

NORTHERN PACIFIC RAILWAY COMPANY

STATE OF WASHINGTON
VALUATION SECTION NO. 21 -
SIMCOE BRANCH.

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

This is a single track branch line running from Wesley Junction to White Swan.

From Wesley Junction to Farron was built by the Toppenish, Simcoe and Western Railway Company in years 1910-1911 and 1912; the general work of grading and building bridges and culverts was done by O.F. Leonard under his contract of January 17th, 1910. The tracklaying and surfacing was apparently done by the Railway Company with its own forces.

The extension to White Swan was built by the Northern Pacific Railway Company in the years 1916 and 1917. The general work of grading and laying culverts was done by A. Guthrie and Company under their contract of April 7th, 1916. The tracklaying and surfacing was done by Martin Weldson under his contract of July 21st, 1916.

The labor placing Right of Way fence along the extension of this branch to White Swan was done by A. Johnston, Jr. and Company, under their contract of July 10th, 1916.

Copies of all the above mentioned contracts are submitted with the inventory together with list of extra work bills incurred under same on account of grading; 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 fencing on the first eight miles west of Wesley Junction was done by C. Wilkeson under the terms of his contract of October 23 - 1916. Copy of the final estimate is filed with the inventory.

The country traversed by this line is very open. The clearing is general was of sagebrush. This is an irrigated country and considerable work has been necessary to care for the numerous irrigation ditches.

Some parts of the line lie on rather wet ground and between Station 550 and the line runs through a sort of a lake against whose waters bank protection has been required.

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