

NORTHERN PACIFIC RAILWAY COMPANY
STATE OF WASHINGTON-VALUATION SECTION 10-F

ORTING BRANCH

RE-INVENTORY INFORMATION

GENERAL HISTORY AND OUTLINE OF THE WORK

This is a single track branch line extending from Orting to end of track.

It was constructed by the Tacoma, Orting and Southeastern Railroad Company in the years 1888 and 1889.

The general work of grading, building bridges and culverts and tracklaying and surfacing and ballasting was done by Geo. C. Montandon under his contract of August 30, 1888, copy of which is submitted with this inventory. A final estimate on this work has not yet been found.

An extension was made in year 1910, and a revision made near the end of the existing line; no final estimate has yet been found indicating the quantities handled.

This line follows the course of the Puyallup River for the greater part and is subject to destructive washouts, to prevent which, it has been necessary to provide substantial bank protection in way of bulkheads, retaining walls, drift barriers and riprap. This riprap used was secured from the Wilkeson quarries.

The clearing and grubbing has been very heavy, this entire section of the country was covered with a very dense timber growth.

Between stations 252 and 252+50, a bad slide has occurred, the cut having taken back to a distance of 150 feet and settled towards the track.

In 1903 spur, containing some 12500 feet of track was constructed jointly with the St. Paul and Tacoma Lumber Co; the Railway Company furnishing the track metal and the Lumber Company bearing all other expenses. This spur now leaves the main track at station 402+9 (the original connection was made at a point about 765 feet out of mile post 6, moved to present location because of linechange). This spur track is operated exclusively by the Northern Pacific and is included in the inventory in its entirety.

Since the completion of the original construction period, the Railroad Company has made improvements and additions with its own forces from time to time, placing ballast, building Right-of-Way fences, providing further bank protection and similar work.

Copies of all the final estimate vouchers which can be found covering Roadway work are included with 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.