

NORTH PACIFIC RAILWAY COMPANY.
STATE OF WASHINGTON-VALUATION SECTION No. 29.
SOUTH BEND BRANCH.
APP- INVENTORY INFORMATION.
GENERAL OUTLINE AND HISTORY OF THE WORK.

This is a single track branch line extending from Chehalis Junction to South Bend, a seaport on Willapa Bay.

Construction on this line was started in August, 1890 by the Yakima and Pacific Coast Railroad Company and was continued until Feb. 13-1891, when the property was sold to the United Railroad of Washington, which Company continued the work of construction, completing same in January 1893.

The general work of grading, building bridges and culverts, fencing, tracklaying and surfacing, and ballasting, was done by Griggs & Heustee under the terms of their contract of July 7-1890, copy of which is submitted with the inventory.

In years 1891, 1892 and 1893 the terminal grounds at South Bend were graded by the Bowers Trading Company under the terms of their contract of July 28-1891, copy of which is submitted with the inventory.

A roadway was also constructed across the terminal grounds at South Bend in 1891, work being done by Clark and Gray as per their proposal of Feb. 2-1891; a copy of this contract and of the final estimate returned under same are filed with the inventory.

In order to hasten the work of construction the Railroad Company joined with the Contractor in building a wagon road over the Willapa Summit, also called the Rock Creek Summit, from the Chehalis Valley into the Willapa Valley. Work was done by Webster, Kelso & Dore, under terms of their accepted proposal of Feb. 11-1891. The Railroad Company paid \$2000.00 for this work. Copy of this accepted proposal and of the voucher passed in payment for the work are submitted with the inventory (C.E. Old Vault File 117-5).

This line runs up the Valley of the Chehalis River from Chehalis Junction and crossing the divide runs down the Willapa River Valley to South Bend, on Willapa Bay, an arm of the Pacific Ocean, where

the necessary improvements have been made for interchange of business with ocean steamers.

The clearing and grubbing have been very heavy, as this entire country was covered with a dense growth of timber, large trees predominate and the undergrowth was luxuriant. The long rainy seasons make slow and costly work of disposal of the debris. Many isolated, overhanging and dangerous trees were cut outside of clearing limits.

There have been many places found where the original ground has yielded to the weight and pressure of the embankment, and a very large amount of yardage has been required to backfill such settlements. A statement of this special subsidence is submitted with the inventory. The general subsidence of the roadbed will be developed at time of Government inventory.

Copies of all the final estimate vouchers which can be found covering roadway work are submitted with the inventory, together with lists of extra work bills incurred with same on account of grading, crossings and signs and fencing. 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 Company has done a great deal of ~~work~~ work with its own forces since the completion of the original construction period building additional sidings, right of way fences, placing tip plates, adding ballast, replacing temporary bridges and culverts with permanent materials, filling temporary bridges, raising sags, and other kindred work.

The re-inforced concrete piers in use on this line are manufactured in the Railway Company's Plant at Auburn, Washington.

The ballast on this line is of gravel coming whose location is shown on prints attached to the inventory.

A list of items in ~~the~~ ~~work~~ ~~is~~ ~~included~~ ~~in~~ ~~the~~ ~~inventory~~ ~~and~~ ~~items~~ ~~to~~