

N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y

STATE OF IDAHO
VALUATION SECTION NO. 7
LAPWAI BRANCH.

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

Revised August 17, 1918

This is a single track branch line extending from Joseph to Grangeville.

Was built by the Clearwater Short Line Railway Company as follows:

From Joseph to Culdesac in 1898 and 1899.
From Culdesac to Grangeville in 1906, 1907 and 1908.

This entire branch is now being operated by the Camas Prairie Railroad Company under contract dated November 11, 1909.

From Joseph to Culdesac the general work of grading, building bridges and culverts, fencing and tracklaying and surfacing was done by the Nelson Bennett Company under their contract of April 21st, 1899.

From Culdesac to Grangeville the general work of grading, driving tunnels, building culverts and part of the bridges was done by Porter Brothers and Welch under their contract of February 5th, 1906. The tracklaying and surfacing between Culdesac and Lawyers Canyon was done by company forces, to expedite the erection of superstructure on the Lawyers Canyon Viaduct. From Lawyers Canyon to Grangeville tracklaying and surfacing was done by Porter Brothers and Welch under their contract dated July 27, 1908. The work of ballasting from Culdesac to Reubens was done by company forces and from Reubens to Grangeville by Porter Brothers and Welch under their contract dated July 27, 1908.

This line, leaving the Clearwater River at Joseph, ascends the valley and canyon of Lapwai Creek to point about a mile east of Reubens and thence to Grangeville across a high rolling plateau.

Between Joseph and Culdesac the line follows closely the course of Lapwai Creek, this stream has a very rapid fall and a great deal of bank protection is required to keep the roadbed from washing; several channel changes were also made.

At Culdesac the line enters the Lapwai Canyon and makes a tortuous climb to about one mile east of Reubens. An extensive loop occurs at Neucrag. Very heavy work was required in this canyon, the cliffs are high and the ravines deep, many high bridges were necessary and seven tunnels were driven between miles 20 and 24 $\frac{1}{4}$.

From point about one mile east of Reubens to Grangeville the line crosses a high rolling plateau which is cut by numerous deep ravines to span which high bridges were required, the largest of these bridges is the Lawyers Canyon Viaduct which is 1488 feet long and 287 feet high.

The grading on the line as a whole was very heavy and the materials ran very heavily to materials which classified as solid rock, loose rock and hardpan. The construction was slow, as the country is rough and hard to transport outfit and supplies through. The time required to do the grading from Culdesac to Grangeville was thirty-four months.

Work has been done on this section since the completion of the original construction period, by the Railway Company with its own forces, widening cuts and fills, placing ballast and other similar work.

The ballast is composed of gravel, crushed rock and some cinders. The gravel and crushed rock comes from pits, whose location is shown on print attached to the inventory and the cinders from Lewiston.

Copies of all the final estimate vouchers which have been found covering roadway work are submitted with the inventory together with lists of extra work bills (which have been found) incurred under same on account of grading, tunnels, fencing, crossings and signs and stockyards; these lists of extra work bills do not pretend to be a complete statement of all the extra cost or in any sense a partial statement of original cost but merely enumerate some of the items of extra cost found readily available.

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