

NORTHERN PACIFIC RAILWAY COMPANY
STATE OF MONTANA - VALUATION SECTION NO.15

RUBY VALLEY BRANCH.

PRE-INVENTORY INFORMATION.

GENERAL OUTLINE AND HISTORY OF THE WORK.

This is a single track branch line running from Whitehall to Alder.

From Whitehall to the Parrot smelter, a distance of about six miles, the line was built in 1895 by the Northern Pacific Railroad Company, the general work of grading being done by Cook & Woldson under their contract of July 1st, 1895.

From Reno, a point about four miles south of Whitehall, to Twin Bridges a grade was partially constructed by the Montana Southern Railway Company, some time prior to May 29th, 1897. In years 1897 and 1898, the Gaylord and Ruby Valley Railway Company, having acquired the property of the Montana Southern Railway Company, built the present line between Reno and Twin Bridges, utilizing part of the old Montana Southern grade. The general work of grading, building bridges and culverts, fencing, erecting buildings and tracklaying and surfacing for the Gaylord & Ruby Valley Co. was done by Cook & Woldson, under their contract of November 12th, 1897 and accepted proposal of April 30th, 1898. No record has yet been found of the manner in which the Montana Southern did their work or of the quantities handled.

In 1901 and 1902 an extension to Alder was made by the Northern Pacific Railway Company; the general work of grading, building bridges and culverts, fencing right of way, tracklaying and surfacing and some ballasting was done by Winters, Parson and Boomer under the terms of their contract of June 26th, 1901. The track work on this section was completed by the Railway Company with its own forces.

From Whitehall to Twin Bridges the valley of the Big Hole River is followed and from Twin Bridges to Alder, the line runs up the Ruby River. A great deal of soft ground was encountered in these valleys, which yielded quite readily to the weight of the roadbed and considerable yardage was required to back-fill the places of settlement; this subsidence of the roadbed will be developed at time of Government Inventory.

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, fencing Right of Way and crossings and signs. 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 gravel, disintegrated or decomposed granite and cinders. The gravel came from pit at Mile Post 15, the disintegrated granite from Homestake and the cinders from Whitehall, the location of all of which points are shown on print attached to the inventory.

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

Jan. 1894 (?)