

- STATE OF IDAHO -
VALUATION SECTION # 3-A
- BURKE BRANCH -

PRE-INVENTORY INFORMATION.
GENERAL HISTORY AND OUTLINE OF THE WORK.

This is a single track branch line, extending from Wallace to mines beyond Burke.

The line was first built as a narrow gauge road by the Canyon Creek Railroad Company, between Wallace and Burke (formerly Custer) in 1887 and 1888. On August 29th, 1888, the Canyon Creek Railroad Company sold their entire property to the Coeur d'Alene Railway and Navigation Company; who reconstructed the railroad, making it standard gauge, in the year 1890; extensive line changes were also made at this time.

No record has yet been found which shows the manner of building the original narrow gauge line or of the quantities handled.

When the road was changed from narrow gauge to standard gauge the general work of grading and building culverts was done by J.H. Smith, under his contract of July 30th, 1890. On changes of line made during the progress of the conversion of this road into standard gauge, the general work of grading and building culverts was done by S. Aldrich & Co., under terms of their accepted proposal of July 30th, 1889. Copies of the above contracts and of the final estimate vouchers passed under same are submitted with the inventory. The work of tracklaying and surfacing was apparently done by the Railway Company with its own forces.

This line, for its entire length, runs up the Valley of Canyon Creek, a narrow gulch bordered with steep mountain slopes, and in many places on the mountain side retaining walls are required to hold the embankments. Destructive snow slides are common. The fall of Canyon Creek is very rapid and substantial protection for the roadbed is necessary wherever the stream is encountered.

Copies of all the final estimate vouchers which can be found covering roadway work, are submitted with the inventory together with list of extra work bills incurred under the several contracts. This list does not pretend to be a complete statement of all the extra costs or in any sense a partial statement of original cost, but merely enumerates some of the items of extra cost found readily available.

The ballast on this line is composed of cinders and mill tailings coming from Wallace, hauled as per colored print attached to the inventory.

The subsidence of the roadbed will be developed at time of Government Inventory.

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