

NORTHERN PACIFIC RAILWAY COMPANY

STATE OF WASHINGTON
VALUATION SECTION NO. 22-A
ELMA BRANCH.

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

This is a single track branch line extending from Elma to Simpson.

Was originally built by the Puget Sound and Grays Harbor Railroad and Transportation Company in the year 1889. No record has as yet been found indicating manner of construction or of quantities handled.

For a part of the distance between McCleary Junction and McCleary, and at McCleary, the Northern Pacific Railway Company operate over the tracks of the Henry McCleary Timber Company. This arrangement is covered by various contracts, extracts from which are given on the track profile. Under these contracts the Railway Company was also permitted to lay tracks on the property of the Timber Company. The division of ownership of these tracks is shown on colored blue print submitted with the inventory. This print from station 26+37.4 to station 46+67, the point where Northern Pacific operation stops, is an exact copy of blue print attached to contract of April 26th, 1916, A.S. Doc. 6637, copy of which is submitted with the inventory.

At Simpson connection is made with the Port Blakely Mill Co. tracks, a logging road running to Kasilobie.

The ballast is composed of gravel with some cinders. The cinders came from Elma. The gravel came from local pits Station 81 to 101 with a little from Mima pit. The location of Mima pit is shown on blue print attached to the inventory.

There are no copies of final estimate vouchers or of construction contracts to submit with the inventory.

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

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