

ILWAY COMPANY EXPENDITURE

Year: 1925 1926

No.

Dept. No. Engineering Dept. No. 1-1926

A. F. E. No. 1 ONE

aul Div. Line "B" -District State Minn. Val. Sec. No. 7
-Branch-

TY IS REQUESTED FOR A NET EXPENDITURE OF \$ 265 140.

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	\$ 3 300.	\$	\$	\$
Value of salvage	10 150.		6 800.	
Accidental costs			32 750.	
To Operating Expenses				\$ 25 900.
To Profit and Loss				
To Material and Supplies				10 150.
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				239 240.
Total of distribution				\$ 275 290.

Budget reference: In 1926 Budget

Class of Work: No. 7

Joint facility contract reference:

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

Location: Northeast Minneapolis, Minnesota

Title Grade Separation at Buchanan, Broadway and Fillmore Streets.

Reason: June 30, 1922 the City of Minneapolis passed an ordinance directing the Northern Pacific Railway to elevate its tracks on Line "B" from a point 1600 feet east of Johnson Street to the Soo Line Crossing north of Lowry Avenue, the Pocket Yard from its connection on Line "B" and the Mulberry Line. The ordinance called for an acceptance in thirty (30) days, the work to start in thirty (30) days and to be completed in five years.

The district within the limits of the grade separation will be developed along industrial lines and the details have been worked out with that end in view. Service tracks for industries can be maintained at the present track level. Bridges will be constructed at alternate streets, which permits connections between high and low lines with moderate grades.

The separation of grades has been completed at Johnson Street, Central Avenue, 18th Avenue, Monroe Street and 19th Avenue and work (over)

Work to be done by company force under charge of Engineering Department

Accounting to concentrate in the office of Chief Engineer

Signature and Title:

M. S. Clements

Bridge Engineer.

Date October 13, 1925

APPROVED:

General Superintendent.	Prin. Asst. Engr. or Engr. Maint. of Way.	Assistant General Manager.
Mech. Supt., Supt. Telg. & Signal Engr.		
<i>[Signature]</i> Chief Engineer.	<i>[Signature]</i> General Manager.	<i>[Signature]</i> Vice President.
<i>[Signature]</i> For Comptroller.	<i>[Signature]</i> President.	Date of Final Approval NOV 13 1925 19

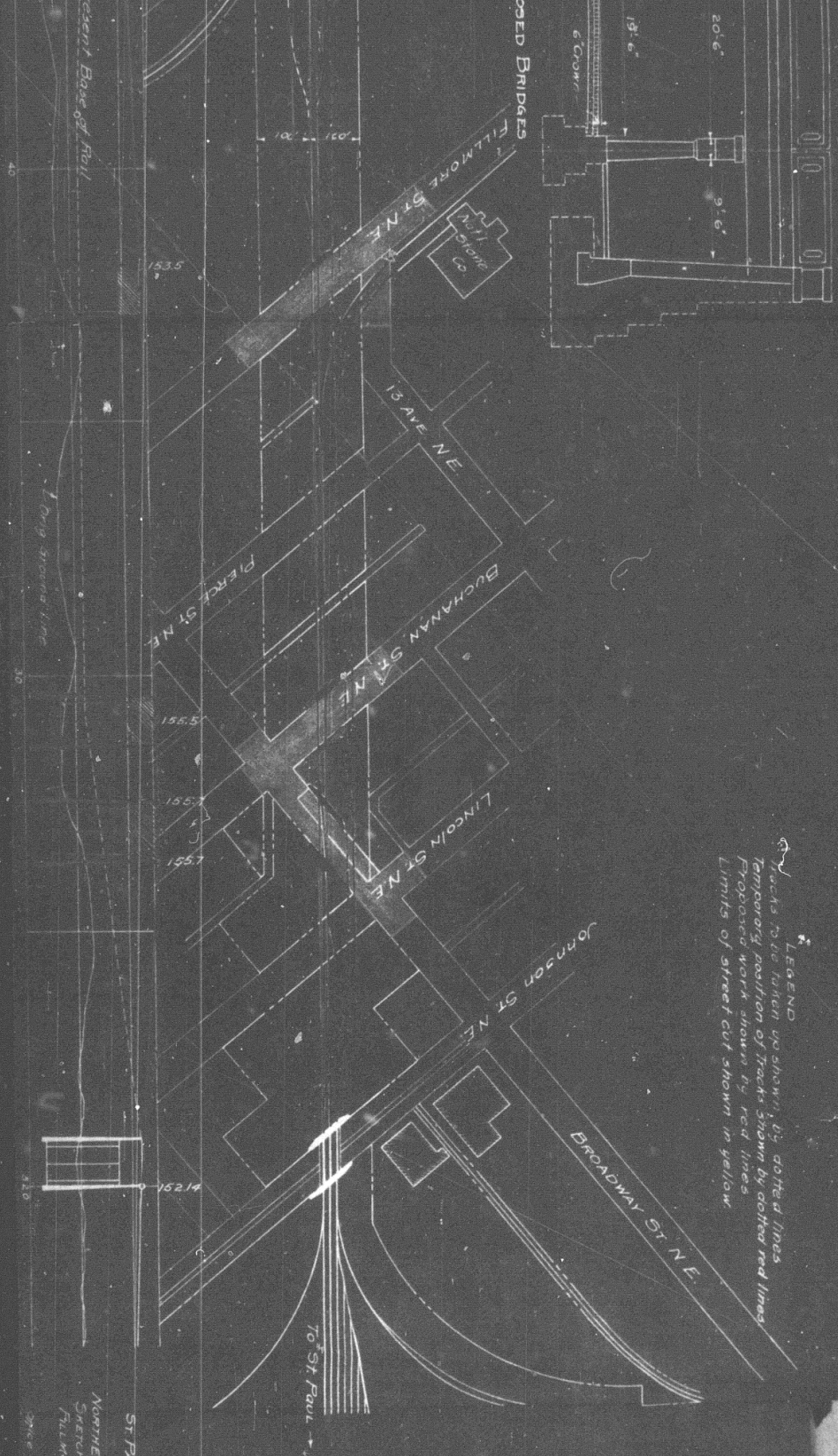
COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued 19 Work begun 19 Work finished 19

will be continued in 1926 by separating the grades at Buchanan, Broadway and Fillmore Streets. The total amount expended at Central Avenue was \$124,657.00 and at 18th Avenue, Monroe Street and 19th Avenue \$203,270.00. The estimated expenditure for 1925 was \$334,970.00, making a total cost to date of \$662,897.00. The estimated cost of the entire project covered by ordinance is \$1,350,000.00.

The A.P.E. is prepared to provide authorities for construction work that will be necessary to do in 1926.





LEGEND
 Tracks as shown, by dotted lines
 Temporary position of Tracks shown by dotted red lines
 Proposed work shown by red lines
 Limits of street cut shown in yellow

N. P. Ry.
 ST. PAUL DIV. MINNEAPOLIS TRUNK
 VAL. SEC. MINN. 7
 NORTHEAST MINNEAPOLIS GRADE SEPARATION
 SKETCH SHOWING PROPOSED GRADE SEPARATION AT
 FILLMORE, BUCHANAN & BROADWAY STS. N.E.
 SCALE 1" = 200' & AS NOTED
 OFFICE OF BRIDGE ENGINEER ST. PAUL, MINN. OCT. 1, 1915