

N. P. 1363
6-24



NORTHERN PACIFIC RAILWAY COMPANY COMPTROLLER'S COPY

AUTHORITY FOR EXPENDITURE

1926 1926

SUPERINTENDENT'S No. 18

DEPT. NO.

ENGINEERING DEPT. NO. 18

A. F. E. No. 164

No.
1926
St. Paul

Div. Main Line

1926

DISTRICT STATE Minnesota VAL. SEC. NO. 9
BRANCH

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 9910.

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			, 100
Total to Profit and Loss			
To Material and Supplies			
To Bills for Collection			
To Other Accounts			
Net charge to Investment account—Additions and Betterments			9810
Total of Distribution			, 9910

REDepreciation
DOCUMENT 15100
ENTERED ON
EXHIBIT E

Budget reference: Not in Budget

Class of Work: No. 4

Joint facility contract reference: Not joint account

The location is _____ on this company's property. To secure rights, it will be necessary Nothing necessary

Location: Little Falls, Minn.

Title Proposed temporary reinforcing under Bridge No. 106

and

Reason: At present Bridge No. 106 will not accommodate the Class "W" power now being used on the Brainerd Merchandise run, making it necessary to operate this train between Gregory and the East Side Little Falls over the old line, which necessitates the maintenance and operation of water stations at Royalton and Fort Ripley.

In view of the fact that eventually Bridge No. 106 will have to be renewed it is proposed to place reinforcement under this bridge to permit the Brainerd train with Class "W" power running over the main line from Gregory to Brainerd via West side Little Falls.

This arrangement will eliminate the necessity of constructing the 20,000 gallon water tank on the East Side Little Falls authorized under AME 1324-A-25 at an estimated cost of \$2861.00.

In placing the reinforcement under the bridge it is proposed to so construct it as to permit of its being utilized as falsework at such time as the bridge is renewed.

The work is not to be done until the maintenance season of 1926, but AME is submitted at this time to facilitate assembling the material.

Work to be done by company force under charge of

Superintendent

Chas. F. Entwistle
(C. F. E.)
General Manager

Accounting to concentrate in the office of

Superintendent

Dec. 16, 1925

Signature and Title:

Superintendent

APPROVED:

H. H. Stroh
General Superintendent

B. D. Smith
Asst. Genl. Eng., Maint. of Way.

General Manager

Mark Sagt., Supt. Telegraph or Signal Eng.

R. H. Stroh
Chief Engineer

Vice President

J. M. Ward
For Comptroller

Date of
Final
Approval

FEB 8 - 1926

President

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued

19. Work begun.....

19. Work finished.....

19. Work cancelled.....

With the reinforcing of the bridge so that all classes of engine can pass over it, it will permit the removal of 2.16 miles of Brainerd line between Gregory and Little Falls, making an estimated saving in maintenance of \$1600 per year and allow the removal of track material to the value of \$11,000.00



