

NORTHERN PACIFIC RAILWAY CO.

AUTHORITY FOR EXPENDITURE

1926

1926

Year 1926

Superintendent's No.
Signal Eng'r No. 1Dept. No.
Engineering Dept. No. 21

A. F. E. No. 55

St. Paul

Div. Line "B"

District State Minn.
Branch

Val. Sec. No. 7

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$10,709.

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	\$104.		\$ 26.	
Value of salvage	78.		83.	
Incidental costs				\$ 109.
Total to Operating Expenses				78.
Total to Profit and Loss				
To Material and Supplies				
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				10,600.
Total of distribution				\$10,787.

Budget reference: Item 262

Joint facility contract reference: G. N. Ry. Co. - May 29, 1885 - N. P. Ry. to bear entire cost

The location is

on this company's property. To secure rights, it will be necessary

Original Cost Adjustment
Made in FEB 1 1927

Location: Minneapolis, Minnesota

Title Mulberry Street Crossing
and Signal Protection

Reason: Contract Document 6252 dated May 29, 1885, provides that whenever it shall become necessary in the transaction of business over and across the Mulberry Street Crossing to erect and maintain proper and adequate signal apparatus and appliances for the safety of train or the public, or both, the N. P. Co., agrees to forthwith erect and maintain suitable signal apparatus and appliances at the Mulberry Street Crossing, and to furnish and provide the necessary men and means to operate the same, the N. P. Co., to bear and pay all the cost and expense of such apparatus and appliances, and for the operation thereof.

June 30, 1924, Mr. C. O. Jenks advised Mr. Rapelje that on completion of grade separation the N. P. Co., would be called upon to construct an interlocking at the Mulberry Street Crossing. May 18, 1925, Mr. C. O. Jenks advised Mr. B. O. Johnson that the G. N. Co., expected to operate some of their important passenger trains over this crossing and asked this company to consider an automatic interlocking for the Mulberry Street Crossing.

The automatic interlocking as finally agreed upon has low color light signals normally clear for the G. N. Co., tracks and (OVER)

Work to be done by company force under charge of Signal Engineer

Accounting to concentrate in the office of Signal Engineer

Signature and Title:

Signal Engineer

Checked and Entered
President's Office

Date

12/31 1925

APPROVED:

General Superintendent.

Prin. Asst. Engr. or 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

JAN 25 1926

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

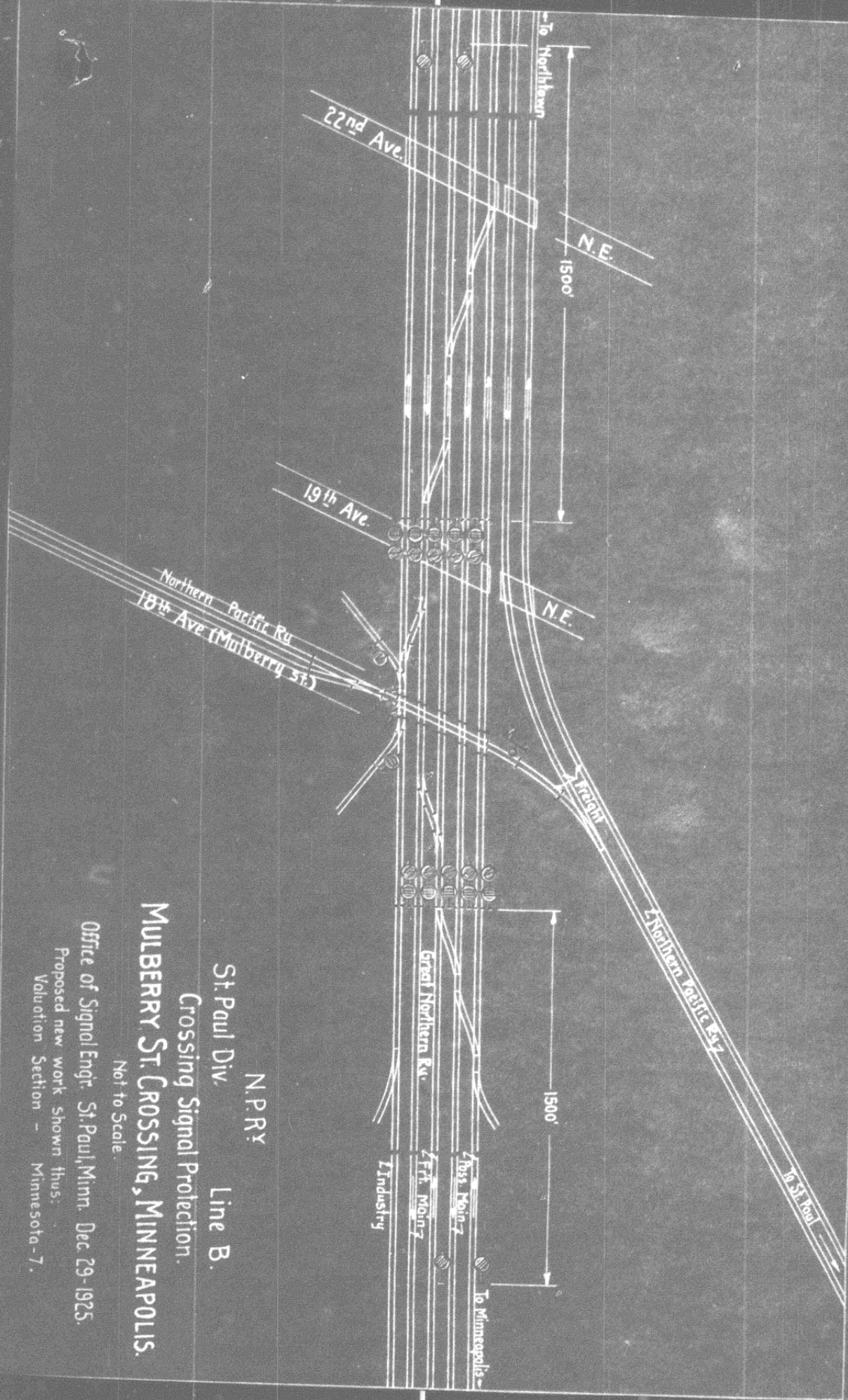
Form No. 1345 issued 19 Work begun

19

Work finished

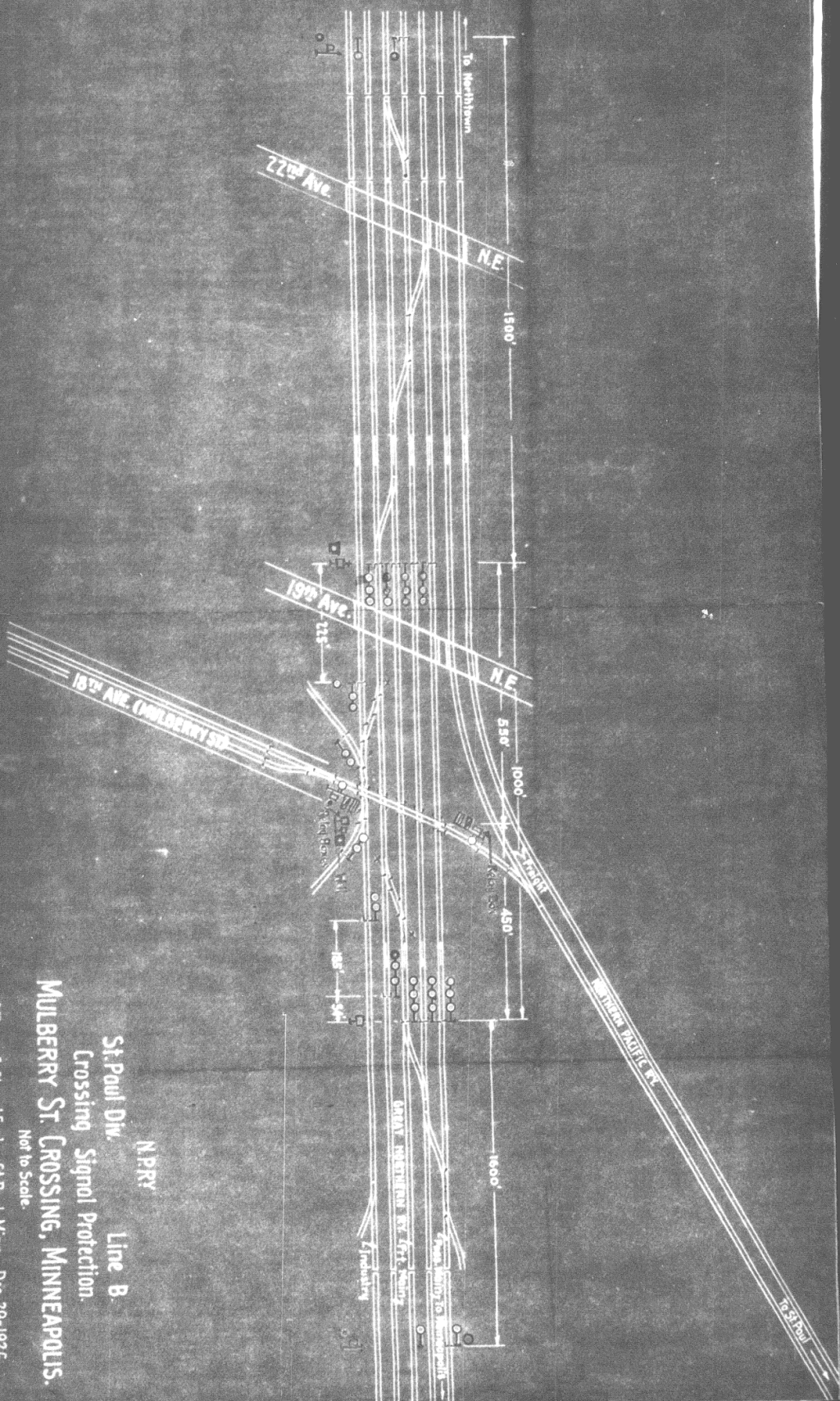
Aug 20 1926

semaphore home signal with smash board for the N.P. Co's track.
The signals for the N.P. tracks to be cleared by the N.P. trainmen
and after passage of N.P. trains over the crossing the system will
automatically restore the G.M. signals to clear.



N.P.Ry
 St. Paul Div. Line B.
 Crossing Signal Protection.
MULBERRY ST. CROSSING, MINNEAPOLIS.

Not to Scale.
 Office of Signal Engr. St. Paul, Minn. Dec. 29-1925.
 Proposed new work shown thus:
 Valuation Section - Minnesota-7.



N.P.R.Y.
 St. Paul Div. Line B
 Crossing Signal Protection.
 MULBERRY ST. CROSSING, MINNEAPOLIS.

Office of Signal Eng'g. St. Paul, Minn. Dec. 29-1926.
 New Work shown thus.

Not to Scale.

A.F.E.N. 55-26

Valuation Section, Minn. #7.
 Work Begun July 19-1926.
 Work Completed Aug. 20-1926.