

NORTHERN PACIFIC RAILROAD COMPANY.

STATE OF WASHINGTON.
VALUATION SECTION NO. 27-A.
DUPONT LINE.

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

This is a single track branch line running from Lakeview to Misqually, with about five miles of abandoned grade extending west from Misqually.

The original construction was done in years 1890 and 1891, by the Tacoma, Olympia and Grays Harbor Railroad Company. The general work of grading, constructing bridges and culverts, tracklaying and surfacing, ballasting, erection of buildings and water supply was done by Griggs and Heustis under their contract of June 27th, 1890 and accepted proposals dated October 20th, 1890, July 13th, 1891, August 15th, 1891 and October 16th, 1891, copies of which together with a copy of the final estimate dated January 15th, 1892 are submitted with the inventory.

In 1912, 1913 and 1914 a new double track line was constructed by the Northern Pacific Railway Company between Tacoma and Tenino, Washington Valuation Section No. 31; this line caused the abandonment of about five miles on this section between Misqually and St. Clair.

Between Lakeview and Misqually the line runs across a gravelly country which has considerable timber. The abandoned line between Misqually and St. Clair crosses the bottom land of the Misqually River; this land at time of original construction was covered with a heavy timber growth.

Copy of the final estimate voucher in favor of Griggs and Heustis is the only voucher thus far found covering roadway work and is submitted with the inventory together with lists of extra work bills incurred with same on account of grading. This list of extra work bills does not pretend to be a complete statement of all the extra cost or in any sense a partial statement of original cost, but merely enumerates some of the items of extra cost found readily available.

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

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

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