

STATE OF MONTANA
VALUATION SECTION NO. 6
GLEN DIVE EAST LINE.PRE-INVENTORY INFORMATION.
GENERAL OUTLINE AND HISTORY OF THE WORK.

This is a single track line running from Glendive to Sydney.

Was constructed by the Missouri River Railway Company in the years 1909 - 1910 - 1911 and 1912.

The general work of grading and laying of culvert pipe was done by Wren and Greenough under their contract of May 4th, 1909. The tracklaying and surfacing, ballasting and building of timber bridges was done by Roberts Brothers under their contract of September 5th, 1911.

This line runs down the Yellowstone River for the entire distance and considerable work has been required to protect the roadbed against its waters. During construction considerable yardage was lost from the embankment because of high water and, as this yardage is over and above any yardage which may be found by field measurement at the present time, it is itemized separately in the inventory, some 82439 cubic yards of embankment being so listed. After this washout a great deal of further riprap work was done, the work being done by Siema Carey Company under their contract of October 21st, 1911; a small line change was also made in miles 18 and 19.

The work of protecting the roadbed against the wash of the Yellowstone River has been carried on by the Railway Company since the completion of the construction period, by both its own forces and by contract. Dykes have been built and additional riprap placed. At the time inventory was prepared a large dyke was under construction near mile post 26, about Station 15128; the work being undertaken in conjunction with the United States Reclamation Service under an agreement between them and the Railway Company, dated November 13th, 1916, which provided that the Reclamation Service would bear one half the cost up to an amount not exceeding \$5000.00. Copy of this agreement is filed with the inventory. The work of building this dyke was done by Morris, Shepard and Dougherty under their contract of April 16th, 1917.

This line was built through an irrigated country and a large amount of work was required caring for the numerous irrigation ditches.

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 incurred under the various contracts on account of grading, crossings and signs and fencing; 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 ballast is composed of cinders and gravel, the cinders coming from Glendive and the ballast from local pits with the exception of about 6000 cubic yards which was hauled from Hoyt gravel pit.

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