

NORTHERN PACIFIC RAILWAY COMPANY

STATE OF MONTANA.-
VALUATION SECTION NO. 11
PARK BRANCH.

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

This is a single track branch line running from Livingston to Gardiner, an entrance to the Yellowstone National Park.

From Livingston to Cinnabar, a distance of 51.4 miles was constructed by the Rocky Mountain Railroad Company of Montana in the years 1882 and 1883. The general work of grading, bridging and tracklaying and surfacing (except about five miles of tracklaying out of Livingston which was done by Company forces) was done by Winston Brothers and Clark under the terms of their accepted proposal of March 5th, 1883, copy of which is submitted with the inventory. C.E. Old Vault File 49-3. Copy of the final estimate has not yet been found, copy of some intermediate estimates are however submitted with the inventory. In 1902 an extension was built from Cinnabar to Gardiner, the general work of grading was done by Rich and Harris under terms of their accepted proposal of May 21st, 1902. This proposal provided for the work to be done on cost plus a percentage. Copy of the proposal and of the final bill rendered is submitted with the inventory.

There have been many improvements made to this line from time to time. Temporary bridges have been filled, the embankments have been generally raised and widened, the cuts have been widened and ditched, temporary culverts have been replaced in permanent form, additional ballast placed and other similar work. At Gardiner work has been done beautifying the station grounds; a lake was excavated in 1903 by W. J. Bradshaw and a driveway was built at the same time (the work on the driveway being done by the United States Government and billed against the Railway Company) AFE 446 (03).

The line follows the valley of the Yellowstone River for the entire distance. Much of the valley itself is rather flat and much irrigating is done.

Considerable subsidence has been noted on this line and will be completely 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 list of extra work bills incurred under same on account of grading; this list 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 with some dis-integrated granite in the tracks at Gardiner Station. The gravel came from local pits, the cinders from Livingston and the disintegrated granite from Homestake, all of which locations are shown on blue print attached to the inventory.

Gravel ballast was secured from various pits along the line, locations of which are shown on attached print.

Rock ballast, which was placed in Point Defiance Tunnel, was secured from State of Washington rock quarry at Meskill. It was placed in tunnel by Company Forces.

A short section of an experimental concrete roadbed in three types was placed in cut on Mile 27. A complete report covering same is attached hereto.

Because of settling of embankment it has been necessary to reballast portion of this line since completion of construction.

The work constructing the Tacoma-Tenino line was done almost entirely by contract, in the units shown below. Copies of the various contracts are attached hereto.

Driving Point Defiance Tunnel, or Tunnel No. 2, and grading approaches thereto, by Nelson Bennett.

Grading, Timber Sea Wall, Bridge Foundations, except Stella-Coom Creek, Culverts and Timber bridges, by Porter Bros., and Grant Smith & Company.

Foundation for Steilacoom Creek Waterway Bridge done by Extra Work.

Rip-rap by International Contract-Company, and J. M. Clapp.

Frame Station Buildings by C. J. Rounds Construction Company.

Depots at Tenino and Steilacoom by John Wallin.

Erection of Steel Bridges by McCleary & Willard.

Placing sod on portal slopes, Point Defiance Tunnel, by Theo. Kalma.

Tracklaying and Ballasting by Porter Bros., Grant Smith & Company, and portion done by Company Forces.

Water Supply Stations by C. J. Rounds Construction Company.

The inventory of this Section has been compiled from the pay quantities as defined by the various contracts under which the work was done, plus the work done by the Company with its own forces. In other words this inventory is a statement of pay quantities as paid for by the Company and not merely an enumeration of cut and fill quantities as are shown on all other inventories submitted, unless the contrary is specifically noted thereon.