

P. 1363
6-24

NORTHERN PACIFIC RAILWAY COMPANY AUTHORITY FOR EXPENDITURE

COMPTROLLER'S COPY

SUPERINTENDENT'S NO.
M.F.C. No. 1929

DEPT. No.
ENGINEERING DEPT. No. 1

1929
YEAR 1929
A. F. E. NO. 57

Saint Paul Div. Saint Paul Terminal DISTRICT STATE Minn. VAL. SEC. No. 8

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 60 920.
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	10 000.		8 500.	
Incidental costs	1 500.		4 020.	
Total to Operating Expenses				
Total to Profit and Loss				
To Material and Supplies				12 520.
To Bills for Collection				1 500.
To Other Accounts				
Net charge to investment account—Additions and Betterments				
Total of distribution			48 400.	62 420.

Original Cost Adjustment
Made In 5-11-31
F. W. [Signature]

Budget reference: Item 186—1929 Budget
Joint facility contract reference: C.B. & P. 12-16-20 Sooline D.D. 09 1936 Class of Work No. 7
M. & St. L. Ry. 11-1-94

The location is Saint Paul, Minnesota, East Seventh Street Bridge.
on this company's property. To secure rights, it will be necessary to obtain approval of the City of Saint Paul.

Title: Replace present structure with a new permanent bridge.
and

Reason: The present structure consists of 1-123 foot truss span over the G. N. Ry. right of way and the N. P. right of way for the East Side Line, 1-45 foot Thru Girder and ten spans of 20 foot I Beams on steel bents over the West Side Line. The steel in the present bridge is badly corroded and the truss span is now on timber falsework. Practically all of the I Beam spans are reinforced with timber stringers, the cross beams of the steel bents are of very light design and are heavily overloaded by the present street car load. The G. N. Ry. have prepared plans and will immediately rebuild the truss span. The vertical clearance under the truss span is below that required by State law, and it is proposed to raise the grade of the street five feet. The run off to the present grade on the west end must be made on the N. P. portion of the bridge over the West Side Line.
The proposed bridge would consist of concrete bents with a floor of I Beams encased in concrete.

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

Accounting to concentrate in the office of Engineering Department

Signature and Title: [Signature] Bridge Engineer Date Sept. 29, 28

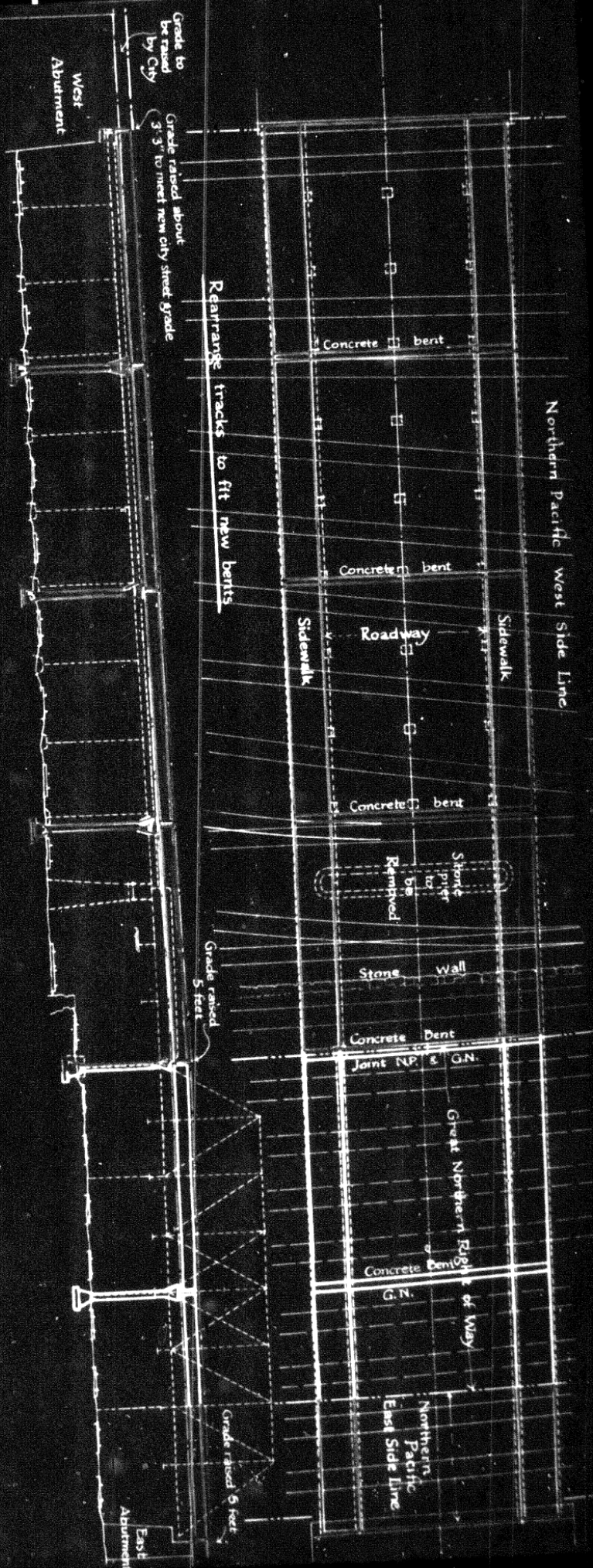
APPROVED:

General Superintendent	Asst. Chief Engr. or Engr. Maint. of Way	General Engineer
Chief Engineer		
Controller	President	Vice President

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Work begun _____ Work finished _____





Proposed N.P.Ry. New Work: _____
 New Work by Others: _____
 Proposed Removals: _____

NOTE:
 The 5 foot grade raise over the east abutment is to be run out to meet the present street grade about 150 feet east of the abutment. Expense of raising this approach (an embankment) and of alterations to abutments will be borne jointly by the railroads.

N. P. Ry.
 SAINT PAUL DIVISION - ST. PAUL TERMINALS
 SAINT PAUL
 EAST SEVENTH STREET BRIDGE
 REPLACE PRESENT STRUCTURE WITH
 A NEW PERMANENT BRIDGE.
 SCALE 1" = 30'
 Office of Bridge Engineers, Saint Paul, Minn., Sept. 29, 1928
 VALUATION SECTION MINNESOTA # 6