

NORTHERN PACIFIC RAILWAY COMPANY
STATE OF WASHINGTON - VALUATION SECTION NO. 14.

RITZVILLE BRANCH

PRE-INVENTORY INFORMATION.

GENERAL HISTORY AND OUTLINE OF THE WORK.

This is a single track line extending from Ritzville to Bassett Junction.

Was constructed in the years 1809 and 1910 by the Connell Northern Railway Company. Track was laid in year 1910 from Bassett Junction to Schrag, but from Schrag to Ritzville no track has yet been placed, although the grading and bridging are completed.

The general work of grading and laying of culvert pipe was done by Caughren, Winters Smith & Company, under their contract of June 22, 1909. The work of building bridge, tracklaying and surfacing and ballasting was done by Caughren, Winters Smith & Company under terms of their contract of August 5th, 1909.

Copies of the above contracts, copies of the final estimates made on their account, and lists of extra work bills incurred under same an account of Grading, fencing Right-of-Way and crossings and signs are submitted with the inventory. These lists of extra work bills 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.

The country this line traverses possesses the same general characteristics as that found in Washington Section Number twelve. It is a dry rolling country. The top soil is easily drifted about by winds. Bad dust storms are common. During construction this top soil was often so dry and powdered so easily that was difficult to handle and at times the uncompleted embankments were blown away and had to be replaced. The hard pan and rock, which generally underlies this section, were at many places very close to the top of the ground and was necessary to handle a considerable amount of this class of material in grading the roadbed.

Some grain haul work, widening embankments was done by the Company with its own forces, immediately following completion of construction period.

The subsidence of the roadbed will be developed by trenching or other tests at time of Government Inventory.