

NORTHERN PACIFIC RAILROAD COMPANY

- STATE OF MONTANA -  
VALUATION SECTION NO. 19  
DE SMET TO MONTANA - IDAHO STATE LINE.

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

This is a single track road extending from De Smet to the Idaho - Montana State Line near Lookout. That part between De Smet and St. Regis, a distance of about seventy-one miles, is part of the main line of the Northern Pacific Railway and that part lying between St. Regis and Lookout is part of the Coeur d'Alene Branch.

Was constructed by the Northern Pacific and Montana Railroad Company in the years 1889, 1890 and 1891. The general work of grading, building bridges and culverts, fencing, driving tunnels, tracklaying and surfacing <sup>and ballasting</sup> was done by Woods Larson and Company, under their contract of November 22-1889, copy of which is submitted with the inventory.

This line runs down the valley of the Missoula River, from De Smet to St. Regis and thence up the St. Regis River to Idaho - Montana State Line near Lookout. For the first fourteen miles little clearing was encountered but from this point to the end, the clearing and grubbing was continuous and heavy and was necessary to remove many overhanging and dangerous trees outside clearing limits. A large amount of bank protection work has been required for the roadbed along the Missoula River, this is a large turbulent stream having a rapid fall. Has been necessary also to employ considerable riprap along the St. Regis River. In many places along the line cribs and retaining walls have been required to hold the embankment. Three tunnels were driven near Borax, Quartz and Westfall.

Between mile posts 177 and 178, a great deal of trouble has been experienced with sliding cuts quoting from letter of H. C. Westfall of May 26th - 1917, V.E. File No. 419-1:-  
" This material has been sliding for years and although this (excavation) may appear as borrow, it is really a slide and (the cut) has been widened out on account of its sliding."  
Again quoting from the above mentioned letter from Mr. Westfall:  
"Between mile post 193 and 197 there appears a coarse gravel and boulders, which is cemented with a red clay. This material, although it appears loose on the surface, is as hard as rock when first opened up. I was on the opposite side of the river in charge of construction on the Milwaukee when these cuts were opened up, and this material was given solid rock classification. It was extremely hard to drill and the boulders would break as easily as the red clay appearing substance when shot. This same material when shot out, although hard as rock when first taken out, disintegrates very rapidly, a piece placed in a bucket of water over night is entirely disintegrated."

A large amount of improvement work has been done on this section since the completion of the original construction period by the Railway Company, both with its own forces and by contract. Numerous improvements in alignment and grades have been made, temporary bridges have been filled, temporary bridges and culverts have been replaced with permanent material, cuts and fills have been widened, further bank protection provided, additional ballast placed, and other kindred work. Following is a resume of the more important changes.

In the year 1908 and 1909 the line between De Smet and St. Regis was rebuilt from a branch line into a main line. The general work of grading was done by A. E. McDougall & Company under terms of their contract of May 18th - 1908; the riprap was placed by Winston Brothers and Company under their contract of November 7th - 1908; the tracklaying and surfacing and ballasting was done by Roberts Brothers under their contract of May 1st - 1908. Copies of these contracts are submitted with the inventory. In addition to the above contract considerable work was done by the Railway Company with its own forces.

In 1914 a change of line was made at Fish Creek, the grading being done by Seims Carey & Company under terms of their contract of July 17th - 1913, and the tracklaying and surfacing and ballasting by the Railway Company with its own forces.

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 same 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 on this line is composed of gravel, also a small amount of mill tailings, and cinders. The mill tailings come from Wallace, the cinders from St. Regis and Lothrop and the gravel from pits whose location is shown on blue print attached to the inventory.

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

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