



N. P. 1363  
6-24

# NORTHERN PACIFIC RAILWAY COMPANY

## AUTHORITY FOR EXPENDITURE

COMPTROLLER'S COPY

1929  
YEAR 1929

SUPERINTENDENT'S No. 18  
No.

DEPT. No.  
ENGINEERING DEPT. No. 11

A. F. E. No. 253

St. Paul

Div. Main Line

DISTRICT STATE Minn.  
BRANCH

VAL. SEC. No. 9

**AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$5721.**

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	5195		5420	
Value of salvage	1766		1070	
Incidental costs				4500 ✓
Total to Operating Expenses				1766 ✓
Total to Profit and Loss				
To Material and Supplies				
To Bills for Collection				
To Other Accounts				1321 ✓
Net charge to investment account—Additions and Betterments				7467 ✓
Total of distribution				

Budget reference: 1929 Curve Relay Budget Item 73-1929

Joint facility contract reference: Not Joint Account

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

Location: Between Randall and Lincoln, Minnesota

Title: Proposed Relay of Curves 119, 124-A and 128

Reason: The 1929 Curve Relay Program provides for the relaying of the present curve worn 90 pound rail in Main Line Curves Nos. 119, 124-A and 128 between Randall and Lincoln, with new 100 pound rail.

It is recommended the work be done.

Work to be done by ~~contract~~ company force under charge of **Superintendent**

Accounting to concentrate in the office of **Division Accountant** Superintendent Date **Jan. 14th, 1929**

Signature and Title: \_\_\_\_\_

APPROVED: *W. H. Strecher* General Superintendent. *J. G. ...* Asst. Chief Engr. or Engr. in Charge of Work. *H. Hartley* General Manager.

Mech. Supt., Supt. Telegraph or Signal Engr. \_\_\_\_\_

*Arnold Blum* Chief Engineer. \_\_\_\_\_ Vice President

*Charles Donnell* President. Date of Final Approval: **FEB 21 1929**

For Comptroller. \_\_\_\_\_

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

19... Work begun... 19... Work finished **July 31 1929**

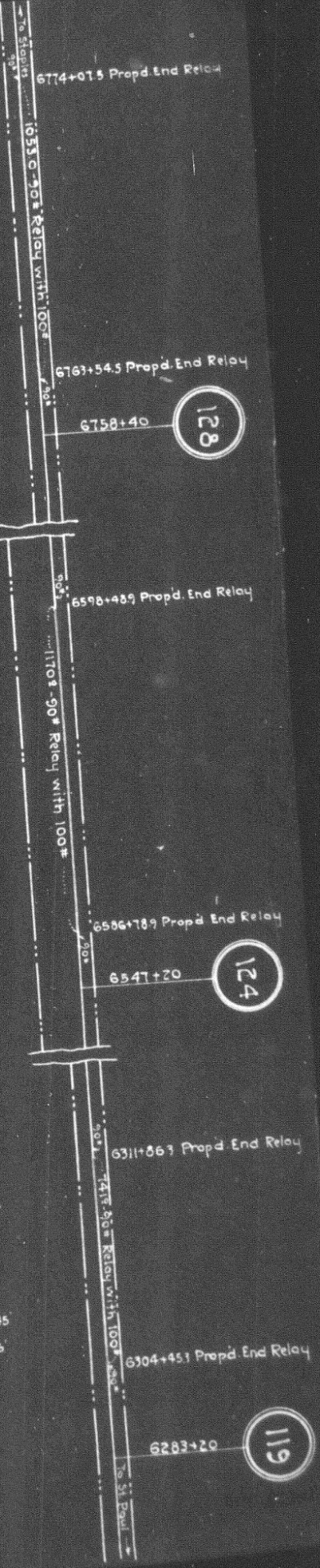


PT 6773+68.4  
 6-40' Ch.  $\Delta 3^{\circ}30'$   
 PCC 6771+284  
 #128  
 $\Delta 14^{\circ}50'$   
 $3^{\circ}30'$   
 PCC 6766+340  
 6-40' Ch.  $\Delta 3^{\circ}30'$   
 PC 6763+940

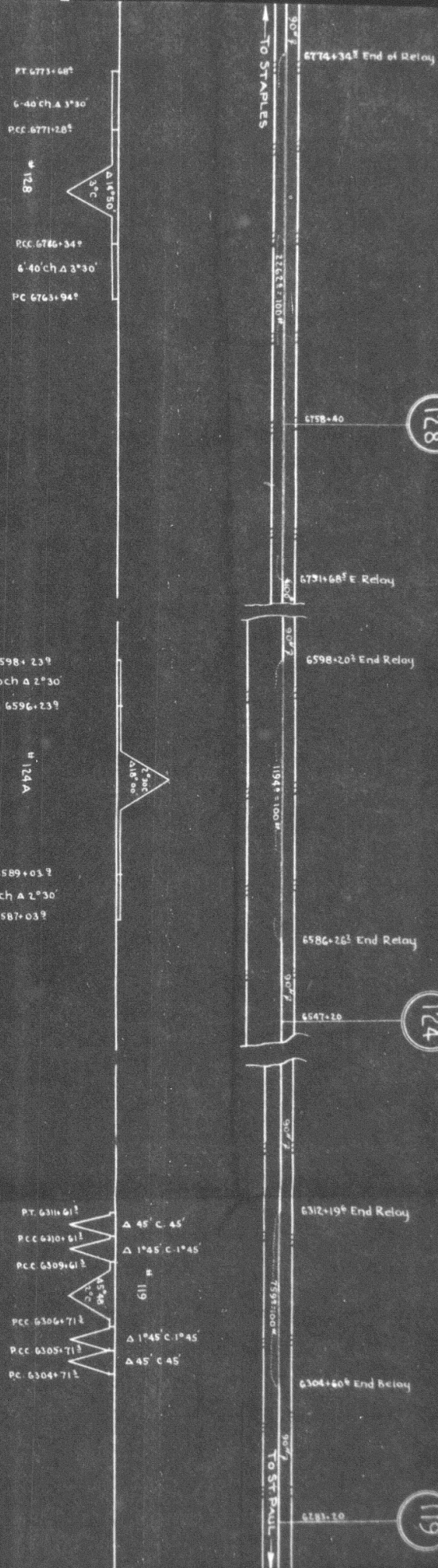
PT 6598+239  
 5-40' Ch.  $\Delta 2^{\circ}30'$   
 PCC 6596+239

PCC 6589+039  
 5-40' Ch.  $\Delta 2^{\circ}30'$   
 PC 6587+039

6311+613 PT  $\Delta 45^{\circ} C 45'$   
 6310+613 PCC  $\Delta 145^{\circ} C 145'$   
 #119  
 $45^{\circ}45'$   
 6309+613 PCC  
 6306+713 PCC  $\Delta 145^{\circ} C 145'$   
 6305+713 PCC  $\Delta 45^{\circ} C 45'$   
 6304+713 PCC



N.P.R.  
 St. Paul Div. Main Line  
 Prop'd. Relay of Curves #119, 124 R and 128  
 near Randall and Lincoln, Minn.  
 Scale: 1" = 400'  
 Office of Dist. Engr. St. Paul, Dec. 10, 1928.  
 Val. Sec. # 9 Minn.  
 Prop'd. Relay work shown Red.



RELAY CURVES 119, 124 AND 128 BETWEEN RANDALL & LINCOLN MINN.

SCALE: 1" = 400'  
 OFFICE OF DIST. ENGR. ST. PAUL, OCT. 11, 1929  
 NEW WORK SHOWN IN RED  
 VAL. SEC. N<sup>o</sup> 9 MINN.  
 A.F.E. 253-29  
 WORK BEGUN IN JUNE 1929  
 WORK COMPLETED JULY 31, 1929

N.P.R.Y.  
 ST. PAUL DIV. MAIN LINE