

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 MONTANA
VALUATION SECTION NO. 18
BITTER ROOT BRANCH

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

This is a single track branch line extending from Missoula to end of track beyond Darby.

Was first built from Missoula to Grantsdale (formerly Skalkaho) in the years 1887 and 1888 by the Missoula and Bitter Root Valley Railroad Company. The general work of grading and building bridges and culverts was done by S. T. Hauser and E. L. Bonner under the terms of their contract. The general work of tracklaying and surfacing, and ballasting was done by A. B. Hammond under his accepted proposal of September 15th, 1888. Copies of these contracts and of the final estimate made under same are submitted with the inventory.

In 1899 and 1900 an extension was made to the line from Grantsdale to Charlos, about six miles, by the Northern Pacific Railway Company, the general work of grading being done by Wren and Greenough under their contract of November 25th, 1899, copy of which and of the final estimate returned under same are submitted with inventory. The tracklaying and surfacing and ballasting was done by the Company with its own forces.

In 1904 and 1905 a further extension was made from Charlos to Darby, a distance of about eight miles. The general work of grading, building bridges and culverts, fencing, tracklaying and surfacing and ballasting was done by Winters, Parsons and Bonner as per their contract of May 31st, 1904, copy of which and of the final estimate are filed with the inventory.

This line follows the valley of the Bitter Root River for the entire distance. The valley from Missoula to Grantsdale ranges from five to ten miles wide, from Grantsdale to end the valley narrows down. In general the valley bench land is composed of a heavy gravel and loose rock formation overlaid with a thin covering of loam and vegetable matter. The country, after the first five miles out of Missoula, was fairly well covered with timber at the time of original construction.

On some miles considerable roadbed protection work is necessary on account of the proximity of the Bitter Root River.

Considerable improvement work has been done on this line since the completion of the original construction period, by the Railway Company with both its own forces and by contract. Over 13000 lineal feet of temporary bridges have been filled, temporary culverts have been replaced in permanent material, cuts and fills have been widened, additional ballast placed, more fencing done and other kindred work.

There will be found many spurs along this road which were built to serve the Anaconda Copper Mining Company; these spurs were, in general, constructed under agreement whereby the Railway Company provided the track metal, labor laying same and ballast where necessary, and the Mining Company bore all other expenses. From many of these spurs the tracks have been removed and such spurs are inventoried as abandoned property, those spurs which are still in service are included in the inventory in their entirety. See D.V. Forms 135.

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 incurred under same on account of fencing and grading; these lists of extra 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 with some cinders, the gravel coming from local pits whose location is shown on print attached to the inventory.

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

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