

NORTHERN PACIFIC RAILWAY COMPANY  
STATE OF IDAHO-VALUATION SECTION NO.1

WASHINGTON-IDAHO STATE LINE  
to  
IDAHO-MONTANA STATE LINE  
PRE-INVENTORY INFORMATION

GENERAL HISTORY AND OUTLINE OF THE WORK.

This is a main line track across the State of Idaho, comprising some 83.632 miles of main track and 6.401 miles of second main track.

Was constructed by the Northern Pacific Railroad Company as part of its original main track in years 1881, 1882 and 1883 (Book of Annual Reports A.S. Doc. 440).

Was built as part of the two following construction divisions:

The Clark's Fork Division, extending from Knowles (Old Olive) Montana to the River crossing about five miles west of Hope, Idaho (called the 3rd crossing)

The Pend d'Oreille Division extending from this 3rd crossing to Wallula, Washington.

During the year ending June 30, 1881, the grading had been completed from Wallula, Washington to about Rathdrum, Idaho, about 161 miles east of Wallula, but no track was laid; during the latter part of the year 1881 all of the grading and bridging except the long trestle across the outlet of Lake Pend d'Oreille, was completed eastward to the end of the Pend d'Oreille Division (A.S.Doc.440).

During the year ending June 30, 1882, progress on the construction of the Clark's Fork Division was made as follows, quoting from book of annual reports, A.S.Doc.440:

"This Division extends from the head of Clark's Fork to the Junction with the Pend d'Oreille Division at Sand Point, a length of 125 miles. Construction work is carried on from the western end, principally by forces employed by the Railroad Company under its own Superintendent. These forces amount to nearly 6,000 men, about 4,000 of whom are Chinese. During the year the track advanced eastward 102 miles to Cabinet Landing on Clark's Fork 263 miles from Wallula. On June 30th, the end of track was 33 miles east of Sand Point, and the end of completed grade 41 miles with nine miles in progress. The difficulties in the way of constructing the road up Clark's Fork are extreme, the valley being a mountain gorge densely timbered, broken, rocky and precipitous. No road exists save a pony trail on the opposite bank from the railway line, and numerous rapids interfere with the navigation of the river. To aid the construction work the Company has placed a small steamer on a comparatively smooth stretch of the river forty miles long, beginning twenty-one miles above Cabinet Landing, and has also built a wagon road from near the mouth of the Jocko to Thompson's River, fifty miles. About twenty-five miles of difficult work still remain in front of the force on Clark's Fork, after which the character of the country changes and the work will be much easier. It will be late in November before the track can be laid to the east end of Clark's Fork Division."

The grading and track-laying on this valuation section was completed during the year 1883; again quoting from the Annual Report for the year ending June 30, 1883, A.S.Doc.440:

"This division, extending from the crossing of the Flathead River to a point on the north shore of Lake Pend d'Oreille, is 121 miles long. Its construction involved more difficult work than any equal mileage on the entire line of road. For the greater part of the way the road runs through a forest of remarkable density, which clothes the slopes of the profound gorge through which flows the Clark's Fork of the Columbia. Rarely is there found any bottom land along the river. In most places the mountains rise from the water's edge and the roadway had to be cut out along their steep sides, after the serious labor of removing the heavy growth of timber. Much blasting through jutting promontories and masses of rock was necessary, and considerable difficulty was experienced in securing a permanent track across enormous deposits of unstable clay. At a point near Cabinet Rapids, after the road had been built, there occurred, last spring, a phenomenal land slide, which carried down a distance of over 100 feet, and out into the river, a surface area of about forty acres covered with large trees. A new road-bed was speedily constructed around the slide. At other points piling and crib work was resorted to for the protection of the track from all the encroachment of the clay slopes. All the difficulties connected with securing a safe road-bed have, however, been overcome. Grading on this division was nearly finished at the beginning of last winter, and track laying was completed March 31st."

To facilitate the handling of men and outfit for the construction of this main line, a steamer was built. Quoting from the annual report for the year ending June 30, 1881 A.S.Doc.440 "A stern wheel steamboat has been built at the south easterly point of Lake Pend d'Oreille for service during the construction of the road around the lake. Her dimensions are length, 149 feet, beam 27 feet, depth 6 feet, with two cylinders of 17x72 inches each". In the year 1888 this boat, having served its purpose was dismantled and set adrift, see letter from the Auditor of Disbursements to Chief Engineer of July 24, 1888, as follows: "I hand you herewith, voucher in favor of Equipment covering cost of old steamer Henry Villard, which has been dismantled and set adrift on Lake Pend d'Oreille. As the boat was built for construction Department and was of no service to any other department, we think the cost should be charged to Construction". The cost of this steamer, thus far found is shown on J. Voucher 784.00 of which is submitted with the inventory. The entire cost of this boat will be worked up at time original cost of road is developed.

The rails and equipment for this section were shipped from the east, practically all being shipped via boat around Cape Horn, quoting from Annual Report for the year ending June 30, 1880 A.S.Doc.440:

"For the construction of this Division, extending 209 miles from Ainsworth, on the Columbia River near the mouth of the Snake to Lake Pend d'Oreille there were shipped around Cape Horn, 2500 tons iron rails and 17,000 tons steel rails, with the fastenings, 6 locomotives, and a full outfit for a machine shop."

Two more locomotives went overland via San Francisco. The necessary cars are being constructed at the Company's shops at New Tacoma, the wheels and springs having been sent from this side. The material has all arrived in the Columbia River, except 1130 tons in one ship, still to arrive. The grading is completed to Spokane Falls, 150 miles, and the track is laid 25 miles."

As stated in the previously mentioned and quoted annual report for the year ending June 30, 1882, the larger part of the construction on this section was done by the Company with its own forces directly under a construction Superintendent. There have been found, however, a few estimate vouchers covering work done by contract and these are submitted with the inventory as follows:

Voucher 222 of June 30, 1882 in favor of Small & Ellis, for clearing (not final).

Voucher 84 of May 31, 1882 in favor of Geo. T. Cole of Cabinet, Idaho, for building a wagon road.

Estimate No. 1 (not final) amount \$3307.50, it is not yet known just where this road is located nor its complete cost, which will probably be found when original cost is developed.

No statement of quantities handled in the original construction has yet been found.

There have been many line changes and grade revisions on this section since the completion of the original construction period, and a second main track has been added for a distance. These changes have been made from time to time by the Railway Company with its own forces and by contract. Following is a brief resume of the more important revisions made by contract.

In years 1891 and 1892 a change of line was made between Granite and Athol, a distance of about 8 1/2 miles and a change of line was made between Eignite and Algona, a distance of about 4 1/2 miles. The general work of grading, building blind drains, laying culvert pipe, tracklaying and surfacing and ballasting was done by Thos. Olsen and Company, under their contract of October 30, 1891, a copy of the final estimate made under this contract is submitted with the inventory.

In years 1903, 1904 and 1905 a line change was made, ~~called the Hope to Koctnai Change of Line and Grade~~, called the Hope to Koctnai Change of Line and Grade. The general work of grading, building culverts, building temporary timber bridges, tracklaying and surfacing and ballasting was done by A. Guthrie & Company, under the terms of their contract of May 18, 1903. Copy of this contract and of the final estimate voucher made under same are submitted with the inventory (C.E. File 1243).

In the years 1905, 1906 and 1907, a revision of the main line was made, called the Cabinet change of line and Grade, file 320 (05). The general work of grading, driving tunnels, building temporary bridges, laying culvert pipe and tracklaying and surfacing was done by A. Guthrie & Company under terms of their contract of May 29, 1905. Copy of this contract and of the final estimate voucher made under same are submitted with the inventory.

The Contractors in doing this work suffered a loss and the contract was finally settled on a basis of actual cost, an additional voucher being passed in their favor of \$32,424.55, copy of which is submitted with the inventory. (C.E. File 1548). A great deal of waste was made on this grading. At one place on this line change a so called "high line" a temporary grade was built to handle traffic during the reconstruction of the existing line. The ballasting on this temporary track was costly as was put in service during the winter (C.E. File 1548).

In 1908, work was done by R.S. Hirst, enlarging the yards at Sand Point under his contract of July 8, 1908. Was necessary to change the location of a county Road in doing this work. A copy of this contract and of the final estimate incurred under same are submitted with the inventory. While Hirst was doing the work of clearing and grubbing on this contract a fire developed in the clearing debris which spread into privately owned property and the Railway Company was obliged to settle damage claims to amount of \$13650.00, copies of these vouchers are submitted with the inventory. C.E. File 2476.

In the year 1908, in order to provide protection against fire for the Railway buildings at Sand Point, it was necessary to clear additional ground, which was done by one George O'Donnell, under the terms of his contract of October 7, 1908, copy of which together with copy of the final estimate made under same is included with the inventory (C.E. file 2579).

In addition to the above mentioned changes of line and grade by contract there have been many other such changes made by the Company with its own forces, but statements of quantities handled by these forces cannot now be found.

A very large amount of improvement work has been done on this section since the completion of the original construction period, filling temporary bridges, widening cuts and fills, continuing clearing of right of way, building fences, placing ballast, placing riprap and replacing temporary bridges and culverts with permanent work, and other similar work. This work has been done by the Company with both its own forces and by contract. A copy of all the final estimate vouchers covering roadway work which can be found are submitted with the inventory, together with lists of extra work bills incurred under the various contracts on account of grading, tunnels, fencing right of way and crossings and signs. These lists of extra work bills do not pretend to be a complete statement of all the extra costs, or in any sense a partial statement of original cost, but merely enumerate some of the items of extra cost found readily available.

This line runs along the shores of Lake Pend d'Oreille for a long distance, and at places the roadbed has required considerable protection work against its waters. The grade through Hope has been raised to prevent the track from being over flowed. At strong Creek, Hope, considerable work has been necessary straightening and deepening the channel, a flume has been built, dykes and riprap have been placed.

At Lightning Creek also it has been necessary to do a large amount of work improving the channel, building flumes, placing stone fascines and riprap and building dykes, some mattress work has been done.

A very bad sink hole was found, during the line change work, near Oden and it was necessary to fill in with a large amount of material before the settlement was arrested. This is called the Beaver Lake sink Hole. A ditch was also dug to help drain the Lake or Swamp. The depth of the sinkage is shown on progress profile. There are several other swamps around Oden, and many other special places along the line where the settling of the roadbed into the original ground has required the filling in of a large amount of yardage. A statement of this special subsidence is submitted with the inventory. The general subsidence of the roadbed will be developed at time of Government inventory.

The ballast on this line is of gravel coming from pits the location of which is shown on blue print attached to the inventory.

A list of items in abandoned roadbed is included in the inventory and itemized separately.