

NORTHERN PACIFIC RAILWAY
WASHINGTON - VALUATION SECTION 32
YACOLT BRANCH
PRE-INVENTORY INFORMATION.

GENERAL OUTLINE AND HISTORY OF THE WORK

This is a single track branch line, extending from Vancouver Junction, a point on the Columbia River near Vancouver, Washington, through Yacolt to a terminus about fifteen miles east.

This line was constructed in the following sections:

From Vancouver to a point about fifteen miles northeasterly, near Brush Prairie, was built in years 1888 to 1892, by the Vancouver, Klilckit and Yakima Railroad Company. No record has as yet been found as to the manner of construction, i. e., by contract or by Company forces.

From near Brush Prairie to Yacolt the Portland, Vancouver and Yakima Railway Company constructed a continuation of the line in years 1901 and 1902. According to the copies of monthly estimates attached to the inventory, the general work of grading, driving tunnels and building culverts on this section was done by the Western Construction Company under contract; the work of building bridges was also apparently done by W. C. Conley & Co. under contract. Copies of these contracts or of the final estimates made under same have not as yet been found.

In the year 1905 a new connection to this branch was built from Vancouver Junction to near Hidden, and the original line from Vancouver to near Hidden was abandoned. The general work of grading and building bridges and culverts was done by the Pacific Coast Construction Company under their contract of April 24, 1905. Copy of the final estimate voucher covering this work is attached to the inventory, but as yet a copy of the contract has not been found.

The clearing on this line was heavy and quite continuous; the grubbing of the stumps and disposal of the debris from the clearing and grubbing was an arduous job on account of the long rainy seasons. Many overhanging and dangerous trees were cut.

The Company has done a great deal of work on this line in addition to that done under contract, filling bridges, widening embankments, placing additional ballast, fencing Right of Way, and other improvement work. There have been quite a number of bulkheads and cribs placed.

At places on Miles 2 and 3 it has been necessary to build flumes for the protection of the roadbed.

From time to time extensions have been made beyond Yacolt, until now there is about fifteen miles of track in what is termed the Yacolt Branch Extension. These tracks were maintained and operated by the Northern Pacific Railway Company under an agreement with the Weyerhaeuser Timber Company of May 8th, 1903 (AS Dec. 1541). This operation was continued until December 4th, 1911, when a new contract was made between the two above mentioned Companies, which provided that the Timber Company would assume the maintenance and operation of these tracks and that the Northern Pacific Railway Company would re-imburse the Timber Company for such operation through a deduction of freight rates (Letter from G. T. Slade to Howard Elliott, of Jan. 15, 1912).

The ballast on this line is composed of gravel together with some cinders. The cinders coming from points as noted, and the gravel from pits, the location of which are shown on print attached to the inventory.

Copies of all the estimate vouchers which can be found (although they all do not appear to be final) covering roadbed work are attached to the inventory, together with lists of what extra work bills can now be found. 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 extra costs incident to construction which have been found readily available.

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

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