

STATE OF WASHINGTON,
VALUATION SECTION NO. 2-C,
GREEN RIVER BRANCH.

This is a single track branch line extending from Kanaskat to end of grade beyond Kerrieton with a branch to Selleck.

Was constructed in the following sections:

From Palmer to Durham was built by the Northern Pacific and Cascade Railroad Company in the year 1888. The general work of grading, clearing and grubbing and building culverts and bridges was done by Geo. Donald under terms of his contract of May 4th., 1888.

From Durham to Selleck was built by the Northern Pacific and Cascade Railroad Company in the year 1889. The work of tracklaying and surfacing was apparently done by the Company with its own forces.

The branch from Durham to Selleck was built by the Northern Pacific and Cascade Railroad Company in the year 1889. The general work of clearing and grubbing, grading, building bridges and culverts, tracklaying and surfacing and ballasting being done by Geo. Donald for the Pacific Star Coal Company, under the terms of his accepted proposal of July 12-1889.

In year 1890 the Green River and Northern Railroad Company built the line complete from Kangley Junction (Old Durham) to mile 10 and partially graded to mile 50. The general work of clearing and grubbing, grading, building bridges and culverts, tracklaying and surfacing and ballasting being done by C.W. Griggs under his contract of April 15th., 1890. This piece of construction, due to the unfavorable season in which it was undertaken, was done at a heavy loss to the Contractor and on the termination of the contract, the Railroad Company was obliged to pay the Contractor, C.W. Griggs, \$18000.00 in addition to the amount represented on the final estimate. A copy of this voucher is submitted with the inventory.

In 1892 the grading left incomplete by C.W. Griggs in 1890 was completed by the Northern Pacific Railway Company to about Station 718, of the track profile. The general work of clearing and grubbing, grading, building culverts and bridges

and tracklaying and surfacing was done by Nelson and White under the terms of their contract of October 31-1891 and accepted proposal of Oct. 31-1891. This work was carried on at a loss by the Contractor and through a suit brought by him the Railway Company was obliged to pay him \$5000.00 in addition to the amount represented on the final estimate. Copy of this voucher is submitted with the inventory.

In years 1908 and 1909 a three mile extension beyond Kerrieton, about stations 130 to 290+50 was constructed by the Northern Pacific Railway Company; the general work of grading, clearing and grubbing, building bridges and culverts, and tracklaying and surfacing was done by J. Cross and Company under the terms of their contract of Sept. 19th., 1908.

The balance of the grading beyond station 290+50, is not yet occupied by a track. The grading, however, is included in the regular inventory.

Between station 718 and station 133 (through Kerrieton) the track was constructed jointly with the Kerry Mill Co. (to which the Northwest Mill Co. is successor), the Mill Company furnishing the grade and ties and the Northern Pacific the track metal. This piece of track is included in the inventory in its entirety.

This line, lying as it does in the Cascade Mountains, traverses a rough broken country and its construction was accomplished under unusual difficulties. The working season is very short, due to the long winters in which a large snowfall usually occurs, and a large amount of rain falls in the summer. The country was covered with the heavy and dense forest growth usually found on the west slope of the Cascade Mountains in the State of Washington. The material encountered was in a very large proportion classified as hard pan, loose rock and solid rock and was difficult of handling.

It has been necessary for the Railway Company to do considerable work on this line in addition to that represented on final estimates. Ballast has been added, some right-of-way fences have been built, bridges filled, timber culverts have been replaced by permanent pipes and other similar work. From Kangley Junction to Selleck it has been necessary to train haul material for maintaining the grade, because of settlement.

The re-inforced concrete culvert pipe in use on this line was manufactured by the Railway Company in its plant at Auburn, Washington.

Copies of all the final estimate vouchers covering roadway work, which have been found, together with lists of extra work bills incurred under same on account of grading, are submitted with the inventory. 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 extra costs incident to construction which have been found readily available.

The ballast on this line is of gravel coming from pits, the location of which is shown on blue print attached to the inventory.

There are numerous places where the roadbed crosses spots of soft and yielding ground into which the roadbed has settled and additional material has been required to backfill the roadbed; a statement of this subsidence is attached to the inventory. The general 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.

A portion of this line was abandoned in the year 1900, when a new connection to the main line was made necessary by the building of the Palmer Cutoff (Wash. Section 2-D). This portion is included in the inventory as abandoned property.