Form 502.

Northern Pacific Railway Company.

Office of the Division Superintendent.

Seattle, Wash. June 1, 1904.

Mr. A. E. Law,

Asst Gen'l Superintendent,

Tacoma, Wash.

Dear Sir:-

I enclose herewith application of J. D. Jones for a spur track on the new Belt Line in lieu of the one on the old Belt Line recently taken up.

As it will probably be six ~~months~~ Weeks before the new line is laid, will you please advise how this matter should be handled in order to provide the spur with as little delay as possible.

Yours respectfully,

[signature]

Superintendent.

Mr Crossnut
Have you blue
pink or profile so
location can be
shown?
[signature]
6/2.

A.E.L.
Asst Engineer Cook
at Seattle has all
Belt line maps
and profiles. I
have nothing to new
pertaining
line.
J.H.C.
6/2.

Form No. 6[illegible]

APPLICATION FOR INDUSTRIAL OR COMMERCIAL TRACK.

The undersigned, hereinafter designated "the applicant," and who is engaged, ~~or about to engage, in~~ the business of Cutting & Shipping Timber at Juanita applies to the Northern Pacific Railway Company for the construction and operation of a track for 6 Cars feet in length, measured from the switch headblock, and connecting with existing tracks of said Railway Company at or near sec 197 on Belt Line Juanita District King Co Wash and, in consideration of the advantages to accrue to the applicant by reason of the construction, maintenance and operation of said track by said Railway Company, hereby agrees as follows:

1. That, for that portion of said track to be constructed off the right of way of the Railway Company, the applicant agrees to procure and deliver to said Railway Company an easement, or easements, executed by the owners of the land, granting to said Railway Company the right to construct, operate and maintain said track, which easement, or easements, will be in form satisfactory to said Railway Company.

2. The applicant agrees at His sole expense, and in a manner satisfactory to the Railway Company, to do all of the work of constructing a roadbed for said track, including culverts, bridges or other structures necessary; also to furnish and put in place the cross ties, including switch ties, also crossing plank, fencing and cattle guards for same.

3. The applicant agrees that the work of putting in the frogs and switches, laying the track and surfacing and ballasting same shall be done by the Railway Company at the applicant's expense, and the applicant agrees to pay in advance to the Railway Company the estimated cost of such work, and, if such estimate be insufficient, to pay the additional amount upon demand; and, if the estimate is in excess of the actual cost, the Railway Company will refund the difference to the applicant.

4. The applicant agrees that the said track shall be and forever remain the property of the Railway Company, which shall have the right to use said track, or extend the same, for the accommodation of the business of other parties, provided said use or extension does not unnecessarily interfere with the reasonable use of said track by the applicant.

5. Should the applicant cease to do business on said track, or the amount of business done by said applicant on same be deemed by the Railway Company insufficient to justify its continuing to operate said track, then the Railway Company will have the right, after thirty days' notice, to remove its track material from same and cease operation.

6. The applicant agrees to pay on demand of the Railway Company the cost of maintaining and renewing said track, including both material and labor.

7. The applicant agrees to pay to the Railway Company a switching charge of ..... dollars per car, for each loaded car handled by it on said track, which switching charge shall be in addition to the regularly established freight rate.

8. The applicant agrees that all freight to or from His business or industries along, upon, or reached by way of said side track shall be delivered to and transported by the said Railway Company, over its line or lines of railway, if its charge and rate of transportation is as reasonable and low as the rate over the lines of other and competing lines of railway, otherwise the Railway Company may discontinue operating the said track, and remove its material from same.

9. The applicant understands that ..... premises and property will be in dangerous proximity to the track to be built and will be in danger of injury or destruction by fire or other causes incident to the operation of cars and engines over the track, and the applicant understands such dangers and accepts this contract subject to the same. It is therefore agreed, as one of the material considerations and inducements, without which this contract would not be made, [illegible] assumes all risk of loss, damage or destruction to buildings or contents, or to property of any kind located or stored along said track by the applicant, or by any other person or party, occasioned by fire or sparks from locomotive engines or other causes incident to or arising from the movement of locomotives, trains or cars upon said track, and without regard to whether such loss or damage be the result of negligence or misconduct of any person in the employ or service of the Railway Company, or of defective appliances, engines or machinery. And the applicant shall save and hold harmless the Railway Company from all damage, claims and losses herein specified.

Dated at Seattle Wash this 24 day of May 190 4

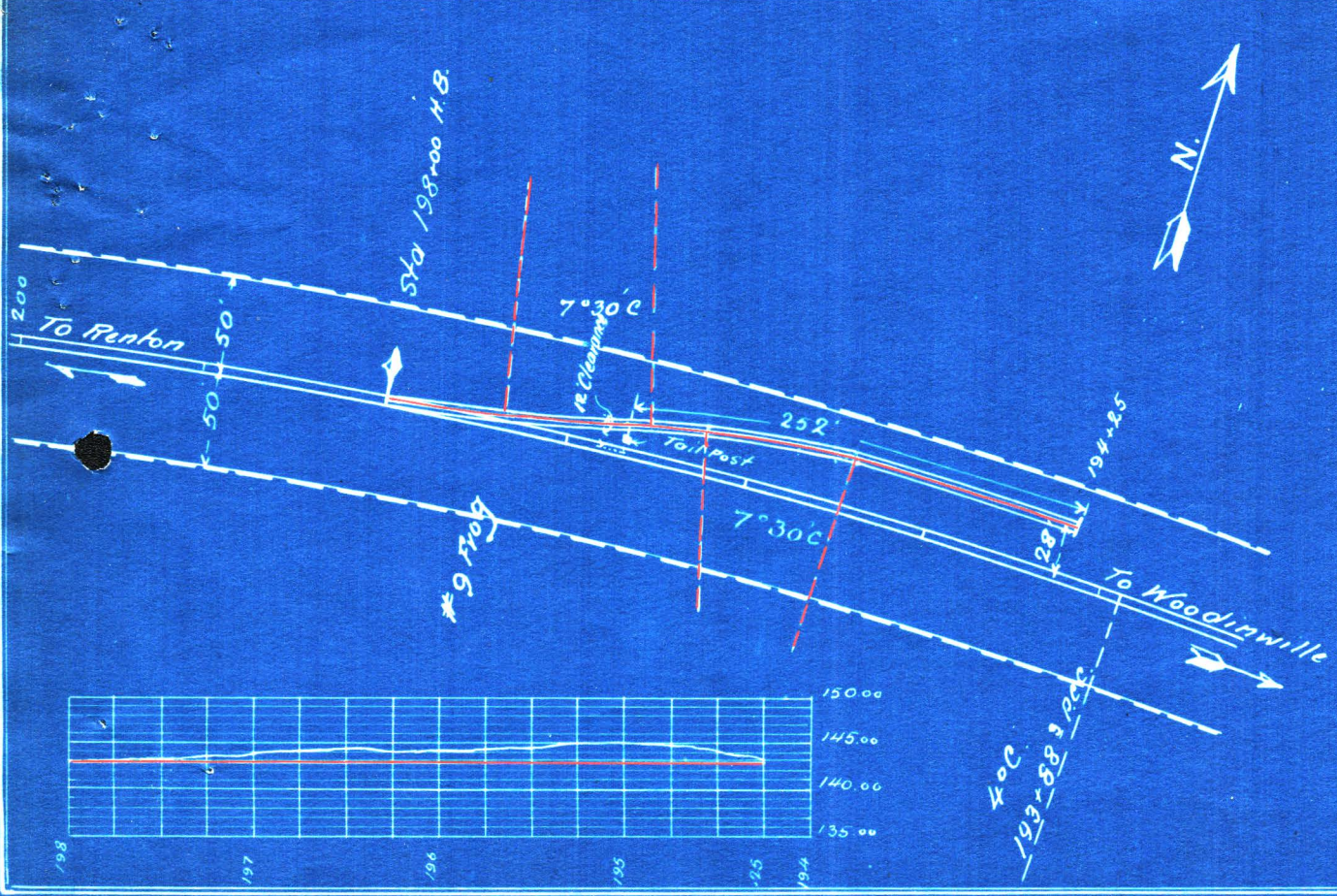
J. D. Jones.

Accepted:

NORTHERN PACIFIC RAILWAY CO.,

By _____

General Manager.



N. P. Ry.
Stretch showing
Side Track at Sta 198
Seattle Bell Line
Office of Asst Engr. Seattle Wash
June 10 - 1904

Scale 1" = 100' Horiz
" 1" = 20' Vert

Northern Pacific Railway Company.

Assistant General Superintendent's Office.

A. E. LAW,
ASST. GEN'L SUPERINTENDENT.

N.P.RY.CO. SEATTLE DIV'N. SUPT'S.OFFICE
JUL 9 1904

933

Tacoma, Wash., July 8th, 1904 L-B

File

SUBJECT: Application for spur, D. J. Jones, on Belt Line.

Mr. G. B. Cliff,
Superintendent,
Seattle, Wash.

Dear Sir:--

I think you had better hold these papers until the Belt Line is turned over to us by the Construction Department. We are in no position to act on this application and Mr. Pearson is of the opinion that applications of this kind should be deferred until we take over the line.

Yours truly,

Ass't Gen'l Superintendent.

- C O P Y -

Seattle, Wash. October 11, 1904.

Mr. A. E. Law,

Assistant Gen'l Superintendent,

Tacoma, Wash.

Dear sir:

I enclose letter from Mr. J. L. Jones, a wood dealer in Seattle, in regard to spur track on the Belt Line. He had a spur on the old Kirkland Branch and is desirous of arranging for new spur on the Belt Line as soon as conveni ent.

Would it be proper to accept his application for a spur before the Belt Line is turned over to us?

Yours respectfully,

Superintendent.

S.E.R.
The Belt line not yet being in our charge I do not think sir can arrange for industrial tracks. Several similar applications have been declined on this ground
A.E.L.
10/13-04

- C O P Y -

Seattle, October 8, 1904.

Mr. T. E. Weymouth,

Divn. Superintendent, Seattle.

Dear sir:

I have about fifteen hundred cords of wood and shingle bolts now cut and piled on your line, and as much more to cut, at what is known as Whitmire Lake on the Belt Line near Junita. I am very anxious to have a spur put in as soon as possible, that I may be able to ship the same. I appreciate the fact that the Operating Department will not do anything by way of shipment until the line is turned over to it by the Construction Department, but I would like to have the spur surveyed right away if possible, that I might do the grading and get the material ready on the ground for the construction thereof, so that we might be able to ship as soon as the line is turned over and you are prepared to take general freight.

Hoping that you will give this matter your immediate attention, I am,

Yours respectfully,

J. D. JONES,

Cor. 8th & Madison.

Seattle, Washington, October 31, 1904.

Mr. J. D. Jones,

Cor. Eighth & Madison Street,

Seattle, Washington.

Dear sir:

Referring to my letter of October 15th.

The Belt Line has now been turned over to us, and I enclose blank upon which you should make application for spur track.

Yours truly,

Superintendent.

H-S

Seattle, Washington, November 5, 1904.

Mr. T. H. Crosswell,

Division Engineer, Tacoma.

Dear sir:

Enclosed please find application of J. D. Jones for spur track at Whitmire Lake on the Belt Line.

Will you kindly furnish the customary estimate and sketch for improvement requisition.

Yours truly,

Superintendent.

H-S

AUTHORITY FOR EXPENDITURE.

Form 1369-A (Revised 12-30-04)

Requisition dated 14th December 1904 Comptroller's No. 102

From Seattle Division Operating Department.

For spur 300' long for J.F.Jones near M.P. 20 in the vicinity of Woodenville on the Lake Washington Belt Line. The N.P. Railway Company furnishes metal only and applicant assumes balance of expense.

Amount, $ 247.00

REMARKS AND RECOMMENDATIONS.

No objections from an engineering standpoint. Work to be done by Division Forces.

[signature]
Chief Engr., Mech. Supt. or Supt. Telgph.

Approved

Taken up per a Tr 1061 of 1913

[signature]
Second Vice President.

Spur track desired by J. F. Jones for purpose of shipping wood and shingle bolts; 1500 cords now cut and piled at point where this spur is to be constructed. Mr. Jones has executed regular spur track application Form 624, agreeing to his proportion of expense and a switching charge of $1.00 per car.

Bill # 6716 - $48.46

[signature] 7/3/05
General Manager.

DISTRIBUTION OF CHARGES.

Operating Expenses $ 247.00

Total $

[signature]
Comptroller.

INSTRUCTIONS AND APPROVAL.

RECEIVED 11 ... 1905

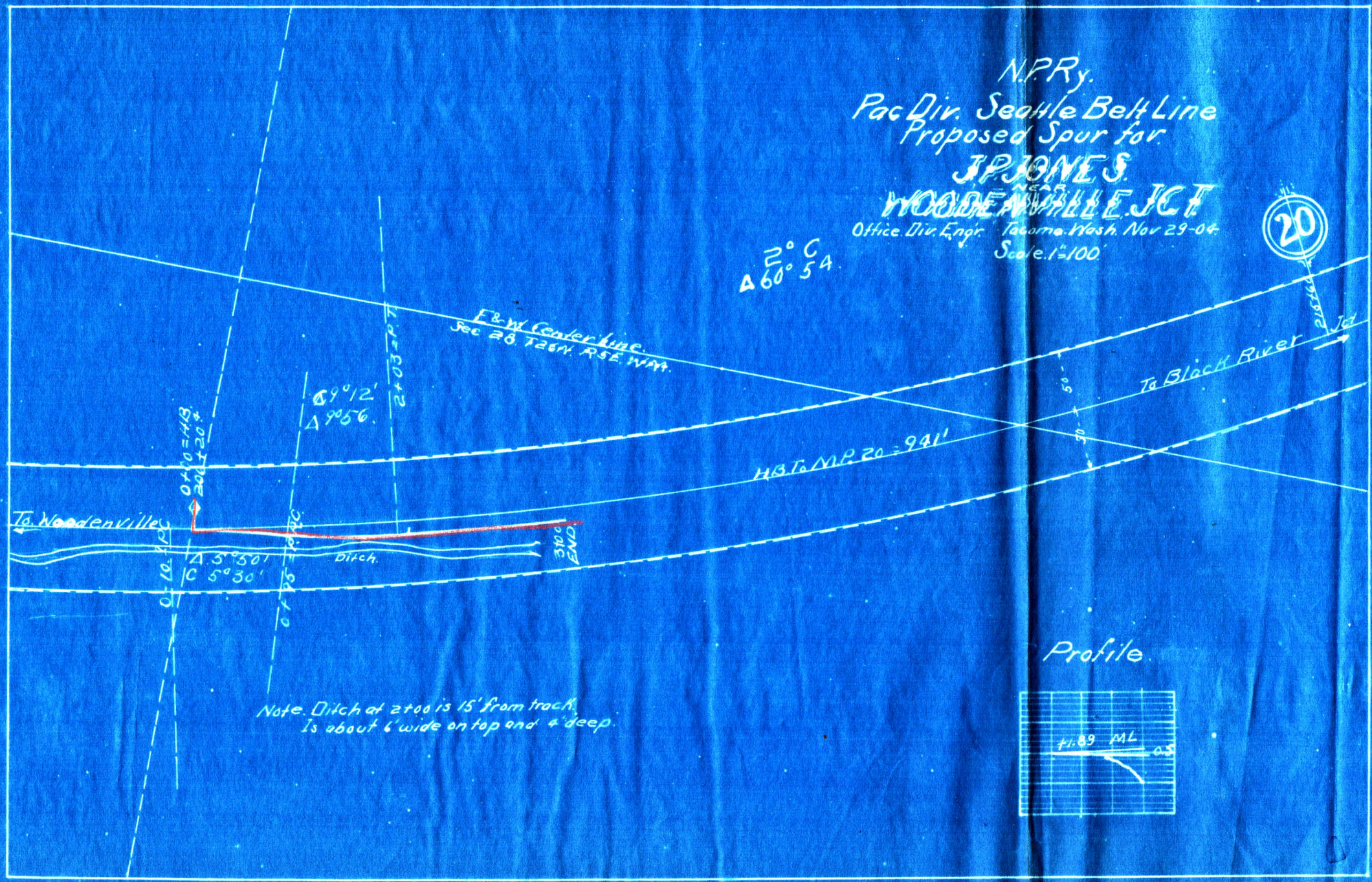
Approved February 9 1905 190

[signature]
President.

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

Form 1345 issued FEB 15 1905 190

Work commenced 190 Work completed 190


N.P.Ry.
Pac Div. Seattle Belt Line
Proposed Spur for
J.P.JONES
NEAR
WOODENVILLE JCT
Office Div. Engr. Tacoma Wash. Nov 29-04
Scale 1"=100'
20
2° C
Δ 60° 54
F&W Center Line
Sec 28 T26N R5E WM
To Black River Jct
H.B. To M.P. 20 = 941'
To Woodenville
Δ 5°50'
C 5°30'
Ditch
Note. Ditch at 2+00 is 15' from track.
Is about 6' wide on top and 4' deep.
Profile
+1.89 ML
.05

- C O P Y -

Seattle, Wash. December 7, 1904.

Mr. F. E. Weymouth,

Superintendent, Building.

Dear sir:

I return herewith all papers in the application of J. D. Jones for spur track Mile Post 20 on Belt Line.

Mr. Jones is a very large wood shipper and there is no question but what we should provide him with facilities to do business, outside of the fact that he previously had a spur track on the old Kirkland Branch which has now been taken up.

Yours truly,

R. T. BRETZ,

D. F. & P. A.

RTB-Y

933

Seattle, Wash. Dec. 14, 1904.

Mr. A. E. Law,

Asst Gen'l Superintendent,

Tacoma, Wash.

Dear Sir:-

Enclosed please find application of J. D. Jones for spur track about 3-1/2 miles from Woodinville on the Belt Line for the purpose of shipping wood and shingle bolts, wood shipments to come to Seattle. Mr. Jones had a spur on the old Kirkland Branch that was taken up when we discontinued using that line. This application bears the endorsement of the Traffic Department and I would recommend that spur be given him.

Yours respectfully,

Superintendent.

N.P.Ry. Co. SEATTLE DIV'N
JAN 1 1905
SUPT'S. OFFICE

Seattle, Dec. 31st, 1904.

Mr. W. G. Weimouth, Supt.,

S & I Div. N.P.R.R.,

City.

Dear Sir:--

Some time ago I made application to have a spur put in on the Belt Line near Juniata, and I have heard nothing of the matter since. I am very anxious to have this spur put in as soon as possible, as I have in the neighborhood of 1,000 cords of shingle bolts on the line of the road now ready for shipment, and several thousand more in the woods, some of it cut waiting to be hauled.

If there is anything that can be done to hurry this matter along I wish you would do it, or if there is anything that I can do, let me know and I will gladly do whatever is necessary.

Hoping that you will give this matter prompt attention I am

Yours respectfully,

J. D. Jones.

1869

Seattle, Washington, January 2, 1905.

Mr. J. D. Jones,

Seattle, Washington.

Dear sir:

Referring to your letter of December 31st:

Your application for a spur track on the Belt Line near Juniata was forwarded to our general office, but I have not yet received authority to put it in. I am expecting this daily and will advise you when this is received.

Yours truly,

Superintendent.

H-S

Seattle, Washington, February 10, 1905.

Mr. J. D. Jones,

Cor. Eighth & Madison,

Seattle, Wash.

Dear sir:

I beg to acknowledge receipt of your letter of February 7th in regard to spur track at Juniata on the Belt Line: We have not yet secured permission to put in this spur, as a matter of fact the management decided not to operate the Belt Line this winter, and this may explain why the application for spur has not been approved.

Yours truly,

Superintendent.

H-S

J.D.J.

Seattle, Washington, February 22, 1905.

Mr. J. D. Jones,

Corner Eighth & Madison Street,

Seattle, Wash.

Dear sir:

Referring to your application for spur track on the Lake Washington Belt Line: I beg to advise that same has been approved. Please advise when the grade is ready and the ties are on the ground, at the same time send me a deposit of $57. to cover the cost of putting in the switch laying and surfacing the track.

Yours truly,

Superintendent.

H-S

Form 255

Northern Pacific Railway Company.

Seattle Wn April 1-05

Mr T C Weymouth
Dear Sir

I D Jones spur on Belt line has been put in Length of track 321'

Yours respectfully
F J Martin

Form 1836

TELEGRAM.

All Railway Messages must be written in ink on these blanks, which must not be used for other purposes, and those for parties on trains (except trainmen) enclosed in sealed envelopes. The exact time sent, time received, personal signal of sending and receiving operators, call of sending office and name of receiving station must be entered in proper spaces in every instance.

After transmitting telegrams which in their judgment would have served the Company's interest as well if sent by train mail, or which appear unnecessarily long, operators are required to attach a copy to Form 238, and forward same to Superintendent of Telegraph.

NUMBER	REC'D FROM	SENDER	RECEIVER	TIME REC'D	DATE REC'D	TIME FILED	NUMBER	SENT TO	TIME SENT	SENDER	RECEIVER
				M.		M.			M.		

FROM Meadowville TO Harveymouth,

DATED Apr 16 AT Sedetto,

Dear Sir

Mr Christensen asks to have his spur layed to hold 10 more Cars instead of 5 Says it is all graded & ties will be made in Rudy tomorrow. asks if this Can be done without any other Expense to him Says Can load 10 Cars just as easy as 5 will have three 5 loaded Wednesday Night.

Yours Truly

E J Harcourt.

This is Jones Spur

SUBJECT: Extension Jones Spur.

Seattle, Wash., April 17, 1905.

Mr. E. J. Hartcourt,

Agent, Woodinville.

Dear Sir:-

Answering your letter of the 16th inst, we have no authority to extend Jones Spur on the Belt Line. The only way this can be secured is through an application the same as made for the original spur. I doubt if the business from the spur would justify the extension.

Yours truly,

Superintendent.

Seattle, Wash. May 8, 1905.

Mr. B. E. Palmer,

Asst Gen'l Superintendent,

Tacoma, Wash.

Dear Sir:-

Please note attached letter from Mr. J. D. Jones who has a spur on the Belt Line.

After completion of the Belt Line, Mr. Jones made application for this spur on the usual industrial spur application basis and which provided for a $1.00 switching charge. Since that time we have found it necessary to provide side tracks at Kirkland, Northrup and Wilburton at the company's expense and not under agreement with any particular party, therefore Mr. Jones is the only shipper on the Belt Line now obliged to pay a switching charge.

In view of the fact that Mr. Jones originally had a spur on the old Belt Line and did a large amount of business there for several years, and on account of the change in our line resulting in his being without shipping facilities for a long time, and further that he is now the heaviest shipper on this line, his business amounting to 10 cars a week with prospects of an increase, I would recommend that the $1.00 switching charge be waived in order to give him the same privelege as other shippers. I attach a similar recommendation from Mr. Bretz.

Yours truly,

Form 290 TW

Northern Pacific Railway Company

Tacoma, Washington, May 22nd, 1905. #

SUBJECT: Switching charge industrial spur J.D.Jones, Seattle Belt Line.

SUPT'S OFFICE MAY 1905 N.P.RY.CO. SEATTLE DIV.

Mr. F. E. Weymouth,

Superintendent,

Saettle, Washington.

Dear Sir:--

Referring to yours of the 8th instant upon the above subje ct.

In view of the fact that Mr. Jones originally had a spur on the old Seattle Belt Line, and due to the fact that in constructing a new line, we left him without shipping facilities the General Superintendent directs that switching charge on t his track may be waived in the future.

Will you please so inform Mr. Jones, also Messrs. Bretz and Nadeau.

Yours truly,

I.A.N.
R.T.B.

Seattle, Wash., June 20, 1905.

Mr J. D. Jones,

Cor. 8th & Madison, St., City.

Dear Sir:

In regard to $1.00 switching charge which has been assessed on Jones Spur on the Belt Line. I find that this has been added by the Seattle office as they did not receive a copy of the Traffic De artment instructions to discontinue the charge. If you will take your freight bills to Mr J.W. Allen, Local Agent at Seattle, he will adjust the matter.

Yours truly,

Superintendent.