

NORTHERN PACIFIC RAILWAY COMPANY

STATE OF WASHINGTON.
VALUATION SECTION NO. 1-B
PARKWATER TO MARSHALL.

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

This is a double tracked main line section. Was built, as part of its original main line, by the Northern Pacific Railroad Company in the years 1879 - 1880 and 1881. This section comprised part of the construction section called the "Pend d'Oreille Division" which extended from Wallula to the river crossing about five miles west of Hope, Idaho, called the 3rd crossing.

From the scanty records thus far found, the original grading seems to have been done by contract, although no statement of quantities handled or copy of the contracts have yet been found.

During original construction the line was built from the west towards the east, the track metal and equipment having been shipped from the eastern part of the United States; almost all being shipped via Cape Horn in boats.

The development of this section, of which the Spokane Terminal comprise the larger part, has been carried on very continuously, the work has been very heavy and very costly and has been done from time to time by the Railway Company with both its own forces and by contract.

Following is a list of the more important work done since the original construction period of which a record has been found:

In 1890 grading was done in Spokane Yard by A. McKenzie and Company under their accepted proposal of November, 1889.

In 1890, Donald, Smith and Howell and Donald and Howell did a large amount of grading by the day, record of this work amounting to \$15634.18 has thus far been found.

In 1890, Donald and Smith under their contract of April 5th, 1890, excavated some 142000 cubic yards of solid rock. Under this contract, this firm did extra work amounting to \$41473.30, copy of which is filed with the inventory.

In 1893, F.B. Howell did some grading for track along the south side of the depot grounds at Spokane and built a retaining wall under his contract of November 25th, 1892.

In 1896 T.L. Greenough excavated site for ice house in Spokane and retaining wall, under accepted proposal January 21-1896.

In 1896 and 1897 a large amount of grading for new yard in Spokane was done by Nelson Bennett under terms of contract dated July 10 - 1896.

In 1898 and 1900 work was done by the City Street Improvement Company excavating some 11054 cubic yards of solid rock from Spokane freight yard under contract dated September 15th, 1898.

In 1902 work was done on grading depot grounds in Spokane by the Alcatraz Asphalt Paving Company under their contract of December 6th, 1901.

In 1902 work was done removing solid rock from Spokane Depot grounds by George S. Deeks and Company under contract of May 13th, 1902.

In 1904 a small change of line just east of Spokane Yard was made by Deeks and Deeks under contract July 28 - 1904.

In 1905 a grade revision east of the O.W.R. & N. Crossing at Spokane and grading for a yard west of said crossing was done by A. Guthrie and Company under their contract of June 26th, 1905. Improvement No's. 554(05) and 655(05). There was an additional payment made to this contractor of \$4145.24 after final estimate voucher was passed.

In 1909 the second main track between Marshall and Wins was added, the general work of grading being done by Caughren, Winters, Smith and Company under their contract of November 11th, 1908. Some 6255 cubic yards of ballast for use on this double track was loaded by Porter Brothers and Welch under terms of accepted proposal, dated April 30th, 1909. The balance of the tracklaying and surfacing and ballasting was apparently done by the Railway Company with its own forces.

In 1910 a second main track from Seventh Avenue, Spokane, to Wins was added, the general work of grading being done by Grant Smith and Company under their contract of April 12th, 1910, and the tracklaying and surfacing and ballasting was done by the Railway Company with its own forces.

In 1910 and 1911 the second main track was added between Mile Post 73 and Yardley, the general work of grading being done by Boynton Church and McCoy under contract of July 7th, 1910, and the tracklaying and surfacing and ballasting by the Railway Company with its own forces.

In 1913 work was commenced on the Spokane Grade Separation, this work involved raising the tracks to provide under crossings for the then existing street grade crossings between Sprague and Division Streets on the east and 6th Avenue on the west.

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Contract for the work, which involved heavy concrete retaining walls, extensive rearrangement of the street approaches to the proposed under crossings, extensive provision for the abutting buildings and industries and other kindred work, was let to Guthrie McDougall and Company, dated January 6th, 1913. After the work had been under way several months, litigation developed which made it necessary to shut down the work, this was done and settlement made with the contractor accordingly. Later in 1914, after the litigation was settled the work was again undertaken and contract dated October 8th, 1914, was let to the W.J. Hoy Company covering all the concrete construction, foundations, and changes in existing streets, and public utilities, the grading of the roadbed, track-laying and surfacing and ballasting being done by the Railway Company with its own forces. This work was still uncompleted at time of Government inventory.

In 1912 and 1913 the facilities at Parkwater (Spokane) were greatly increased and enlarged. The erection of the buildings was done by contract and the grading, track-laying and surfacing and ballasting was done by the Railway Company with its own forces.

The development of the Spokane Terminals, as will be noted was very slow and costly, the materials excavated ran heavily to rock and the filling in the later days was largely train hauled. The work was carried on under all the handicaps present when such jobs are undertaken in a city surrounded by industries which must be continuously served by traffic connections and with the impediments which come from caring for an ever increasing train movement while the construction is being done.

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 (which have been found) on account of 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.

The ballast is composed of gravel, with some cinders, coming from pits whose location is shown on print attached to the inventory.

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