

Superintendent's No. **JTD No. 48** Dept. No. **Engineering Dept. No. 1** Year: **1924**
 Lake Superior Div. **Duluth Terminal** District **State Minn.** Branch **State Minn.** Val. Sec. No. **1**
 A. F. E. No. **2**

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 119,366.00
 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	\$ 57 988			
Value of salvage				
Incidental costs	8 387			
Total to Operating Expenses			49 601	
Total to Profit and Loss			18 389	
To Materials and Supplies				64 889
To Bills for Collection				64 960
To Other Accounts				8 387
Net charge to investment account—Additions and Betterments				54 406
Total of distribution				\$ 127 753

Budget reference: **Not in budget**
 Joint facility contract reference: **Not Joint**
 Class of Work: No. **17**

The location is **-----** on this company's property. To secure rights, it will be necessary **nothing**
 Location: **Duluth.**

Title **Duluth - Removal of train shed and erection of permanent umbrella**
 and **sheds with necessary track work.**
 Reason:

The train shed of the Duluth passenger depot has been steadily getting more difficult and expensive to maintain. At the present time due to deterioration of the steel work a number of the roof panels are in bad condition and in several cases the heavy glass from the sky lights has fallen onto the tracks below.

For years past great annoyance has been caused by the droppings from hundreds of birds that nested in the shed. Wire netting was suspended from the lower cords of the roof trusses in an effort to keep the birds out. This netting has now deteriorated to the point where it is no longer effective and will have to be renewed. This, along with other necessary repairs will cost about \$20,000. A repetition of the expenditure will no doubt be necessary within four or five years due to the rapid corrosion of the metal by the locomotive smoke.

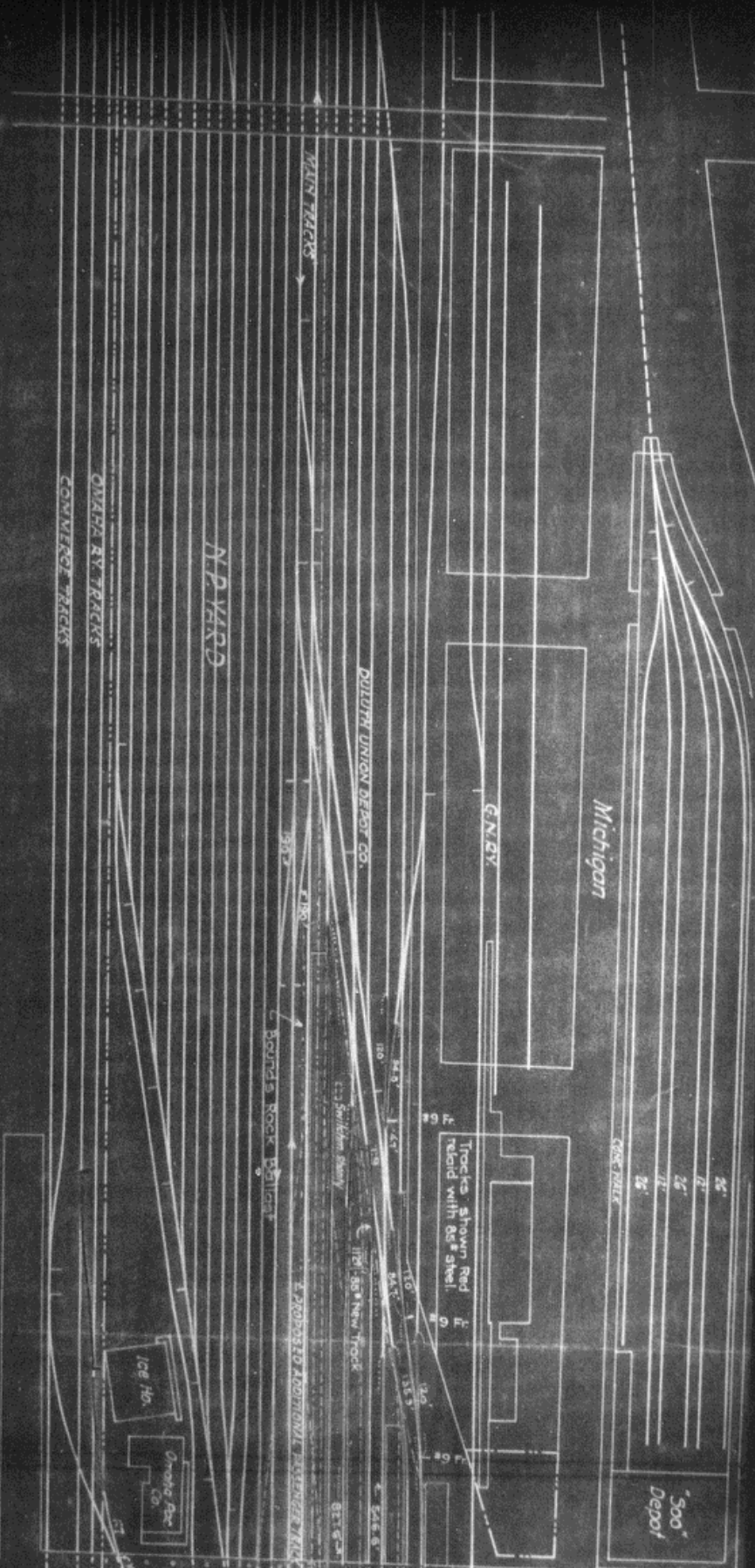
For some time past, public sentiment in Duluth has been growing in favor of a new depot. After several conferences of the railway officials, it was decided that this sentiment can be counteracted and work to be done by company force under charge of Engr. Dept. & contract.

Accounting to concentrate in the office of **Engr. Dept Superintendent**

Signature and Title: **JTD** District Engineer Date: **May 12, 1924.**

APPROVED:			
General Superintendent.	Demond Blinn	Engr. Maint. of Way.	Assistant General Manager.
Mech. Supt., Supt. Telegraph or Signal Engr.			
Chief Engineer.			
For Comptroller.	Charles Danforth	General Manager.	Vice President.
		President.	Date of Final Approval 8/1 19 24





N.P. YARD

Michigan

GEN. BV

500' Depot

OMAHA RY TRACKS
COMMERCE TRACKS

DULUTH UNION DEPOT CO.

BOUND'S ROCK BATH

Tracks shown red
relaid with 80' steel.

Ave. W.

6th

These tracks thrown and relaid with 80' steel.

DUNBELL SHED NO. 5, 446

DUNBELL SHED NO. 3, 500

DUNBELL SHED NO. 2, 850

DUNBELL SHED NO. 1, 590

2353'

150'

100'

81.6'

54.6'

150'

100'

100'

100'

100'

100'

100'

100'

100'

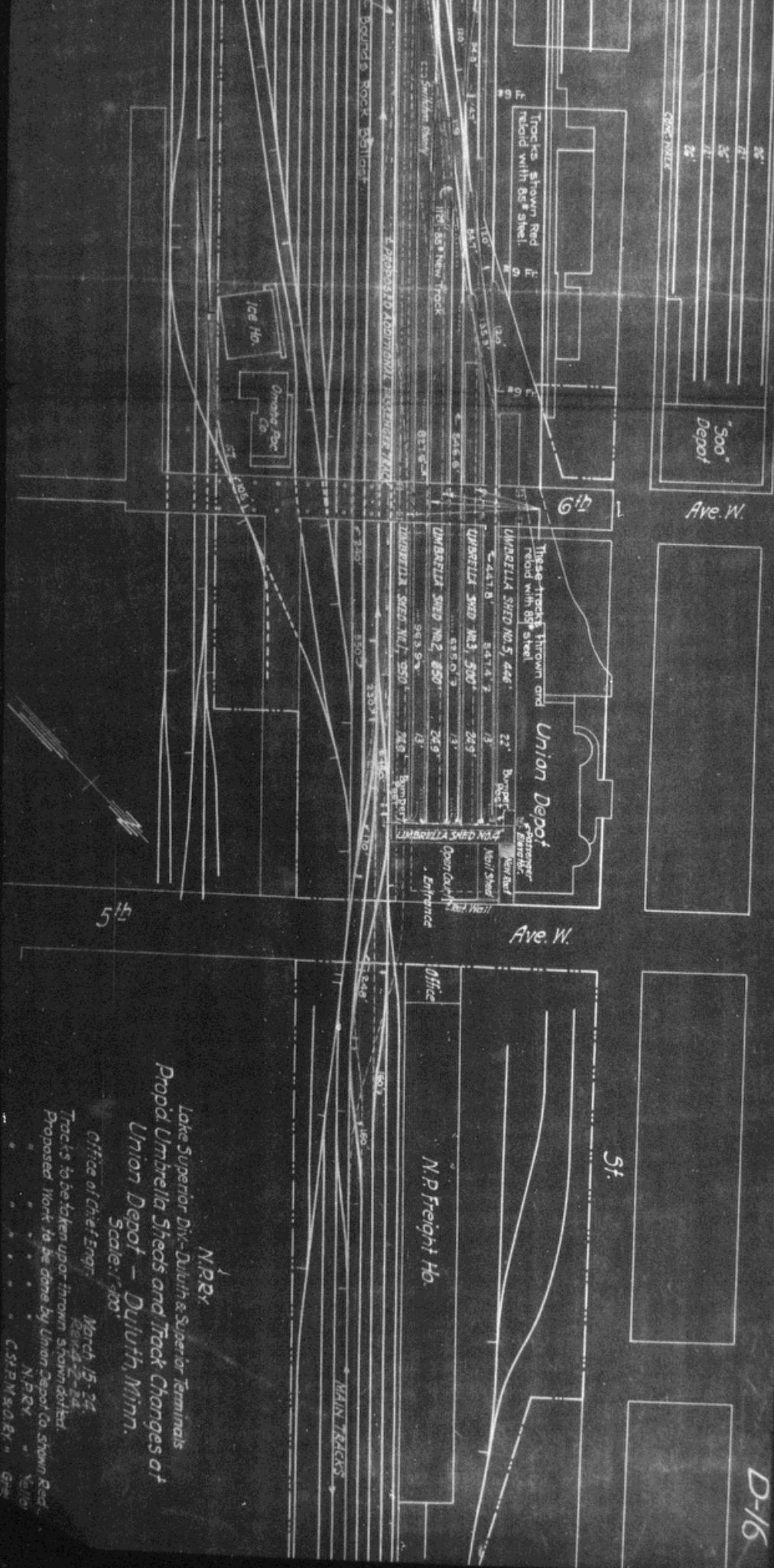
100'

100'

100'

100'

100'



N.P.R.Y.
 Lake Superior Div. Duluth & Superior Terminals
 Prop'd. Umbrella Sheds and Track Changes at
 Union Depot - Duluth, Minn.
 Scale: 1" = 100'
 Office of Chief Engr.
 March 15, 1914
 Revised - 2-24
 Tracks to be taken upon thrown shown Rec'd.
 Proposed Work to be done by Union Depot Co. shown Rec'd.
 N.P.R.Y.
 C. S. P. M. & A. R.

D-16