

NORTHERN PACIFIC RAILWAY COMPANY.

- STATE OF IDAHO -
VALUATION SECTION # 3. -
MONTANA STATE LINE TO END OF GRADE, MISSION.

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

This is a single track branch line extending from Idaho-Montana State Line near Lookout to end of grade beyond Mission. From a point about two miles west of Wallace, west of the Pioneer Sampling Works, the grade is not now occupied by a track.

This line was originally constructed by the Coeur d'Alene Railway and Navigation Company as follows:-

Old Mission to Wallace 1887 and 1888
Wallace to Mullan 1888 and 1889
Mullan to Idaho-Montana State Line. 1889 to 1891
C.F. Corres. File 96.

In about June 1887, the Coeur d'Alene Railway acquired the property of the Coeur d'Alene Steam Navigation Company, which consisted of a line of steam boats operating on Lake Coeur d'Alene and on the Coeur d'Alene River between Coeur d'Alene City, Idaho, and Old Mission, Idaho. The operation of this line of steamers was later discontinued by the Northern Pacific Railway Company, the last boat, the Georgia Oakes, being sold in 1907.

The line between Old Mission and Wallace was constructed narrow gauge and to the present end of track west of Wallace was always operated as such. This narrow gauge track between Old Mission and Wardner Junction was removed in year 1898 and between Wardner Junction and present end of track was removed in 1902.

The original narrow gauge line between Old Mission and Wallace was apparently graded by station men as evidenced by a number of small estimate vouchers, some of which are final, copies of which are submitted with the inventory. No statement of quantities handled has yet been found.

Between Wallace and the Hunter Concentrator Works, about one mile east of Mullan, the general work of grading and building bridges and culverts was done by J. H. Smith under his contract of November 8 - 1888. Copy of this contract and of the final estimate vouchers incurred under same are submitted with the inventory. The track-laying and surfacing, and ballasting was apparently done by the Railway Company with its own forces.

Between Mullan and the Idaho - Montana State Line the general work of grading, driving tunnels, building bridges and culverts, erecting buildings, tracklaying and surfacing and ballasting was done by Woods Larson and Company under terms of their contract of November 19th, 1889. Copy of this contract and of the final estimate made under same are submitted with the inventory.

This line runs up the valley of the Coeur d'Alene River from Mission to Pottsville, and from there on loops on the west slope of the main range of the St. Regis mountains, crossing the divide at the State Line near Lookout. The country traversed is very rough; between Pottsville and Lookout, heavy side-hill work prevails and many high trestles are found; in places cribs and retaining walls are required to hold the embankments on the steep mountain slopes.

~~One~~ ^{two} tunnels were driven on this section; ~~one at Lookout and one at Dorsey~~. The tunnel at Dorsey was converted into an open cut in 1910 and 1911, the work being done by Boomer Hughes and Jarvis, under terms of their contract of August 27th, 1910 (AFE 783 of 1910); copy of the estimate voucher returned for this work is submitted with the inventory.

Considerable improvement work has been done from time to time, since the completion of the original construction period, by the Railway Company with its own forces, widening cuts and fills, filling temporary bridges, replacing temporary culverts with permanent material, fencing right of way, adding tie plates, placing additional ballast and other kindred work.

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 same on grading account. 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 re-enforced concrete pipe in use on this line was manufactured by the Railway Company in its plant at Glendive, Montana. The ballast is composed of mill tailings and cinders coming from Wallace, whose location is shown on print attached to the inventory. The subsidence of the roadbed will be developed at time of Government Inventory.

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