



N. P. 1363
6-24

NORTHERN PACIFIC RAILWAY COMPANY
AUTHORITY FOR EXPENDITURE

COMPTROLLER'S COPY

SUPERINTENDENT'S No. 30

1929

1929
YEAR 1929

No. 111

DEPT. No.

ENGINEERING DEPT. No. 22

A. F. E. No. 357

St. Paul Div. St. Paul Terminals DISTRICT STATE Minn. VAL. SEC. No. 6

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$342.

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	\$ 635	\$	\$	\$
Value of salvage	57			
Incidental costs			578	
			136	

Total to Operating Expenses				264
Total to Profit and Loss	619			714
To Material and Supplies			Original Cost Adjustment	450
To Bills for Collection			Made in June 1929	57
To Other Accounts			Revised Final	
Net charge to investment account—Additions and Betterments				
Total of distribution				(372)
Budget reference:	1929	1930	Not In Budget	399

Joint facility contract reference: Jt. Acct. with M&STL-Contract 11-1-1894; Soo Line-Contract 11-1-1909; CB&Q-Contract 12-16-1920.
on this company's property. To secure rights, it will be necessary Nothing

Location: St. Paul, Minnesota

Title: Proposed extension of tracks 2, 3 and 4 at Prince St. Freight House, Flange Rail at John Street Crossing; Move switch points, Fourth Street Yard, and Tool House at Mississippi Street.

Reason: During the year 1928 the following items were taken care of and A.F.E. papers are now being submitted to take care of the accounting involved.

To prevent cars running off ends of the tracks when coupling up cars at the Prince Street Freight House, tracks 2, 3 and 4 were extended ten feet each.

The crossing of John Street over the Alley Line was planked the full width of the street but not provided with flange rails. There is about a 5% grade in the street at this point making a hard pull for teams up over the crossing resulting in horses frequently having the caulks of their shoes caught in the planking next to the rails causing injury. This condition was corrected by the placing of flange rails.

At the Fourth Street Yard, the switches and the pocket track on the Fourth Street Bridge, in track No. 6, were shortened up to reduce the curvature, prevent excessive wear and the danger of derailments.

Completed

Work ~~done~~ company force under charge of Superintendent

Accounting to concentrate in the office of Division Accountant

Signature and Title: [Signature] Superintendent

Checked and Entered
President's Office

Date Febr. 6th, 1929

APPROVED [Signature]
General Superintendent

[Signature]
Asst. Chief Engr. of Engr.-Maint. of Wags

General Manager

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

[Signature]
Chief Engineer

[Signature]
For Comptroller

Charles D. [Signature]
President

Date of Final Approval

[Signature]
Vice President

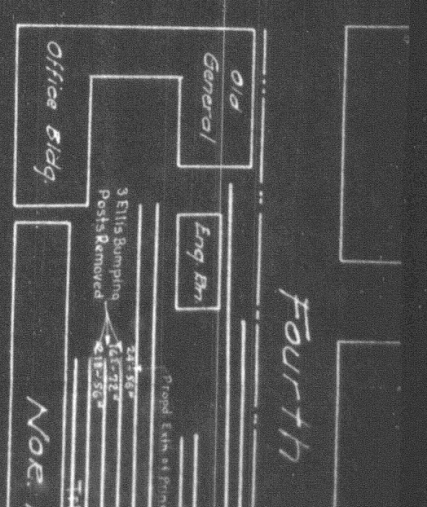
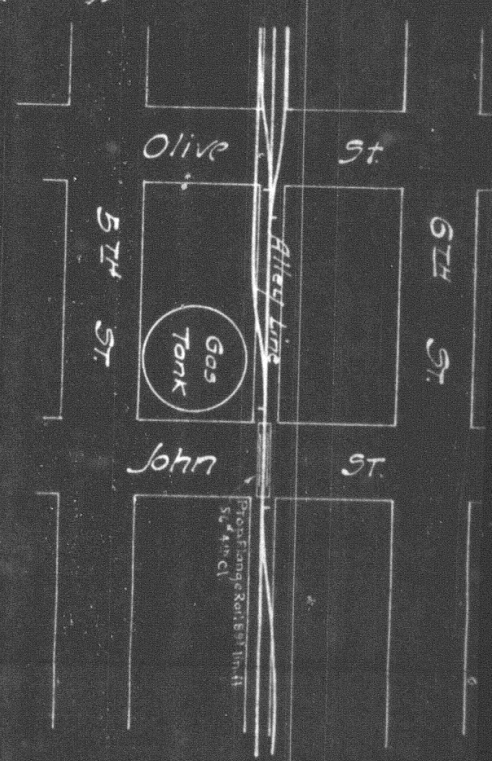
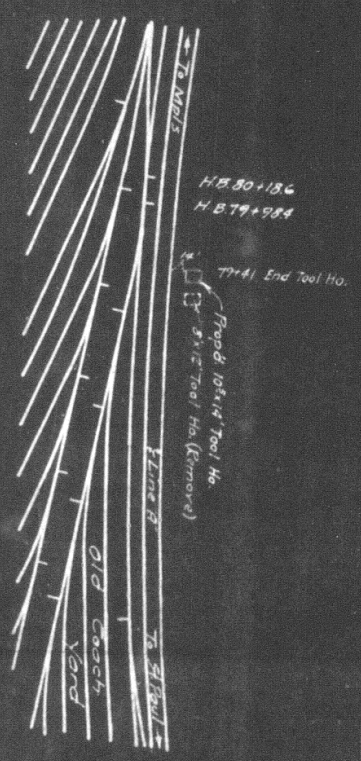
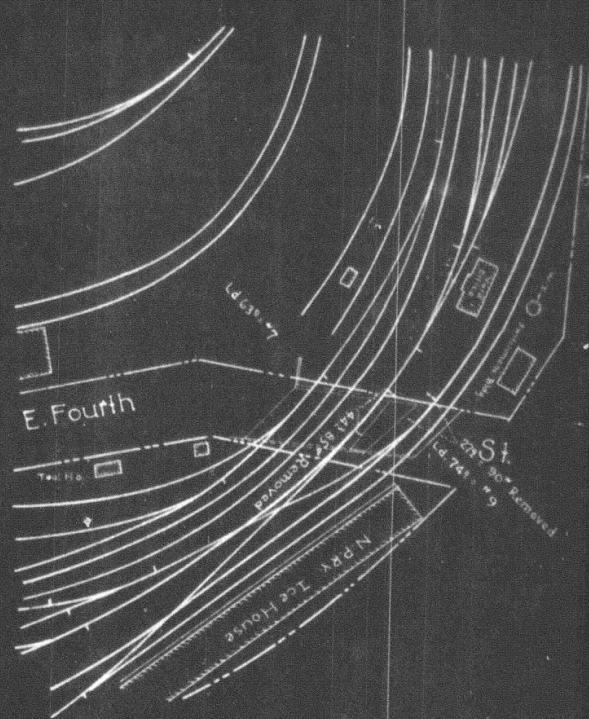
COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1045 issued

19 Work begun

19 Work finished

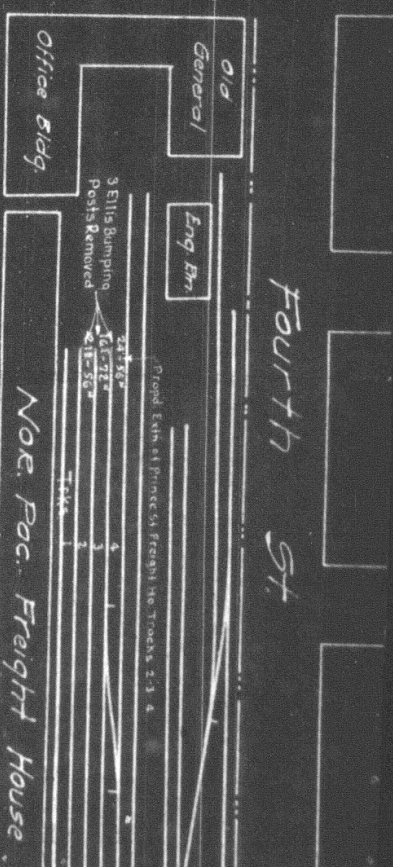
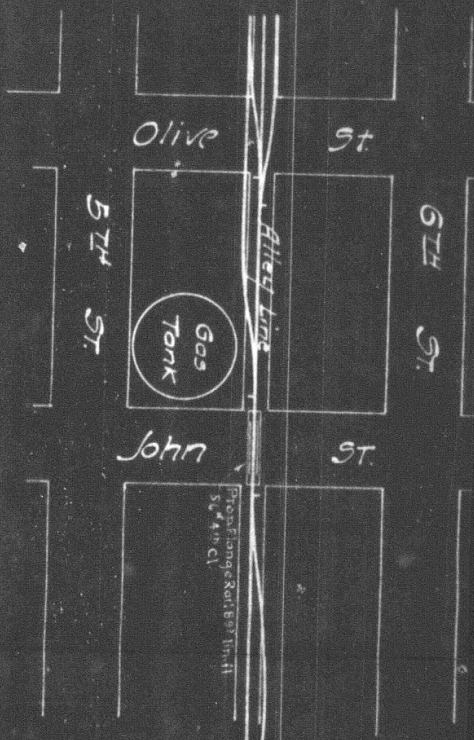
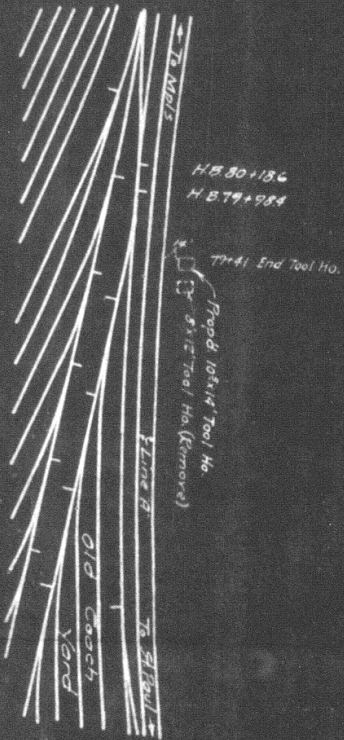
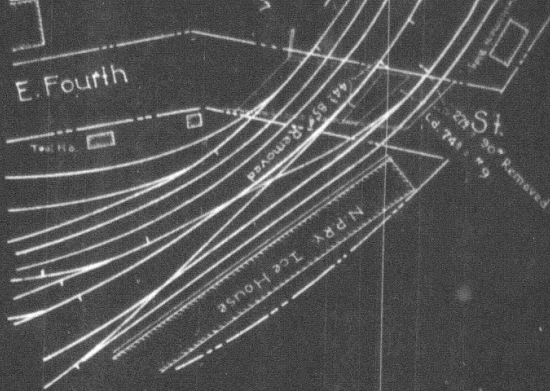
Oct 21



N.P.R.Y.
 St. Paul Div.
 Propd. 1928 Bla
 at St. Pa
 Office of Dist. Engr. St.
 Propd. new work
 Val. Sec. N 961

Peinck

Fourth



St. Paul Div. N.P.R.Y. St. Paul Term
 Prop'd. 1928 Blanket Items
 at St. Paul
 Scale 1" = 100'
 Office of Dist. Engr. St. Paul, Jan. 24, 1929
 Prop'd. new work shown Red
 Val. Sec. N^o 6 Mim.