

N. P. 1353
6-24NORTHERN PACIFIC RAILWAY COMPANY
AUTHORITY FOR EXPENDITURE

COMPTROLLER'S COPY

1926 1926
YEAR 1925

SUPERINTENDENT'S NO. 262

1926

Tacoma

Div. Grays Harbor Line

DEPT. NO.

ENGINEERING DEPT. NO. 12 (26)

A. F. E. NO.

94

1926

DISTRICT STATE Wash

VAL. SEC. NO. 28

AUTHORITY IS REQUESTED FOR A NET EXPENDITURE OF \$340.

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				
Net charge to investment account—Additions and Betterments				
Total of distribution				

DEPRECIATION
DOCUMENT 15100
ENTERED ON
EXHIBIT E

Budget reference:

Item 216

Joint facility contracts reference:

The location is

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

Location:

Grass Creek, Washington

Title:

Track increase 355 feet
Re-arrangement and additional trackage to serve the North Bay Lumber Company and Ward Sargent Timber Company.

and

Reason:

The North Bay Lumber Company operate a small sawmill at location known as Grass Creek between Grays Harbor City and Gray Gables on the Peninsular Extension of the Grays Harbor Line. Mr. H. R. Ward, President of the North Bay Company is also interested in the Ward-Sargent Lumber Company and these two companies propose to construct a log railway in the vicinity of the North Bay Lumber Company's mill for the purpose of handling logs to be shipped in via rail for the North Bay Lumber Company's mill and later plans on interesting other loggers operating on the Hoquiam-Moclips Line, to use this log dump for the purpose of unloading and booming logs for the Grays Harbor market. This involves the re-arrangement of present track serving the North Bay Lumber Company and construction of additional trackage, entire expense to be borne by the applicant except the necessary footwalk and railing on bridge 79. The present spur was constructed under AFE 2665-19 extended under AFE 1709-25, the Northern Pacific Railway paid for cost to clearance point only. It will be of manifest advantage to the Northern Pacific if the Lumber Company succeeds in working out its plans under which a large majority of the logs shipped from points west of Hoquiam for Grays Harbor market can be unloaded at this point as this will result in avoiding necessity

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:

Superintendent

Date Dec. 14, 1925

APPROVED:

General Superintendent

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

General Manager

Mech. Engr., Elect. Engr. or Signal Engr.

Business Manager

Vice President

Chief Engineer

Date of Final Approval

JAN 28 1926

For Distribution

COMPTROLLER'S RECORD OF NOTICE OF APPROVAL AND OF COMPLETION

Work begun

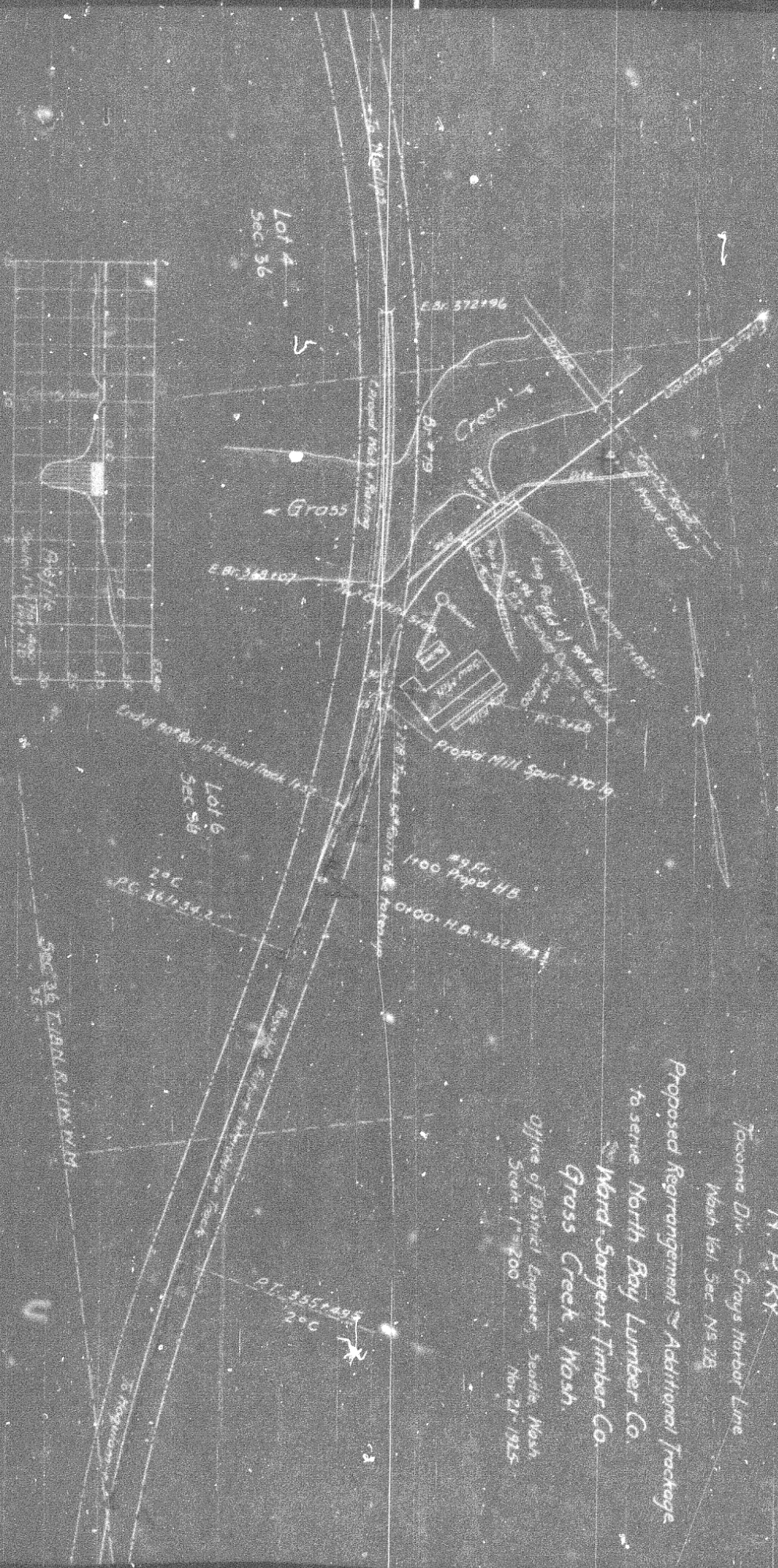
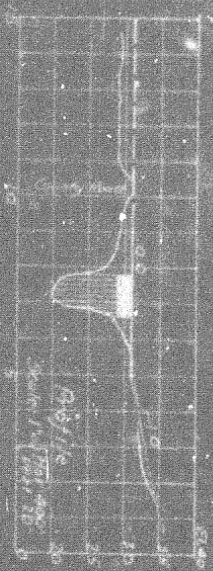
Work ended

Work ended

Continuation:

for handling logs in congested terminals with consequent heavy yard expense at both Hoquiam and Aberdeen, therefore re-arrangement and extension of existing track recommended per sketch and estimate herewith attached.

Industrial track agreement Form 802 dated December 7th, 1925,
attached.



N. P. R.
 Tacoma Div. - Grays Harbor Line
 Wash 1st Sec. N. 28.
 Proposed Rearrangement & Additional Trackage
 to serve North Bay Lumber Co.
 Ward-Sargent Lumber Co.
 Grass Creek, Wash.
 Office of District Engineer, Seattle, Wash.
 Scale: 1"=200'
 Nov. 21, 1915