



N. P. 1363  
6-24

# NORTHERN PACIFIC RAILWAY COMPANY

COMPTROLLER'S COPY

## AUTHORITY FOR EXPENDITURE

1929 1929

SUPERINTENDENT'S No. 13  
No. 1

DEPT. No.  
ENGINEERING DEPT. No. 17

A. F. E. No. 472

Lake Superior Div. Duluth Terminals DISTRICT STATE Minn. VAL. SEC. No. 1  
BRANCH

**AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 11,586.00**

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	7897			
Value of salvage	5573		3324	
Incidental costs			3541	
<b>Total to Operating Expenses</b>				5865 ✓
<b>Total to Profit and Loss</b>				5573 ✓
To Material and Supplies				
To Bills for Collection				
To Other Accounts				
Net charge to investment account—Additions and betterments				1930 5721 ✓
<b>Total of distribution</b>				17159 ✓

**COST AT CURRENT ADJUSTMENT  
MADE IN  
MAY 1930**

Budget reference: Item 89

Class of Work: No. 3 ✓

Joint facility contract reference: Joint with CMSt&P RR Contract, October 1, 1900.

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

Location: Duluth

Title: Relay tracks 32, 33, 34, 35 and 36, Yard "B" with 90# Rail.

and

Reason: These tracks are normally used for transfer business between Rices Point Yard and the Great Northern, DM&N, DW&P and 5th Avenue Yard. Rail is mostly 67# material, although there is some 56# rail that has been in place ever since the yard has been constructed, about 1908, and this rail was third class at that time.

There is a heavy yard movement over these tracks and the condition of rail is now extremely poor; joints are battered and surface bent and kinked and on account of the heavy transfer movement, the rail runs very badly towards the north.

It is necessary that these tracks be relaid with heavier rail as the present rail is practically worn out.

Work to be done by company force under charge of Superintendent

Checked and Entered President's Office

Accounting to concentrate in the office of Superintendent

Signature and Title: *H. H. Strain* Superintendent Date Jan. 4, 1929

APPROVED: *H. H. Strain* General Superintendent. *W. H. ...* Asst. Chief Engr. & Genl. In-charge of Work. *...* General Manager.

Mech. Supt., Supt. Tel'g. or Signal Engr. *...* Chief Engineer. *...* Vice President.

*...* For Comptroller. *Charles ...* President. Date of Final Approval: APR 1 1929

### COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued \_\_\_\_\_ 19. Work begun \_\_\_\_\_ 19. Work finished June 11 1929



DBLS SW  
09+210

09+762 HB

10+162 HB

11+641 HB

11+895 HB

HB 12+848

HB 13+762

HB 14+392

1001  
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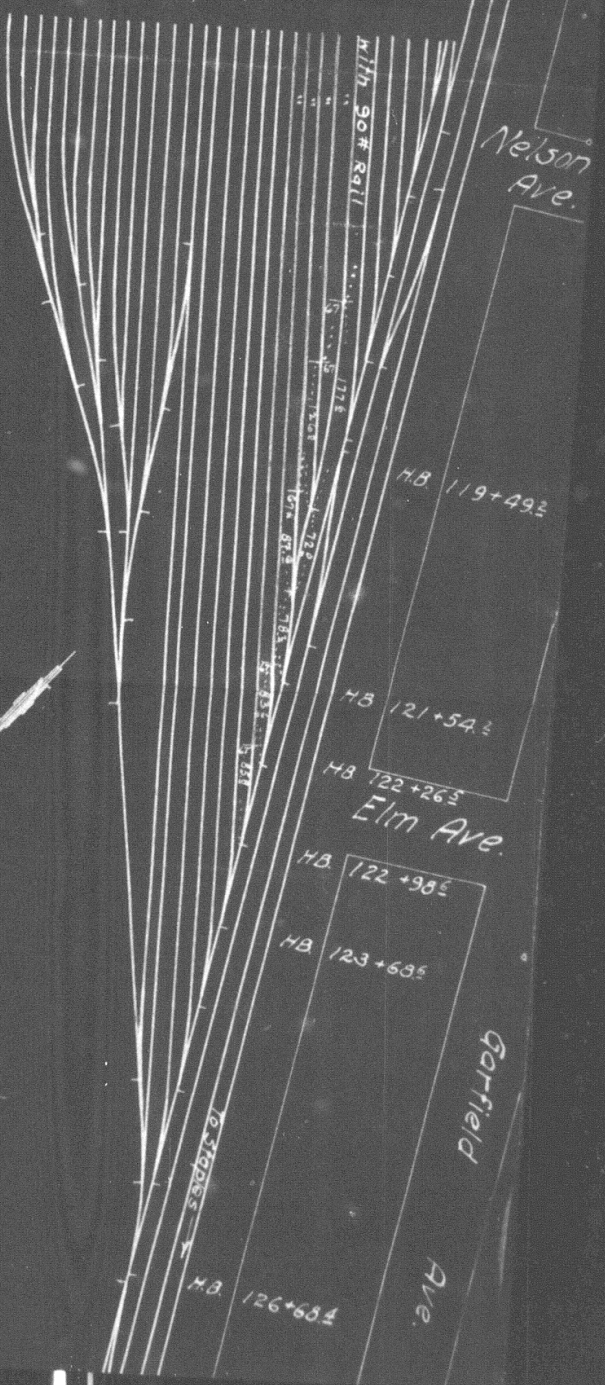
Track #32  
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To Duluth

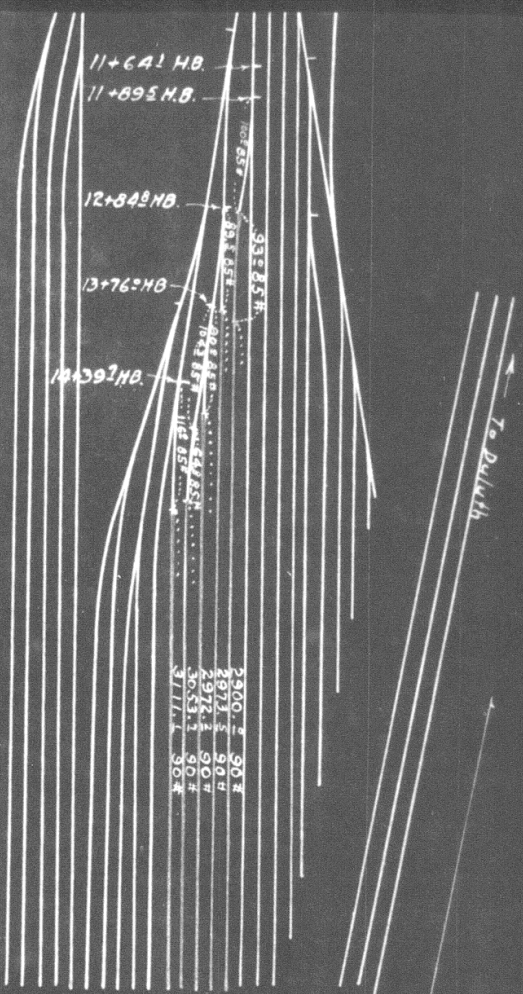
Nelson Ave.

With 90# Rail

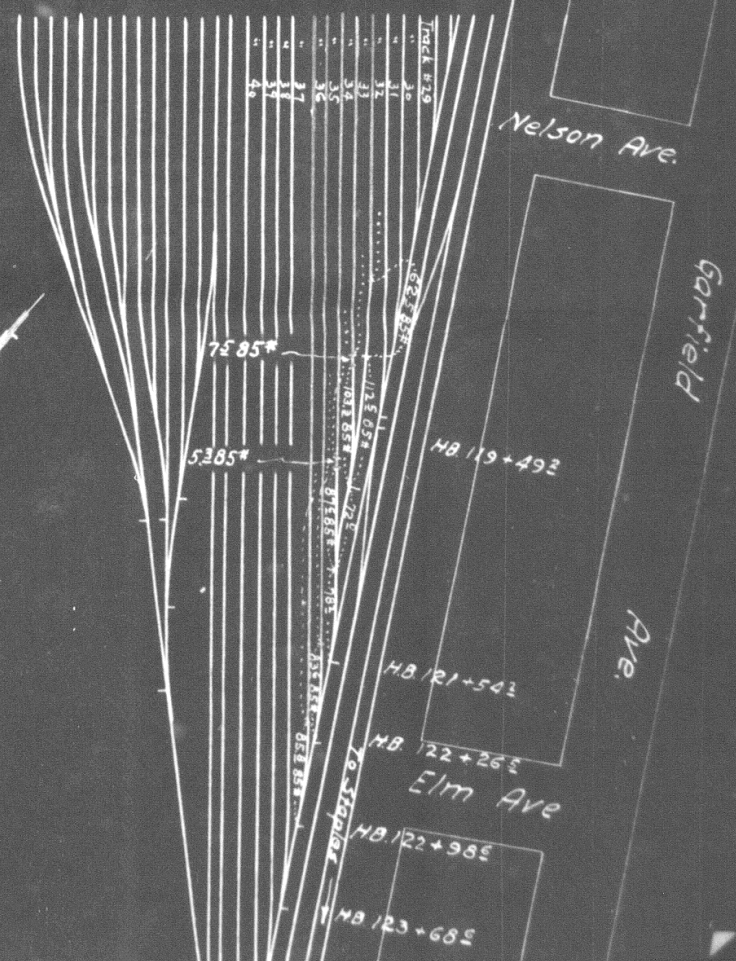
HB 119+200



N.P.R.Y.  
 Lake Superior Div'n ~ Duluth Terminals.  
 Prop'd Relay Yard "B" Tracks No. 32, 33, 34, 35, 36  
 Rice's Point Duluth.  
 Scale 1"=100'  
 Prop'd Relay shown thus \_\_\_\_\_  
 Office of Dist. Engr. St. Paul, Dec. 8-1928.  
 Val. Sec. #1-Minn.



NOTE: 66# and 67# rail replaced with 85# and 90#



N.P.R.Y.  
 Lake Superior Div'n Duluth Terminals  
 Relay Tracks, Yard "B" (32 to 36)  
 Rice's Point, Duluth.  
 Scale 1"=100'  
 Relay shown in full Red.  
 Office of Dist. Engr., St. Paul, Aug. 19-1929  
 Vol. Sec. #1, Minn.  
 Authorized under A.F.E. #472-29.  
 Work commenced May 1929.  
 Work completed June 11, 1929.  
 1929 Budget Item.