

617  
NORTHERN PACIFIC RAILWAY COMPANY.

STATE OF WASHINGTON.  
VALUATION SECTION NO. 19 -  
SUNNYSIDE BRANCH.

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

This is a single track line running from Sunnyside Junction to Gibbon.

From Sunnyside Junction to Grandview was built by the Northern Pacific Railway Company in the years 1905 and 1906; The general work of grading, building bridges and culverts, fencing, right of way, track-laying and surfacing and ballasting being done by the Pacific Coast Construction Company under their contract of July 12th, 1905, copy of which is filed with the inventory.

From Grandview to Gibbon was constructed by the Northern Pacific Railway Company in the years 1915 and 1917. The general work of grading and laying culvert pipe was done by A. Guthrie and Company, under their contract of April 7th, 1916, and the tracklaying and surfacing was done by Martin Woldson under his contract of July 21st, 1916. Copies of these contracts are submitted with the inventory. The ballasting was done by the Railway Company with its own forces.

This line follows the valley of the Yakima River for the entire distance. The country traversed required irrigation and a great deal of work has been necessary to care for the many ditches. Between construction stations 216 and 305 the ground was too wet to permit of side borrow during construction (C.E. File 1556).

The clearing was quite continuous, that done between Sunnyside Junction and Grandview being heavier than found between Grandview and Gibbon.

This section is now undergoing reconstruction to fit it for use as an alternate main line, and as the work was not finished at the time this inventory was prepared the quantities contained therein are neither complete nor final.

Copies of all the final estimate vouchers which have been found covering roadway work are submitted with the inventory together with lists of extra work bills incurred under same on account of grading, crossings and signs and fencing right of way; 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 items of extra cost found readily available.

The ballast is composed of gravel coming from Mesa Pit, the location of which is shown on blue print attached to the inventory.

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

*Terminal*