1923 Chief Engineer's Copy

Form 1363 5M 6-22 "B"

NORTHERN PACIFIC RAILWAY CO. 1923

AUTHORITY FOR EXPENDITURE

Year: 1923

Superintendent's No. 153 Dept. No.
No. Engineering Dept. No. 7

A. F. E. NO. 139

Lake Superior Div. Cuyuna Northern (North Line) Branch State Minn. Val. Sec. No. 12 A

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF $ 6,283.00

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	$ 357	$	$	$	
Value of salvage	173		184		
Incidental costs			2		
Total to Operating Expenses					$ 186
Total to Profit and Loss					
To Material and Supplies					173
To Bills for Collection					
To Other Accounts P&L a/c 606					2 617
Net charge to investment account—Additions and Betterments					8 714
Total of distribution					$ 6 456

Budget reference: Not in Budget Class of Work No. 10

Joint facility contract reference: ~~Not~~ Joint Account with Soo Line Contract 4/1/22 Original Cost Adjustment Made in 19...

The location is ~~- ---~~ on this company's property. To secure rights, it will be necessary ..... 19...

Location: Between Ironton and Tromald (Minnesota).

Title and Reason: Proposed Trackage to Serve the Maroco Mine.

In order to permit of the direct shipping of ore from the Maroco Mine pit (instead of passing through their washing plant), it was necessary to provide two additional tracks direct to the mine pit; one of about 1,650 feet and the other 900 feet in length.

When the mine was first operated it was thought there should be very little direct shipping of ore, but as they got into the ore bed they found quite a large quantity that it was not necessary to have washed; consequently, in order to make direct shipments and save the expense of handling through washer, these tracks were made necessary. Up to that time nearly all of the ore from this mine was being shipped via the Soo Line, but upon being assured that, if we would put in the tracks, the Mine Company would route their ore via Northern Pacific the tracks were put in, and they have given us 93,803 tons of ore during this season. These tracks have been constructed on informal authority, and it is my recommendation that AFE be formally approved. Work completed August 30th, 1922.

Work ~~was~~ done by company force under charge of Superintendent

Accounting to concentrate in the office of Division Accountant Duluth

Signature and Title: W H Stevens Superintendent Date Dec. 30th 19 22

APPROVED:

General Superintendent. Engr. Maint. of Way. Assistant General Manager.

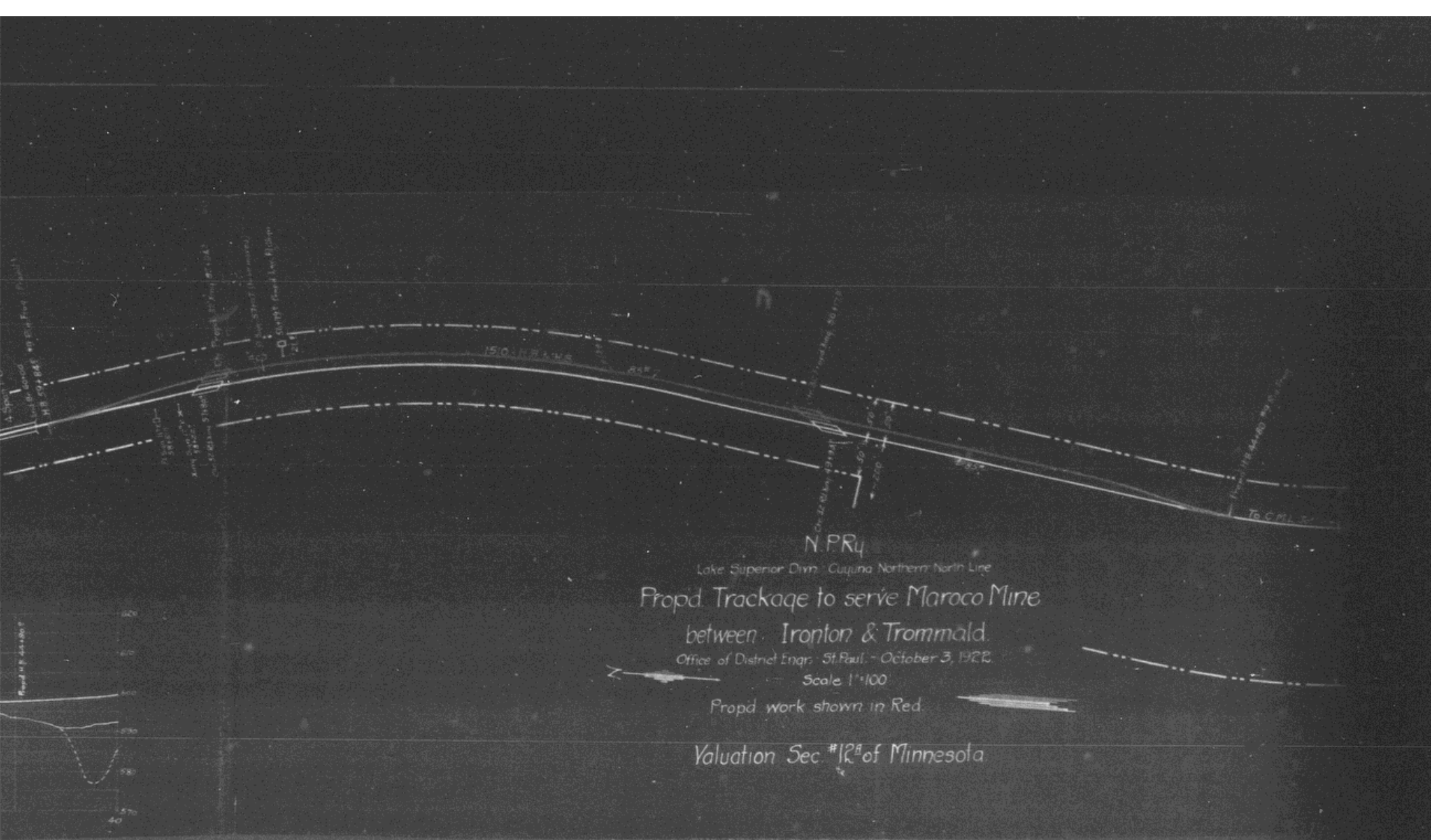
Mech. Supt., Supt. Telgh. or Signal Engr.

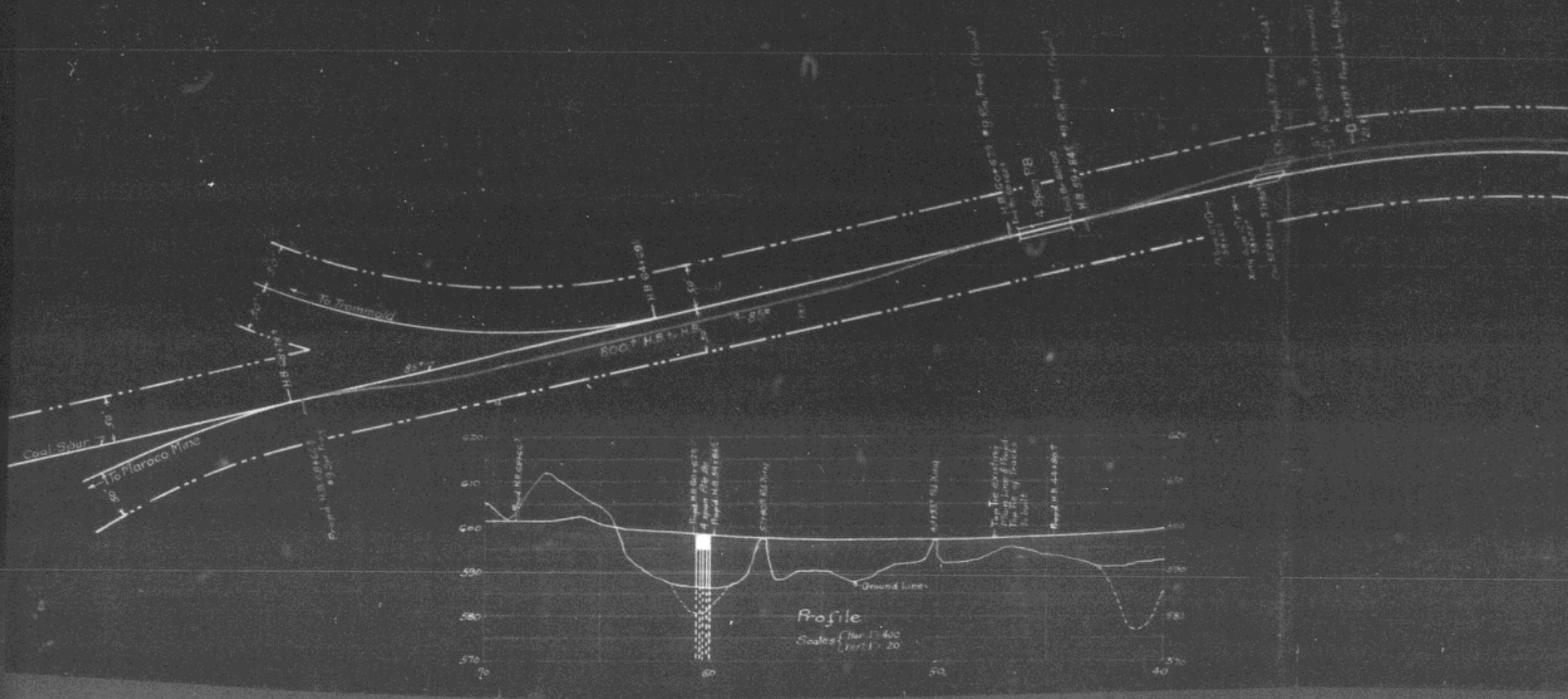
Chief Engineer. General Manager. Vice President.

For Comptroller. President. Date of Final Approval 2-8-23 19

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued FEB 10 1923 19 Work begun 19 Work finished Aug. 30, 1922


N.P.Ry.
Lake Superior Divn. Cuyuna Northern North Line
Propd. Trackage to serve Maroco Mine
between Ironton & Trommald.
Office of District Engr. St. Paul. - October 3, 1922
Scale 1" = 100'
Propd. work shown in Red.
Valuation Sec. #12A of Minnesota.


Coal Spur
To Flaroco Mine
To Trommald
Ground Lines
Profile
Scales Hor. 1" = 400
Vert. 1" = 20
610
600
590
580
570
70
60
50
40