

NORTHERN PACIFIC RAILWAY COMPANY.

STATE OF MONTANA.  
VALUATION SECTION NO. 12  
ELKHORN BRANCH.

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

This is a single track branch line extending from East Helena to McClellan's Spur and from Hyndman to Boulder and Queen's Siding.

As originally constructed the line ran from East Helena to Wickes, and from Jefferson to Calvin, with a branch extending from Boulder to Elkhorn. Various portions of this line have however, been abandoned from time to time, leaving in present operation the lines noted in the preceding paragraph. A small map is also filed with the inventory showing lines in operation and those abandoned.

From East Helena to Wickes was constructed by the Helena and Jefferson County Railroad Company in the year 1883; the work of grading was apparently done by a number of small contractors or stationmen as a number of final estimates to such men have been found, and submitted with the inventory, but as yet no contracts have been located. The tracklaying and surfacing and building of timber bridges was done by Winston Brothers, copy of final estimate is filed with the inventory but contract has not yet been found.

From Jefferson to Calvin was constructed by the Helena, Boulder Valley and Butte Railroad Company in the years 1886 and 1887; the general work of grading, driving tunnels and building bridges and culverts was done by S.T. Hauser under his contract of July 29th, 1886. In addition to the work shown on the final estimate voucher, and represented in the inventory, there was paid to S.T. Hauser extra work bills amounting to \$23844.18, copy of which voucher is filed with the inventory. The tracklaying and surfacing was done by E.M. Wilson and Company under terms of their accepted proposal of June 11th, 1887. Copies of the final estimate vouchers incurred under the above mentioned contracts are filed with the inventory, copies of the contracts, however, have not yet been found.

From Boulder to Elkhorn was constructed by the Northern Pacific and Montana Railroad Company in the years 1889 and 1890; the general work of grading, building bridges and culverts, fencing, tracklaying and surfacing and ballasting was done by Green and Keefe under their contract of September 23rd, 1889; copy of the final estimate voucher incurred under this contract is filed with the inventory, copy of the contract, however, has not yet been found. Green and Keefe suffered a loss in doing this work and the Railway Company re-imbursed them to the extent of \$4306.72, copy of the voucher passed in this payment is filed with the inventory.

The country this line traverses is very rough and inaccessible, and its construction was accomplished under all the difficulties attendant upon such work, where inhabitants are scarce and roads undeveloped. The grading ran very heavily to material which classified as solid rock, loose rock and cemented gravel.

The first stretch of track abandoned was between Jefferson and Wickes, the track having been removed in the year 1899; the last piece abandoned was in the year 1914, when the track between Corbin and Wickes was removed. The other stretches of track which were abandoned were removed at various times between the above mentioned dates. A map with no scale, showing the lines in detail, and dates of abandonment is filed with the inventory.

Considerable bank widening, building of new spurs and other improvement work was done by the Railway Company since the completion of the original construction period by both its own forces and by contract.

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 same 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 costs or in any sense a partial statement of original cost, but merely enumerate some of the items of extra cost found readily available.

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

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

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