



N. P. 1363
6-24

1927

NORTHERN PACIFIC RAILWAY COMPANY
AUTHORITY FOR EXPENDITURE

1927

COMPTROLLER'S COPY
YEAR 1927

SUPERINTENDENT'S NO.
M.F.C. 1

DEPT. NO.
ENGINEERING DEPT. NO. 3

A. F. E. NO. 3

Yellowstone Div. First DISTRICT STATE No. Dak. VAL. SEC. NO. 2
~~BRANCH~~

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 4 680.

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	\$ 150.	\$	\$	\$
Value of salvage	0.		150.	590.
Incidental costs				
Total to Operating Expenses				740.
Total to Profit and Loss				0.
To Material and Supplies				
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and Betterments				3 940.
Total of distribution				4 680.

Original Cost Adjustment
Made in DEC 30 1927
Small



Budget reference: Item No. 110- Budget 1927

Class of Work: No. 4

Joint facility contract reference: None

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

Location: Near Hebron, North Dakota, Bridge 73 over Knife River

Title: Reinforce I Beam Spans

Reason: The present structure consists of two 30 foot I Beam and one 25 foot I Beam Spans, 86 feet long and 18 feet high on concrete masonry and cylinder piers, built in 1900. It was designed for 146 ton loading and is too light for the heavy type of power. It is proposed to place three additional I Beams in each span and make it good for E-65 loading.

Checked and Entered
President's Office



Work to be done by company force under charge of Division Superintendent

Accounting to concentrate in the office of Division Superintendent at Glendive

Signature and Title: *M. Clement*
Bridge Engineer

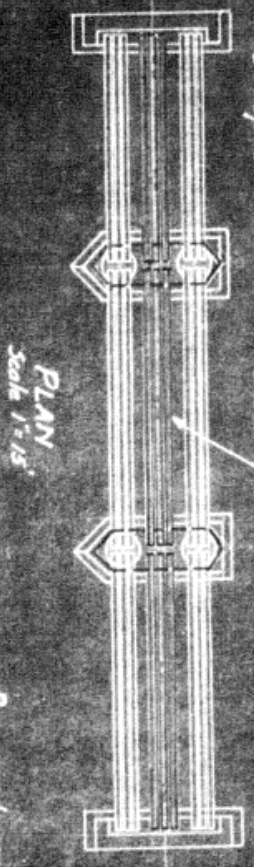
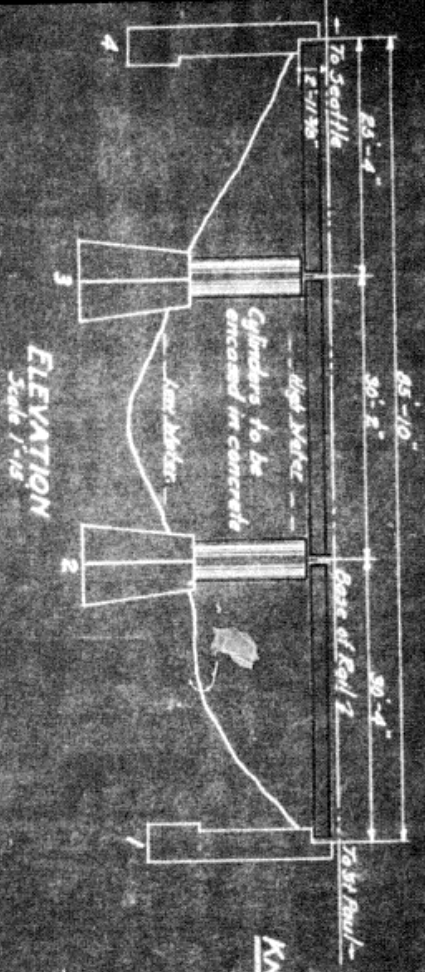
Date Sept. 8, 1926

APPROVED:

General Superintendent.	Asst. Chief Engr. or Engr. Maint. of Way.	General Manager.
Mech. Supt., Supt. Telph. or Signal Engr.		
<i>M. Clement</i> Chief Engineer.	<i>[Signature]</i> Vice President.	
<i>[Signature]</i> Comptroller.	<i>[Signature]</i> President.	Date of Final Approval } DEC 4 - 1926

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued 19 Work begun 19 Work finished June 25 1927



Proposed work shown in Red

KNIFE RIVER

H.B. 75128

N^o 75
123' 4" x 30' I-Beams



MAP AND PROFILE

Scales:
North 1"=400'
Vert. 1"=30'

* N.P.R.Y.

Yellowstone Division

12th Sub Div'n.

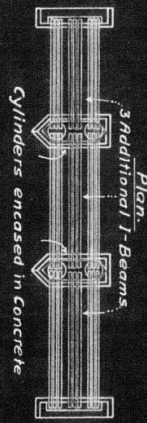
BRIDGE 75 OVER KNIFE RIVER
SKETCH SHOWING PROPOSED ADDITIONAL I-BEAMS
MAKING SPANS GOOD FOR STAND LOADING

Office of Bridge Engineer

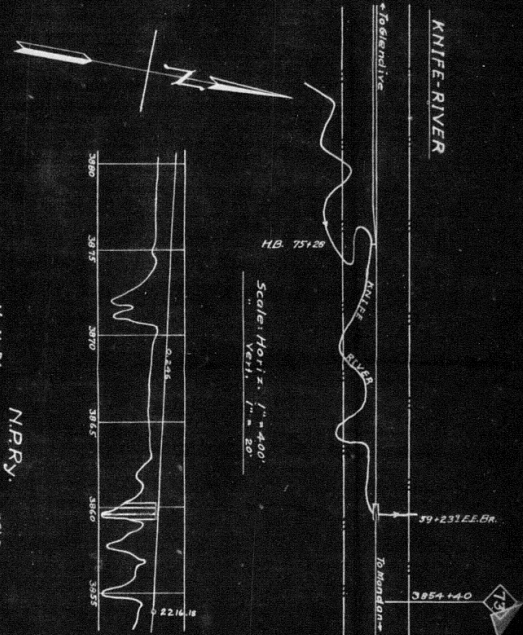
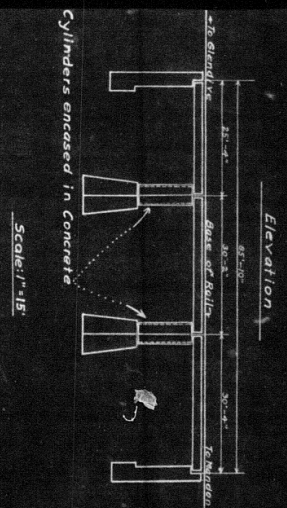
St. Paul Minn. Sept. 17, 1926

Scales as noted





For Detail: See Bridge Engrs. Plan # 61066.
Dated 5/19/26, No. 12, 1926.



N.P.R.Y. 150154
Yell. Div. Reinfo. I-Beam Spans Bridge No. 73.
Hebron
Scale: 1" = 400'
Office of Dist. Engr. Livingston, Monticello, 1927.
New Work Shown

Valuation Section No. Dak. No. 2.
Auth. under Impl. No. 9-27, dated 12-4-26.
Work begun Jan. 1927.
Work completed June 25, 1927.

N.P. 1363
1927
DULUTH UNION DEPOT AND TRANSFER COMPANY
1927
AUTHORITY 1927 EXPENDITURE
YEAR 1927
A. F. E. NO. 3

SUPERINTENDENT'S No. 2
DIV. DUDAT Co. DISTRICT STATE BRANCH Minn. VAL. SEC. NO. /

ENGINEERING DEPT. NO. 3

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 844.00

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

	Operating Expenses	Profits and Loss	Net Operating Expenses	Net Profit and Loss
Cost of property retired	838		414	
Value of salvage	424		397	
Incidental costs				811
Total to Operating Expenses				424
Total to Profits and Loss				
To Material and Supplies				
To Bills for Collection				33
To Other Accounts				1288
Net charge to investment account—Additions and Disbursements				
Total of distribution				

Budget reference: Not in Budget
Class of Work: No. 3

Joint facility contract reference: Owned by Duluth Union Depot and Transfer Company
on this company's property. To secure rights, it will be necessary, to do nothing.

The location is: Duluth
Location: West end of Union Depot coach yard.

Title: Replace present wornout 67# crossover at west end of coach yard with 85# rail and switches.

Reason: The present crossover connecting the NP main line with the coach yard tracks at west end of coach yard is laid with 67# steel and 66# switches. This is wornout, and due to the heavy power used in coach yard, should be replaced with 85# steel and switches.

Checked and Entered
President's Office
REGISTERED
Budget
Received

Section Foreman - DUDAT Co.