

NORTHERN PACIFIC RAILWAY COMPANY
STATE OF WASHINGTON - VALUATION STION NO. 3

TACOMA TO BLACK RIVER

PRE-INVENTORY INFORMATION.

GENERAL OUTLINE AND HISTORY OF THE WORK.

This is a double track main line running from east end Tacoma Yard (Reservation) to Black River.

That part of the line between Tacoma and Water Junction (formerly called Puyallup Junction) was constructed in the years 1876 and 1877, by the Northern Pacific Railroad Company and called the Puyallup Branch. This was single track. No record has as yet been found to indicate whether built by contract or Company forces, and no statement of quantities used has been located.

From Water Junction to Black River Junction the construction was done by the Northern Pacific Railroad Company in the years 1882, 1883 and 1884, and called the Seattle Extension. Part of the grading, tracklaying and surfacing and ballasting was done by J. F. Nounan and Company, under contract of October 25, 1882. Connection was made at Black River with the Columbia and Puget Sound Railroad Company, a narrow gauge line running into Seattle, upon which a third rail was laid for carrying Northern Pacific trains. This part of the line was nearly all made from side borrow and contained a great many trestle bridges, built across the low wet ground, where side borrow could not be had.

The second main track from Tacoma to Meeker Junction was built in the years 1890 and 1891. Part of the work of grading, tracklaying and surfacing and ballasting was done by Griggs and Heustis under their contract of December 29, 1890 and June 17, 1891, and part of the work by the Company with its own forces. A line branch at Headwaters Cut east of Tacoma was made, the surplus material from the cut being train hauled by Company forces for bankwidening and grade raising. A change of wagon road was also made at this place.

From Meeker Junction to Auburn Junction, the second main track was constructed in the years 1897, 1908 and 1909, the work all being done by Company forces. The grade of the first main track was also generally raised at this time. The material used in grading was all train hauled from Auburn pit as the adjacent ground was too wet to make side borrow practicable.

The second main track from Auburn to Black River was constructed in the years of 1903 and 1904. Part of the work of grading and bridging was done by H. C. Henry under terms of his contract dated March 19, 1903. The remainder of the grading, with exception of some 117,000 Cubic Yards hauled by Grant Smith & Company from the Seattle Belt Line, was, as well as the tracklaying and surfacing and ballasting, done by A. Guthrie & Company under their contract of April 14 and July 3, 1911. Under the above contracts, only some 23738 Cubic Yards of embankment could be made from side borrow, because of adjacent ground being low and wet, balance being train hauled in from the Auburn pit.

In years

All of the track and the grading was done by the Company's own forces. A small amount of side borrow was used on existing roads being done by Guthrie & McDougall under terms of their contract of August 28, 1911. The material used by the Company forces in grading this yard was all train hauled from Auburn pit except some 25414 Cubic Yards from Bayne and 1530 Cubic Yards from Wynaco.

It seems that the original single track line was constructed as far as possible from side borrow and where material could not thus be secured that pile bridges were driven which were later filled by train haul (there are over 15000 lineal feet of bridges thus filled), and this necessitated building the second main track almost entirely by train haul work. In the past few years, several drainage districts have been organized in the country this line traverses, which have materially lowered the water level near the track, and side borrow now appears possible in many places which were swampy at time of construction.

An exceptionally large amount of additional material has been required for making the roadbed on this line because of the settling of the embankments into the original ground. The long stretches of alluvial bottom lands encountered, are of very soft rich and yielding ground, and the water level is at no great distance below top of original ground. Settlement of the roadbed in many places has not ceased and it is difficult to maintain track to a given grade. It has been ascertained by tests that there has been required 454000 Cubic Yards of material to replace this sunken embankment.

Copies of all the final estimate vouchers which have been found covering roadbed work are attached to the inventory, together with list of extra work bills incurred on grading account. These lists do not pretend to be a complete statement of all the extra costs 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.

Copies of the following contracts are filed with the inventory:

- J. F. Nounan & Company, October 25, 1882.
- C. W. Griggs & F. D. Heustis of December 29, 1890.
- H. C. Henry of March 19, 1903.
- A. Guthrie & Company, July 11, 1903.

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

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