



N. P. 1983
5-24

NORTHERN PACIFIC RAILWAY COMPANY
AUTHORITY FOR EXPENDITURE

CONTROLLED COPY

SUPERINTENDENT'S NO. 257

1926

1926

DEPT. NO. 256(25)
ENGINEERING DEPT. NO. 256(25)

1926

A. F. ENO. 51

TACOMA

Tacoma Terminals

DISTRICT
BRANCH STATE Wash

VAL SEC. NO. 4

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$741.

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	577.			
Incidental costs	564.			
Total to Operating Expenses			113.	
Total to Profit and Loss			145.	
To Material and Supplies				258.
To Bills for Collection				564.
To Other Accounts				
Net charge to Investment account—Additions and Betterments				483.
Total of distribution				1305.

Budget reference: Item 216-1926

Joint facility control reference:

CHAS. P. 10-13-13

The location is

on this company's property. To secure rights, it will be necessary

Location

Tacoma, Washington

Title

Track decrease 269 ft.

and

Change trackage serving the Defiance Lumber Company

The City of Tacoma is paving Front Street on Tacoma Waterfront at the plant of Defiance Lumber Company. In order to provide room for the paving it is necessary for the Milwaukee Terminal Company (CHAS. P. Ry) to throw its track. To serve the Lumber Company after throwing this track it was necessary to remove the present crossing in CHAS. P. track where the Northern Pacific track crosses and also remove portion of spur serving the lumber company, installing a new connection with the CHAS. P. track and construct crossover from the Smelter Line to the Milwaukee track. The industrial spur serving the Lumber Company was constructed under AFE 538 of 1906 the Northern Pacific Railway Company furnishing the metal only. Extension to the spur was constructed under this same AFE and a further extension was constructed under AFE 107 of 1912 from which to unload logs, the Northern Pacific Railway Company furnishing metal only. 309 feet of track at the end of this spur has been abandoned by the Lumber Company for some time past and trestle on which same located decayed and out of service. This spur was so constructed that it crossed the city bulkhead line. 309 feet of track which had been abandoned by the mill company was therefore removed to allow the city to construct the bulkhead. Removal of this portion of tracks it will be necessary for company. With the above arrangement of tracks it will be necessary for

Work to be done by company force under charge of

Accounting to concentrate in the office of

Signature and Title

Approved

General Superintendent

Asst. Chief Eng. or Engr. Maint. of Way

Chief Engineer

For Schedule

President

Superintendent

Superintendent

General Manager

President

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Checked and Entered

President's Office

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Superintendent

Date Dec. 7, 1925

JAN 21 1926

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1510 revised

Work begun

Work finished

July 20, 1926

Continuation:

the Northern Pacific to operate over 250.5 feet of Milwaukee Terminal Company's track between the new crossover and the Lumber Company's spur in order to serve the Lumber Company. This in lieu of the crossing which has been removed on account of the city improvement as outlined. This proposed change in trackage all covered by sketch and estimate attached hereto.

The (M&STP) has agreed to these changes. Amendment to contract dated October 15, 1913, being drawn.



Legend

- N.P. Ry. Co. Tracks to remain in place
- C.M. & St. P. Ry. Co. Tracks to be removed or thrown in new location
- C.M. & St. P. Ry. Co. Tracks to remain in place to be thrown in new location

Inner Harbor line

Dejance Lumber Co's plant

Dry Lumber shed

H.B. 103+402 to be placed by C.M. & St. P. Ry. Co. Campbell St.

P.C. 1+091.7

P.C. 1+091.7

H.B. 103+402 = 10+00 for 3rd (See Relay A.E. #N13 - 1925)

N.P. Ry.

Tacoma Terminal Div - Tacoma Smelter Line Wash. Vol. Sec. N2 A

Sketch showing

Part of Dejance Lumber Co's spur removed

Propd. Rearrangement of Connection

between Spur and Tacoma Smelter Line

Tacoma, Wash. Office of District Engineer - Seattle, Wash. Nov. 25 - 1925

Scale: 1"=100'

Approved: Northern Pacific Railway Co.
by Assistant Chief Engineer

Chicago, Milwaukee & St. Paul Ry. Co.
by (Title)