

NORTHERN PACIFIC RAILWAY COMPANY.

SPACE OF WASHINGTON - WALLACUM SECTION NO. 1-2.

FROM SPACE OF WASHINGTON STATE LINE TO  
WALLACUM.

PRE-INVENTORY INFORMATION.

General History and Outline of the Work.

This is a main line track extending from the Idaho-Washington State line to near Parkwater, a distance of twelve miles of which the five and one half miles nearest Parkwater is double tracked.

Was constructed by the Northern Pacific Railroad Co. in the years 1887, 1888 and 1889. (A.S. Dec. 447, Annual Reports). No records have as yet been found to indicate whether built by Company forces or contract.

In years 1910 and 1911 the second main track was built; the general work of grading being done by Boynton Church & McGary under the terms of their contract of July 7-1910, copy of which is submitted with the inventory. The tracklaying and surfacing and ballasting was done by the Company with its own forces.

Numerous changes and revisions have been made on this section from time to time by the Railway Company with its own forces. Embankments and cuts have been widened, sags have been raised, curbs lowered, additional ballast placed and other improvement work. In some places where the grade has been raised, the track now lies on a fill, where originally existed a cut and in other cuts several feet of backfill has been made; this excavation and backfill have both been included in the inventory.

This line traverses an open country, the soil of which is underlain with a very heavy gravel which is hard to handle and in which "mudflows" abound. A great deal of train haul work has been done on this section.

Copies of all the final estimate vouchers thus far found available for this section are submitted with the inventory, together with list of extra work bills incurred under same. This list of extra work bills does not pretend to be a complete statement of all the extra cost of this section, a partial

statement of original cost but merely enumerate some of the items of extra cost found readily available.

The ballast is of gravel coming from the 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 roadbeds is included in the inventory and itemized separately.