

NORTHERN PACIFIC RAILWAY COMPANY

- STATE OF IDAHO -
VALUATION SECTION # 3-B -
- SUNSET BRANCH -

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

This is a single track branch line, extending from Wallace to Sunset, a distance of about five miles.

The construction of the first three miles out of Wallace, on this line, was started by the Wallace and Sunset Railroad Company in 1890; no record can now be found of the quantities handled at this time, or manner of doing the work. In the years 1890 and 1891 the construction of these three miles was completed by the Northern Pacific Railroad Company, for the Wallace and Sunset Road, the general work of grading and building culverts being done by Woods, Larson and Company under the terms of their contract of November 19th, 1889, and letter of Chief Engineer of Oct. 15th and 28th, 1891; the tracklaying and surfacing was done by the Railroad Company with its own force.

In 1899 and 1900 an extension to Custer Mill (Sunset) was constructed by the Northern Pacific Railway Company; the general work of grading, building bridges and culverts being done by Rich and Harris under terms of their contract of Oct. 25th, 1899, and accepted proposal of April 15th, 1900. The tracklaying and surfacing was done by the Company with its own forces.

Copies of the above mentioned contracts with Rich and Harris and with Woods Larson & Co. together with the final estimate vouchers incurred under same are submitted with the inventory.

This line extends up the valley of Nine Mile Creek, a stream with very rapid fall, and has been necessary to place a considerable amount of riprap and other bank protection. This is a very narrow valley and the bordering mountain slopes are very steep, in order to retain the embankment, it has been necessary, in places, to build cribs and retaining walls.

The Railway Company has done considerable work with its own forces from time to time, in addition to that done by contract, filling temporary bridges, placing bank protection, placing ballast, building fences, etc.

Copies of all the final estimate vouchers which can be found covering roadway work are submitted with the inventory, together with lists of extra work bills incurred under the various contracts on account of grading. 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 costs, but merely enumerate some of the items of extra cost found readily available.

The ballast is composed of mill tailings from Wallace, as shown on colored print attached to the inventory.

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