

1923

Form 1363 5M 6-22 "B"

COMPTROLLER'S COPY

NORTHERN PACIFIC RAILWAY CO.

AUTHORITY FOR EXPENDITURE

Year: 1923

Superintendent's No. 127
No.

Dept. No. Engineering Dept. No. 3

A. F. E. NO. 115

Dakota Div. Mandan No. District Branch State N. D.

Val. Sec. No. 14

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$790.

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	\$	\$	\$	\$
Value of salvage				
Incidental costs				
Total to Operating Expenses				\$
Total to Profit and Loss				
To Material and Supplies				
To Bills for Collection Lucky Strike Coal Company				790
To Other Accounts				
Net charge to investment account—Additions and Betterments				\$ 790
Total of distribution				\$ 790

Budget reference: Not in Budget

Class of Work: No. 10

Joint facility contract reference: Not Joint Account

The location is not on this company's property. To secure rights, it will be necessary

Location: Zap

Title Siding and Crossover and

Reason: In July 1923 the Receiver of the Lucky Strike Coal Company, asked for additional trackage at the mine, in the way of siding at the tippie for loading slack, on the same basis as their original trackage; i.e. on a rental basis for all the track, material, and labor - - - to be furnished by the applicant. This was authorized by Gen'l Superintendents' letter of August 5th, 1923 and work has been completed. Early in September they asked for a crossover between their No. 1 and No. 3 tracks on similar basis. Authority for this crossover not yet granted and it has not been put in. These improvements, not only benefit the applicants, but facilitate switching.

Original Cost Adjustment

Made FEB 1924

Checked and Entered President's Office



partly completed

Work to be done by ~~contract~~ ~~contract~~ under charge of applicant

Accounting to concentrate in the office of Division Accountant

Signature and Title: *[Signature]* Superintendent

Date: December 15 1923

<i>[Signature]</i> General Superintendent.	<i>[Signature]</i> Asst. Insp. or Engr. Maint. of Way.	<i>[Signature]</i> Assistant General Manager.
<i>[Signature]</i> Mech. Supt., Supt. Trench. or Signal Engr.	<i>[Signature]</i> Chief Engineer.	<i>[Signature]</i> Vice President.
<i>[Signature]</i> Comptroller.	<i>[Signature]</i> President.	Date of Final Approval: 12 30 23

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued FEB 2 1923 Work begun 19 Work finished Nov 22, 1923

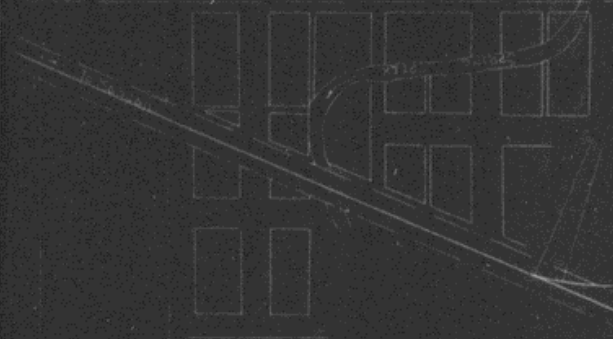
Proposed Spur 72197

Proposed New Cross-over
to be placed in front of
67+54.4 Mine Tipple & Box Car Unloader

64+68.9
Prop New 400' spur

8591.06' Ld. Tot

NDPRU
Dakota Divn. Railroad No Line
Proposed Spurs X-over for the
Lucky Strike Mine, Zep, ND.
Scale 1" = 400'
Office of Dist. Engr. DT 2641, Oct 31, 1922
Prop'd Work in Red
Trackage Under Construction Yellow
Abandon Sec ND #14



2443

413

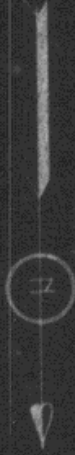
27

Proposed New cross over
to be placed 10' from Tipple
67+56.6 Mine Tipple & Box Car Unloader

64+68.9
Prop New 400' Spur

68.59+26' Ld. 70'

NPRI
Docket D174 - Mansan No. 1
Proposed Spur/Crossover for the
Lucky Strike Mine, ZEP, ND.
Scale of 400'
Original Design Drawn Oct 3, 1922
Prop'd Work in Red
Trackage Under Construction Yellow
Valuation Dec ND #14



ZAP

Sta 501+51

73+57 Present end of spur

50' extension - 85°

72+77 Original end of spur

3rd track shown dotted black shifted to location shown full yellow

H.B. 70+53 L 65° 47'R. 85° 11" F
15' 85° Pts. 83' 85° C.G.R. Econ. Std.

Crossover 187° H.B. to H.B. Off 85°

H.B. 68+67 L 61° 47'R. 85° 11" F
15' 85° Pts. 83' 85° C.G.R. Econ. Std.

67+53 Ctr. Mine Tipples
67+44 E.E. Mine Eng. Ho.

432° H.B. to end. Off 85°

H.B. 64+69 L 74° 49'R. 85° 13" F
15' 85° Pts. 15' 85° B.G.R. L.B. Std.

Original length of spur 1338.1
Present 1250.0

H.B. 59+86 L 70°

to Main Track

Additional Trackage for the Lucky Strike Coal Mine - Zap

Dat Dix N.P.R.
Plan No. 100

Office of Dist. Eng. - St. Paul, Minn. Feb. 8, 1922

New Work Shown in Red
Existing Spurs in Blue

Run from Sta. 45 to Sta. 46
Work shown Sept. 1922
Work shown Nov. 1922
Work shown Dec. 1922
Work shown Jan. 1923

Scale - 1" = 100'