

NORTHERN PACIFIC RAILWAY COMPANY  
STATE OF WASHINGTON-VALUATION SECTION 10  
PALMER JUNCTION TO MEEKER VIA BUCKLEY  
PRE-INVENTORY INFORMATION

GENERAL OUTLINE AND HISTORY OF THE WORK.

This is a part of the original main track to Tacoma.

It was built by the Northern Pacific Railroad Company in the following construction division.

As part of the Cascade Branch from Meeker to South Prairie in the years 1876 and 1877.

As part of the South Prairie section extending from South Prairie to the 50th mile from Tacoma. in years 1884 and 1885, A.S. Doc. 440.

No records has yet been found which indicates how the construction work was handled for that part between Meeker and South Prairie, neither has a record of quantities handled in the original construction.

On the South Prairie Section the general work of grading, building bridges and culverts, tracklaying and surfacing and ballasting was done by Nelson Bennett under the terms of his contract of September 1, 1884, and accepted proposal of July 30, 1885. Copy of this contract and of the final estimate incurred under same are included with the inventory.

In the years 1889 and 1890, a second main track was added between South Prairie and Cascade; the general work of grading being done by King and Dickinson under terms of their contract of November 25th, 1889. The work of tracklaying and surfacing and ballasting was done by the Company with its own forces.

Many difficulties were encountered in the construction of this line. This line, lying on the west slope of the Cascade mountains was covered with dense growth of timber, and the disposal of this debris was slow, because of the long rainy seasons. Many overhanging and dangerous trees were cut. Roads had to be cleared and graded for the hauling in of outfit and supplies.

Copies of all the final estimate vouchers which can be found covering roadway work, are submitted with the inventory together with lists of extra work bills found covering change to grading and crossings and signs. 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 items of extra cost found readily available.

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.

The ballast on this section is of gravel coming from the pits whose location is shown on the print attached to the inventory.

Many improvements and additions have been made to this property by the Railway Company since the completion of the original construction period. Embankments and cuts have been widened, bank protection installed, additional ballast placed, fences built, and other similar work.