

Form 1191 1922

# NORTHERN PACIFIC RAILWAY COMPANY

AUTHORITY FOR EXPENDITURE

Year: 1922

Superintendent's No. 4  
No.

Dept. No. Engineering Dept. No. 15(22)

A. F. E. No. 84

Tacoma Div. Ocosta District State Wash Val. Sec. No. 28-3

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$ 569.

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	\$	\$	\$	\$
Value of salvage				
Incidental costs				
Total to Operating Expenses				
Total to Profit and Loss				
To Material and Supplies				
To Bills for Collection				
To Other Accounts Profit & Loss Account #606, Donations				
Net charge to investment account - Additions and Betterments				
Total of distribution				\$ 569

DEPRECIATION DOCUMENT ENTERED ON EXHIBIT 4

Budget reference: Not in Budget

Class of Work No. 10

Joint facility contract reference: O.W.R.R.&N. Co. } Contract in process  
C.M.&St.P. Ry.Co. } of preparation.

The location is on this company's property

Location: South Aberdeen, Washington

Title and Reason: Spur to serve the Saginaw Timber Company

The Saginaw Timber Company own and operate the shingle mill on the OWR&N, Grays Harbor Line, with capacity of about nine cars of shingles per week and propose moving mill and reconstructing on water front site at South Aberdeen between the present rock spur and site of old Michigan or Hulbert Mill, this location being about 500 feet west outside joint territory but inside Aberdeen Yard limits and connect with spur to serve same with connecting track which is exclusive Northern Pacific but request of Timber Company has been agreed to by OWR&N and CM&StP and recommended by representatives of the Traffic Department.

Northern Pacific supplementary contract should be drawn under which the three companies (NP, OWR&N and CM&StP) will participate in use of this track which will be located outside of what is now joint territory.

Capacity of mill is to be two cars per day and it is estimated normal shipments will be approximately 50 cars per month 50% of which will move via Northern Pacific and revenue on this basis to Northern Pacific will amount to approximately \$5000.00 per month.

Work to be done by company force under charge of-

Superintendent -

Accounting to concentrate in the office of

Superintendent

Signature and Title:

Superintendent

Date Jan. 13, 1922

APPROVED:

*E. A. Brown* General Superintendent

*A. P. Book* Asst. Gen. Mgr.

Chief Engineer

General Manager

Vice President

Controller

President

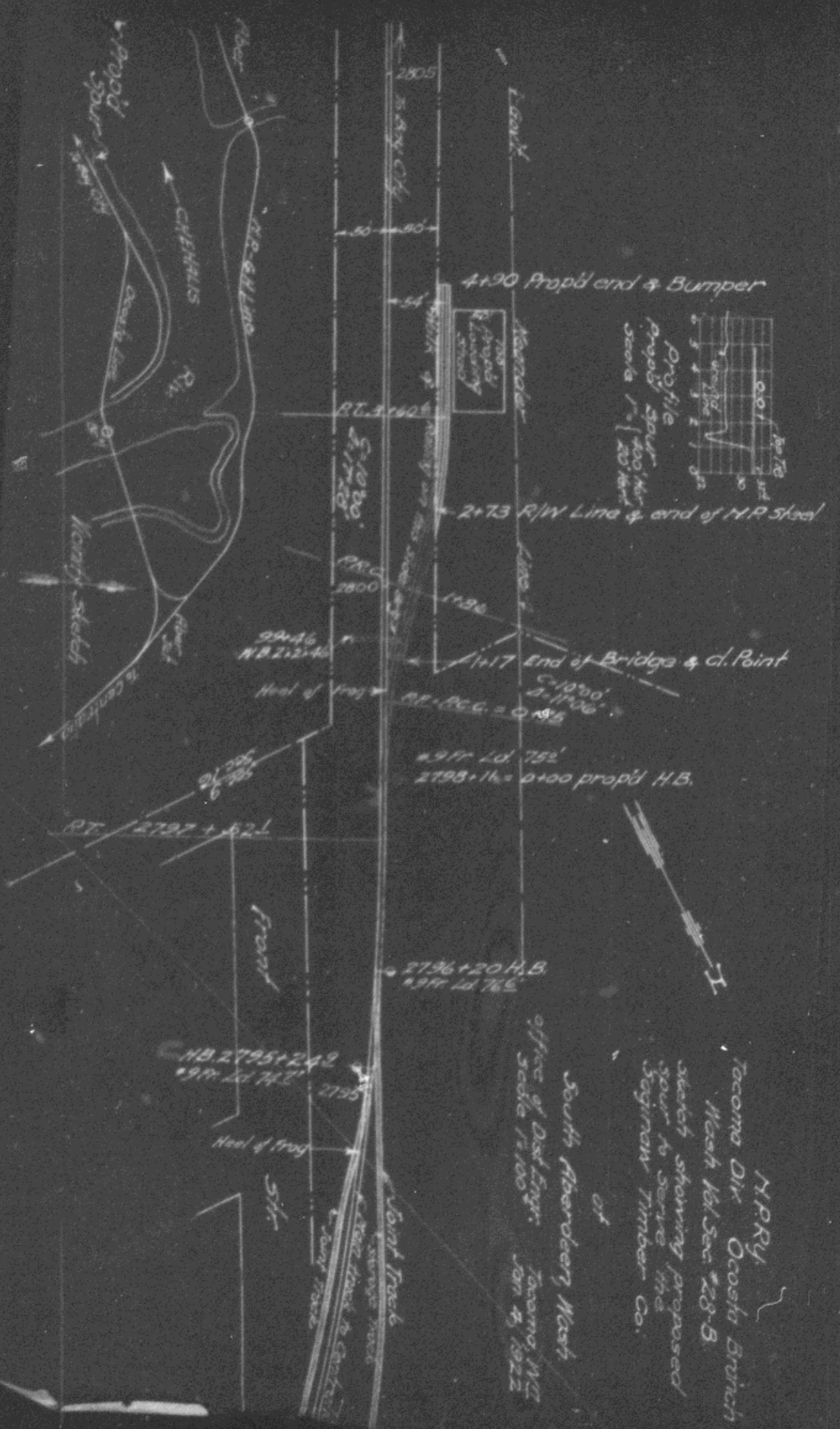
COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Form No. 1345 issued FEB 7 1922 19 Work begun 19 Work finished Feb 14 1922

Continuation:

It is recommended that track be constructed on the usual commercial spur terms, namely Railway Company to furnish metal and construct that portion of track from head block to clearance point, all other expense to be borne by the Eugene Timber Company.

Form 802 dated January 8th, 1927 is attached. The Timber Company expects to be through with their portion of the track within a few days as they have already gone ahead with the driving of piles for the trestle etc.



N.P.R.Y.  
 Tacoma Div. Ocoche British  
 Wash. Vol. Sec. #28-B  
 sheets showing proposed  
 spur to serve the  
 Seginow Timber Co.  
 of  
 South Aberdeen, Wash.  
 Office of Dist. Engr. Tacoma, W.T.  
 Scale 1/200 Jan 4, 1922