun

19

Work finished

19



N.P.R.Y.
 Yellowstone Div.
 1st Dist.
 Install Automatic Wig-Wags & Illuminated Signs
 at "B" Street
HEBRON, N.DAK.
 No Scale
 New work shown Red.
 Facilities removed shown Dotted.
 Office of Dist. Engr. Livingston Mont. Nov. 29, 1929.
 Valuation Section Nor. Dak. No 2