



N. P. 1363
6-24

NORTHERN PACIFIC RAILWAY COMPANY
AUTHORITY FOR EXPENDITURE

COMPTROLLER'S COPY

1929

1929 1929
YEAR 1929

SUPERINTENDENT'S No. 142
No.

DEPT. No.
ENGINEERING DEPT. No. 8

A. F. E. NO. 235

Lake Superior Div. Taylors Falls

DISTRICT STATE Minn.
BRANCH

VAL. SEC. No. 3

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ (587.00)

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		1066		88
Value of salvage		978		266
Incidental costs				
Total to Operating Expenses				354
Total to Profit and Loss				978
To Material and Supplies				
To Bills for Collection				
To Other Accounts				(941)
Net charge to investment account—Additions and Betterments				391
Total of distribution				10

Original Cost Adjustment
Made in 11-14-1929
Final

Budget reference: Not in Budget
Joint facility contract reference: Not Joint

The location is _____ on this company's property. To secure rights, it will be necessary

Location: Taylors Falls

Title: Abandon and remove spur track that served John Wunder Gravel Pit

Reason: During the year 1917, an improvement was authorized to cover a spur track 1400 ft. in length to serve a sand and gravel pit belonging to John Wunder. All the metal in this track belongs to the railway company, Mr. Wunder paying for the ties and labor.

As this track has not been in use for some years and there seems to be no further use for it, it is proposed to remove same, disposing of the material to the best advantage.

The Minnesota Railroad and Warehouse Commission, under date of December 13, 1928, formally approved the abandoning and taking up of this track.

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

Checked and Extended
President's Office



Accounting to concentrate in the office of Superintendent

Superintendent Date Dec. 21, 1928

Signature and Title:

APPROVED: <i>H. H. Strauss</i> General Superintendent.	<i>W. H. ...</i> Asst. Chief Engr. in Charge, Maint. of Way	<i>E. H. ...</i> General Manager.
<i>Bernard ...</i> Chief Engineer.	<i>R. W. ...</i> GENERAL TRAFFIC MANAGER	<i>H. B. ...</i> Vice-President.
<i>Charles ...</i> For Comptroller.	<i>Charles ...</i> President	Date of Final Approval { FEB 15 1929

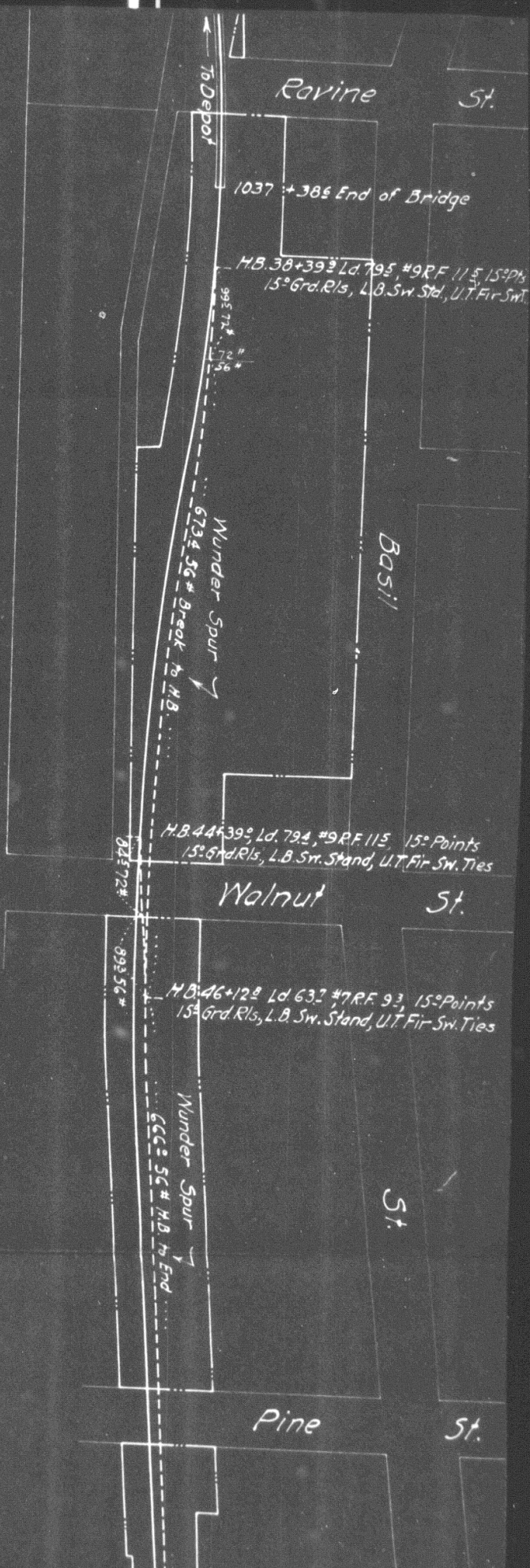
COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued

19... Work begun

19... Work finished

May 29, 1929



Ravine St.

1037+38 End of Bridge

H.B. 38+39 Ld. 795 #9 R.F. 115 15° Points
15° Grd. Rls, L.B. Sw. Std., U.T. Fir. Sw. Ties

95' 7 1/2"
72' 56"

Munder Spur
673+56 Break to H.B.

Basil St.

H.B. 44+39 Ld. 794 #9 R.F. 115 15° Points
15° Grd. Rls, L.B. Sw. Stand, U.T. Fir. Sw. Ties

94' 7 1/2"

Walnut St.

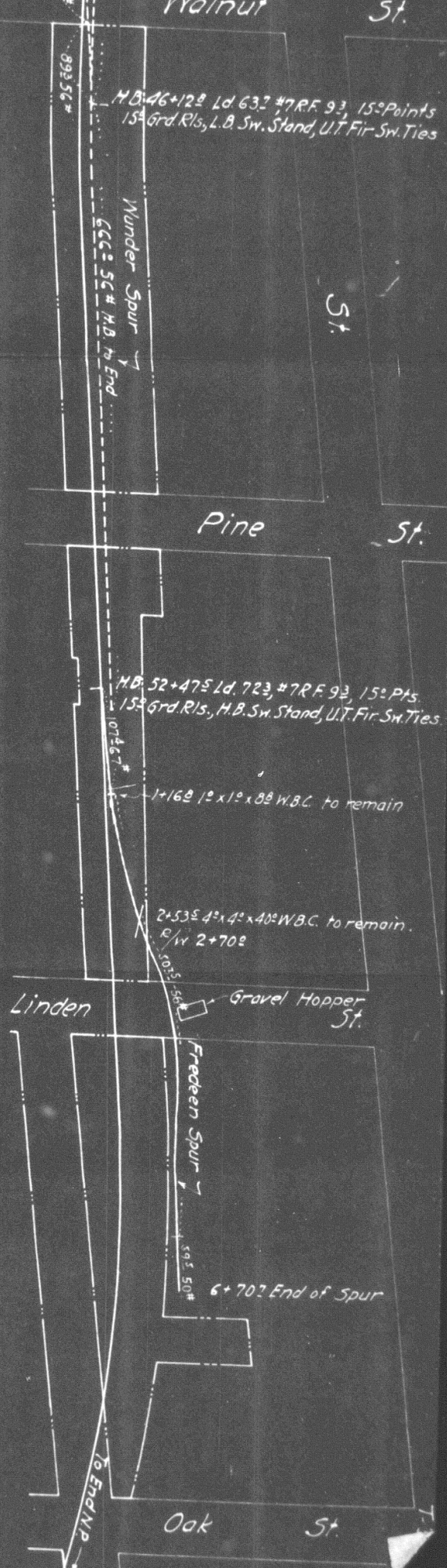
H.B. 46+12 Ld. 632 #7 R.F. 93 15° Points
15° Grd. Rls, L.B. Sw. Stand, U.T. Fir. Sw. Ties

99' 56"

Munder Spur
662+56 H.B. to End

St.

Pine St.



H.B. 46+120 Ld. 632 #7RF 93 15° Points
15' Grd. Rls, L.B. Sw. Stand, U.T. Fir-Sw Ties

H.B. 52+475 Ld. 723 #7RF 93 15° Pts.
15' Grd. Rls, H.B. Sw. Stand, U.T. Fir-Sw Ties

1-160 12' x 12' x 88' W.B.C. to remain

2-53 4' x 4' x 40' W.B.C. to remain.
R/W 2+702

6+702 End of Spur

N.P.R.
Lake Superior Div'n ~ Taylor's Falls Branch
Prop'd Abandonment Munder Gravel Pit Spur
Taylor's Falls, Minn.

Scale 1" = 100'
Tracks to be abandoned shown thus -----
Office of Dist. Engr., St. Paul, July 26-1928.
Vol. Sec. #3, Minn. Revised Sept. 11, 1928.
New 21-928.