

NORTHERN PACIFIC RAILWAY COMPANY

STATE OF WASHINGTON.
VALUATION SECTION NO. 5
PRAIRIE LINE.

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

This is a single track branch line extending from point about midway between South Tacoma and Lakeview to Tenino.

Was constructed in the years 1873 and 1874 by the Northern Pacific Railroad Company. From the meager records so far found it seems that the general work of grading, building culverts and bridges, and tracklaying and surfacing was done by J. E. Montgomery under contract. Copy of estimate No. 7 dated November 1873, is submitted with the inventory but the final estimate has not yet been found nor has the contract under which the work was done. The clearing and grubbing was apparently done by J. E. Montgomery under his contract of April 5th, 1873 and a copy of this contract is filed with the inventory and an estimate sheet showing the quantities presumably returned to the contractor is submitted for inspection although the final estimate voucher itself has not yet been found.

During construction, and after considerable grading and clearing had been done, it was decided to change the location of the line and abandon some of the roadbed already built; this abandoned grading occurs between construction station 4185 and 4810 with the clearing limits extending beyond. This abandoned grading is included in the inventory as such. There was never any track laid on this dump although some ties were distributed and afterwards removed. A progress profile, file 200-13, of this work is submitted for inspection with the inventory.

The line cuts across the drainage which resulted in many sage and humps in the original grade line, many of which have been raised or cut down; the heaviest such revision was made in the vicinity of the Misqually River crossing in the year 1901, the work being done by the Company with its own forces.

The country traversed is generally a gravel country overlaid with thin deposit of vegetable mold and silt.

Copies of all the vouchers which have been found covering roadway work are included with the inventory together with list of extra work bills found covering changes to grading. This list of extra work bills does not pretend to be a complete statement of all the extra cost or in any sense a partial statement of original cost but merely enumerates some of the items of extra cost found readily available.

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

The ballast is composed of gravel and comes partly from local pits and partly from Mine Pit, the location of which is shown on print attached to the inventory.

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