

## STATE OF WASHINGTON-VALUATION SECTION 12

## CHENEY TO CONNELL VIA ADRIAN.

This is a single track line lying in Eastern Washington, extending from Cheney to Connell via Adrian, a distance of about 190 miles; its construction occurred in the following three divisions.

From Cheney to Coulee Junction was built by the Washington Central Railroad Company in the years 1888-1889 and 1890.

From Coulee Junction to Adrian was built by the Washington Central Railroad Company in years 1902 and 1903.

From Adco (near Adrian) to Connell was built by the Connell Northern Railway Company in years 1909 and 1910.

Connell to Adco (By Connell Northern). The general work of grading and laying of culvert pipe was done by Caughren, Winters, Smith & Co. under their contract of June 7-1909.

The tracklaying and surfacing, ballasting and bridging was done by Caughren, Winters, Smith & Company under their contract of Aug. 5-1909.

Copies of these contracts and lists of extra work bills incurred under same on roadway account are attached to the inventory.

The top soil on this part of the line is extremely light and volatile, very little sod is found, and the ground was originally covered by a heavy sage brush growth. Underneath the top soil is generally found hard pan, cemented gravel and loose or solid rock. The heavy wind storms which are common to this country, cause the soil to drift off in places, sometimes submerging fences and obliterating fills, causing them in the course of years to assume the appearance of cuts. Portions of embankments are often blown away both during construction and afterwards, and it is often necessary to place a protective coat of heavier material over them, hauled in for that purpose. There are no many living streams in this section but the line crosses many coulees or gullies, which although dry for the greater part of the year, carry a large amount of water after rain storms or during the melting of the snow; at such

times lakes and streams appear in unexpected places. Following reports are indicative of trouble experienced with drifting sand. Letter from H.C. Westfall, Assistant Engineer, of July 5-1909-C.E. File 2392-3: "I find that on the 10 ft. dump we are making on mile 57 that the material powders up and---- I am afraid that we cannot get a 1 1/2 to 1 slope----I would suggest that the top of the dump be made wider so that when the corners break off we will have a wide enough dump."

Letter from H.C. Westfall of March 13-1910 C.E. File 2392-4. "The wind has taken the shoulder off some of our fills and when they (workmen) tramp over these in tracklaying it makes them worse. I suppose this will have to be brought up to standard by work trains after track is laid."

Letter from H.C. Westfall of April 10-1910 C.E. File 2392-4. "The wind the last two weeks is cutting our banks and blowing material out from under the ties on the west side and we should put gravel on the west slope to prevent this. Some of these banks were put up last fall and had a dry hard coat over them, but the wind cut through the coat and the rest of the material is dry and easily blows away. Where we have surfaced from the side, the wind has blown material away so that we are going to have narrow dumps."

Report of H.C. Westfall of June 5-1910-C.E. File 2392-5: "One whole day lost last week account of dust storms. This storm took off a good deal of our banks and surfacing just south of the Ellensburg bridge at the Junction. In places as much as six inches was blown out from under the ties---- The wind storms are cutting our banks a great deal worse than when you (Chief Engineer) saw them and unless we put a shovel in we should arrange to get some gravel from Mesa pit where they (Operating Department) now have a shovel."

Letter from W.L. Darling, Chief Engineer, of June 18-1910. C.E. File 2392-5: "On the Connell-Northern there has been a great deal of trouble of narrow banks due to the wind blowing the material away and even with the additional work done by the Contractor some of the banks are still quite narrow. It would take about 25,000 yards to widen them out to the regular branch line standard.

There is a question as to whether these banks should not be protected with gravel which would require 25,000 cu. yds. additional, or a total of 50,000 cu. yds. of material to widen banks and thoroughly protect them against wind action. The material which these banks are composed of, is a fine volcanic dust and it is impossible to hold it in place without some heavy material."

Report of General Superintendent Richards of June 13-1910.

C.E.2392-5. (A report made before line was accepted or completed by the Operating Department).

"High fills, of which there is about 22,000 feet, are blowing badly and require immediate protection for the safety of the line and also for economical maintenance."

Report of Division Superintendent of April 22-1913.  
"Following report from Roadmaster Blood this A.M. "Went up Connell Branch this A.M. with extra gang and work train. Wind still blowing hard and sand drifting badly. Can do nothing with gang shoveling, sand blows back as fast as can shovel it out. Men refuse to work. Drifts start about M P 7 and extend 4 miles."

A great deal of bankwidening and bank protection work mentioned above as necessary, was done by the Company with its own forces immediately following the acceptance of the line from the Contractor.

Coulee Junction to Adrian, built by the Washington Central Railway Company in 1902 and 1903.

The general work of grading, building bridges and culverts was done by Foley Bros. and Peger Larson under their contract of Oct. 22-1902.

Tracklaying and surfacing and ballasting work was let to Salick and Hartnett under contract of April 23-1903. The Contractor, however, lost money, and the Railway Company was obliged to take over the work and complete same with their own forces.

Some of the fencing was done by J. Hanson under his contract of Sept. 30-1903.

Copies of the above mentioned contracts and lists of extra work bills incurred under same on grading account included with the inventory.

The general characteristics of this part of the line are the same, as for the part lying between Connell and Adco, except that a much greater proportion of loose rock and solid rock was encountered in grading the roadbed.

Considerable work has been done by Company forces since the completion of the original construction period, widening embankments, placing additional ballast and similar work. On this section also work has been necessary improving the slopes of cuts to prevent slides, as shown by report of Division Superintendent of Jan. 29-1912.

"Extra 1383 east struck rock slide in cut at M.P. 13 between Adrian and Bacon. Delayed extra 1383 and No. 235 each two hours. After No. 235 passed another slide came down at same point one rock contained 40 tons."

Cheney to Coulee Jct. built by the Central Washington Railroad Company in years 1888-1889 and 1890.

From Cheney to 30 miles west the general work of grading and building bridges and culverts was done by G.W.Hunt under his contract of July 16-1888, copy of which is attached hereto. The final estimate, or final estimate voucher returned for this work has not been found. The tracklaying and surfacing on this part of the line was apparently done by Company forces, a royalty of \$35.00 a mile being paid to Geo. W.Roberts for use of tracklaying machine.

From Davenport to Coulee Jct. the general work of grading, building bridges and culverts, installing water supply, erecting station buildings, tracklaying and surfacing and ballasting was done by Woods Larson & Company under their contract of June 26-1889 and extensions of Sept. 23-1889 and May 17-1890; copies of which and lists of extra work bills incurred under same on grading account are attached to the inventory.

This part of the line, between Cheney and Coulee Jct. possesses the same general characteristics as the line between Connell and Adrian. The clearing was heavier.

Considerable work has been done by Company forces on this line since the general construction period, widening embankments, placing additional ballast fencing and other improvement work.

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