



N. P. 1383
6-24

NORTHERN PACIFIC RAILWAY COMPANY AUTHORITY FOR EXPENDITURE

COMPTROLLER'S WORK

SUPERINTENDENT'S NO. 3

1926 DEPT. NO.
ENGINEERING DEPT. NO. 4

1926 YEAR 1926
A. F. E. NO. 150

St. Paul

Div. Terminal Division

DISTRICT STATE Minn.
BRANCH

VAL. SEC. NO. 7

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 5289.

Accounting distribution as follows: (Distribution to be made in General Office.)

Cost of property retired	Operating Expenses	Profit and Loss	Net Operating Expenses	Net Profit and Loss
Value of salvage	5277			
Incidental costs	3227			
Total to Operating Expenses	2050		2135	
Total to Profit and Loss				4185
To Material and Supplies				
To Bills for Collection				
To Other Accounts				3227
Net charge to Investment account—Additions and Betterments				
Total of distribution				1074
				8486

Budget reference: 1926 Curve Relay Budget Item 65

Joint Acct. with Soo Line, - Contract Dated Nov. 1, 1909

Location is on this company's property. Endorsement rights, it will be necessary. Nothing

Location: Minneapolis, Minn.

Proposed relay of Curves "O" and "OC" with 100% rail.

Reason: To carry out the curve relay program, it is proposed to replace the present 90% rail in Curves Nos. "O" and "OC" at the Minneapolis Lower Yard with new 100% rail with rail anchors and tie plates. This work is not to be done until the Maintenance Season of 1926, but A.F.E. is presented at this time to facilitate the distribution of the material. It is recommended the work be done.

Original Cost Adjustment
Made in APR 16 1927

Checked and Entered
President's Office

Work to be done by company force under charge of

Accounting to concentrate in the office of

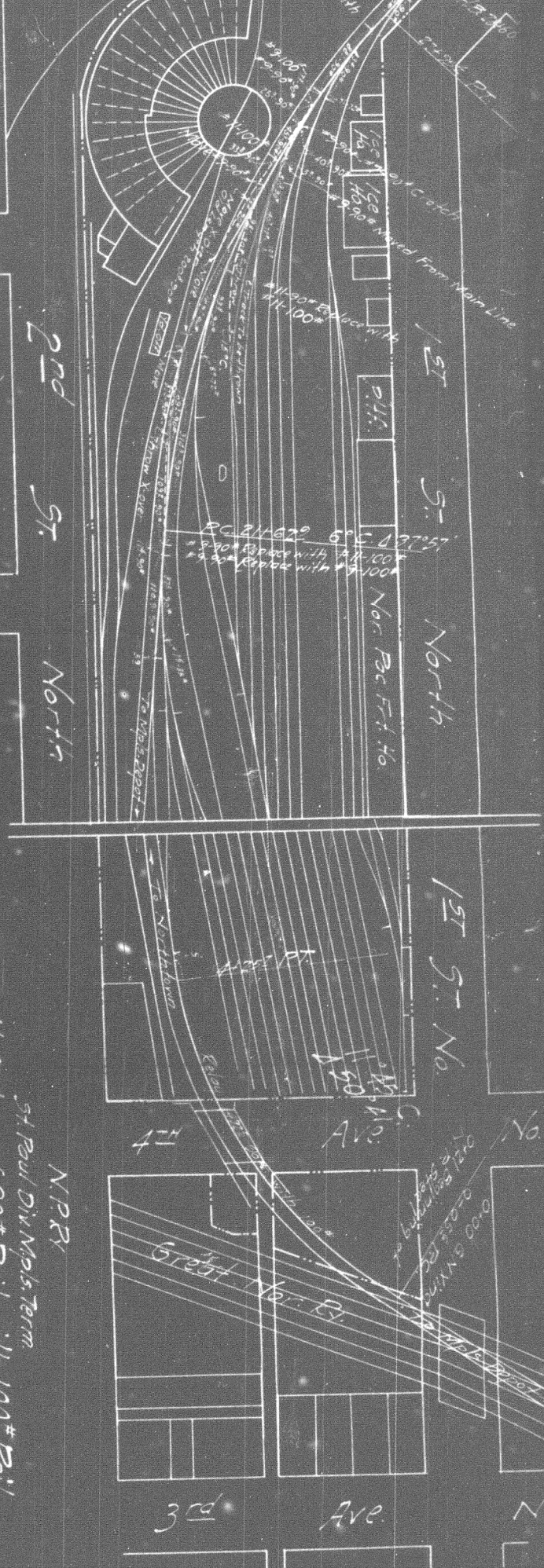
Signature and Title:

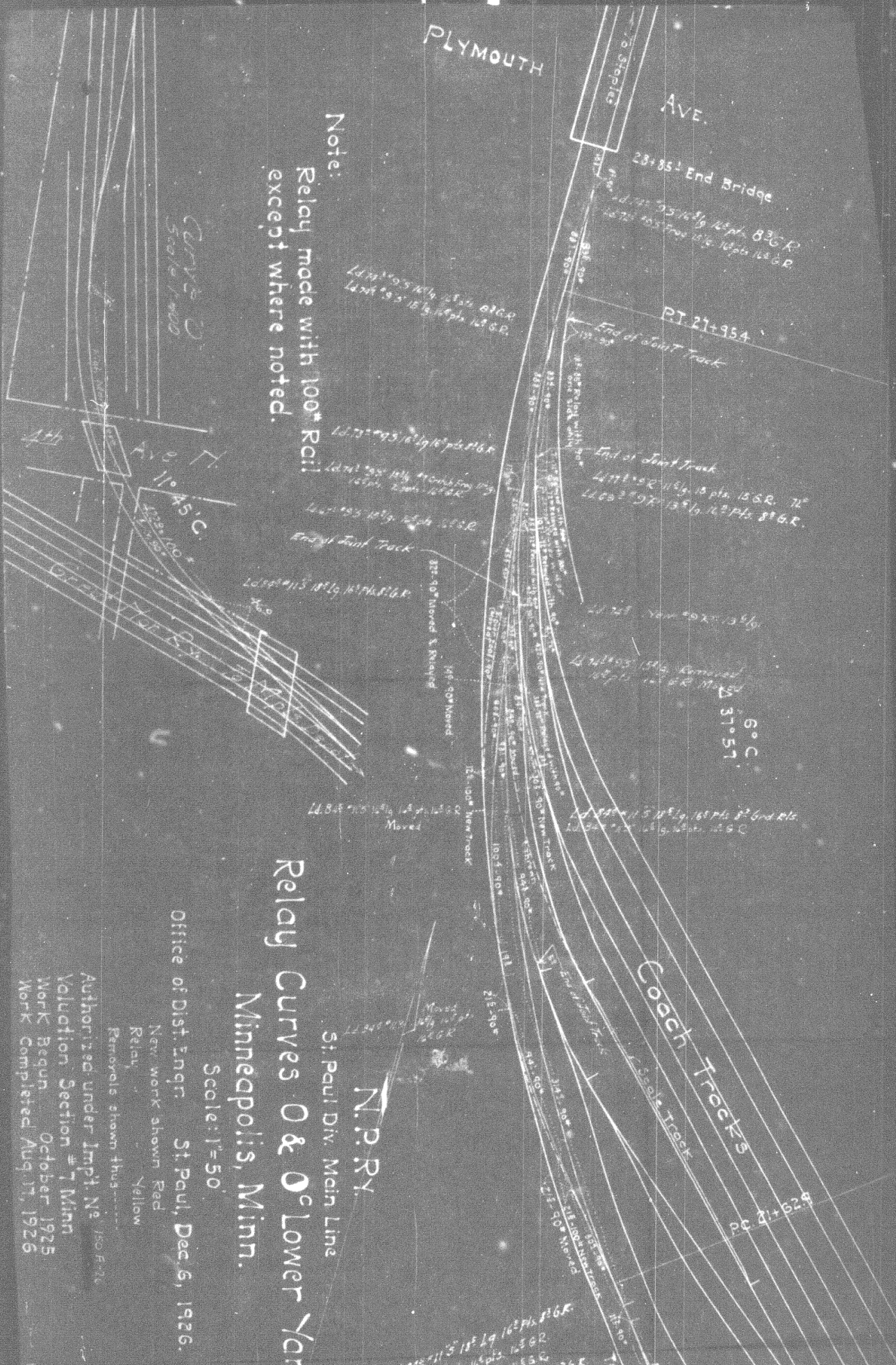
APPROVED:

General Superintendent	Superintendent	Superintendent	Date Nov. 24th, 1925
Chief Engineer			
Per Comptroller			

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Work begun Work finished





Note:
Relay made with 100' Reil
except where noted.

Relay Curves O & O° Lower Yard Minneapolis, Minn.

Scale: 1"=50'

Office of Dist. Engr. St. Paul, Dec 6, 1926.

New work shown Red
Relay Yellow

Removals shown thus: ---

Authorized under Imp't. No. 150 F-26
Valuation Section # 7 Minn
Work Begun October 1925
Work Completed Aug. 17, 1926

Work Completed Aug. 17, 1966

PLYMOUTH

Ave.

28+85.1 End Bridge

1d 95° 53' 16" 16' 16" 83.6 R
1d 95° 53' 16" 16' 16" 83.6 R

PR 27-954

End of Joint Track

End of Joint Track

1d 95° 53' 16" 16' 16" 83.6 R
1d 95° 53' 16" 16' 16" 83.6 R

1d 95° 53' 16" 16' 16" 83.6 R

1d 95° 53' 16" 16' 16" 83.6 R

6° C
27° 51'

1d 95° 53' 16" 16' 16" 83.6 R

1d 95° 53' 16" 16' 16" 83.6 R

Coch Tracks

28+85.1

N.P.R.

St. Paul Div. Main Line

Relay Curves 0 & 0° Lower Yard

Minneapolis, Minn.

Scale: 1"=50'

Office of Dist. Engr. St. Paul, Dec. 6, 1926.

New work shown Red
Relay Yellow

Removals shown thus
Authorized under Imp't. No. 10022
Valuation Section #7 Minn
Work Begun October 1925
Work Completed Aug 17, 1926

Note:
Relay made with 100' R.C.I.
except where noted.

1d 95° 53' 16" 16' 16" 83.6 R
1d 95° 53' 16" 16' 16" 83.6 R

1d 95° 53' 16" 16' 16" 83.6 R

1d 95° 53' 16" 16' 16" 83.6 R

1d 95° 53' 16" 16' 16" 83.6 R

12' 10" Moved & Replaced

12' 10" Moved

Moved

1d 95° 53' 16" 16' 16" 83.6 R
1d 95° 53' 16" 16' 16" 83.6 R
1d 95° 53' 16" 16' 16" 83.6 R

