NORTHERN PACIFIC RAILWAY

STATE OF OREGON - VALUATION SECTION 1

PORTLAND TO GOBLE

PRE-INVENTORY INFORMATION.

GENERAL OUTLINE AND HISTORY OF THE WORK

This is a line running from Portland to Goble along the south bank of the Columbia River; is single track for entire distance except about a mile of double track on the Portland end. The track runs to a ferry slip at Goble where trains were ferried across the Columbia River to Kalama, Washington, prior to completion of bridge between Vancouver, Wash., and Willbridge, Oregon.

Was constructed by the Northern Pacific Railroad Company in 1883.

The work of grading and building bridges and culverts was done by Montgomery & Hoffman under their contract of February 17th, 1883.

The work of tracklaying and surfacing and ballasting was done by J. B. Montgomery under his contract dated May 21st, 1883. This contract provided for payment to the contractor of a bonus on a sliding scale if completed before September 20th, 1883; the contract was completed by September 10th and a bonus of $200.00 per mile was paid.

Copies of the above contracts and list of extra work bills incurred under same on account of grading are attached hereto.

The earth cuts were originally graded to be 20 feet wide at sub-grade with one to one slopes. Rock cuts were graded 18 feet wide at sub-grade with one-quarter to one slopes; rock cuts were excavated to depth of six inches below sub-grade and were backfilled with suitable material. Embankments were graded 14 feet wide at sub-grade with one and one-half to one slopes.

The train ferry across the Columbia River to Kalama, Wash., was operated first from Hunters, Oregon, a town about three miles up the river from Goble, where ferry slips and appurtenant water front work were constructed. Later it was deemed advisable to abandon this ferry terminus and establish one at Goble. This work was done by A. W. McKenzie & Company, under their contract of January 25th, 1890, copy of which is attached hereto. The ferry slips at Hunters were abandoned.

Trouble was experienced during original construction with sliding cuts: the ones in the vicinity of Construction Station 600 proving very troublesome. To quote a letter from J. B. Montgomery (of Montgomery & Hoffman) of August 30th, 1883: "The material in the cuts near Station 600 is not what was supposed. They are through cuts through quicksand with water flowing through it. Wagon teams first gave out, then scrapers, although we raised the wages of both. Even Chinamen bucked, but finally with wheelbarrows and casting over four times we got the track through. Yesterday it buried the track and train was delayed two hours." Above letter is found in Chief Engineer's Old Vault File No. 38.

It seems that at one time piles were driven in these cuts to help hold them.

The contractors on this line were obliged to build their own saw-mills to cut the timber required in the construction of this line and to build barges to transport the same to the work. See letter from J. B. Montgomery to Chief Engineer of September 18, 1883, found in Chief Engineer's Old Vault File No. 38.

It was necessary to make extensive changes in highways because of conflict with location of railroad. There were between twenty and thirty of these changes, and yardage moved in doing this work is included in estimates of Montgomery & Hoffman, contractors.

The timber on this line was of the large growth usually found in the North Pacific coast country, and the clearing and grubbing was heavy. Many isolated overhanging and dangerous trees were also cut.

A great deal of work has been done by Company Forces on this line since the completion of the construction period; temporary bridges have been filled, embankments widened, sags raised, additional ballast placed, further rip-rapping done, and other kindred work.

Dredging of the harbor of Goble on the Columbia River was done to develop the channel and accomodate ferry boats.

This line, lying as it does along the south bank of the Columbia River, crossed many sloughs, bayous or arms of the river and other places where yielding ground was encountered, resulting in extremely heavy settlement of the embankment in many special places. A general subsidence of all embankment has been noted and will be developed by means of trenching or other tests, in addition to the special subsidence noted above.

The ballast on this line is composed of gravel, crushed rock and some cinders. The gravel and crushed rock came from pits the location of which is shown on a print which is attached to the inventory. It was necessary to make a very long haul on part of the gravel because of shortage on local material.

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

Copies of all final estimate vouchers which can be found covering roadbed work are attached to the inventory, with lists of extra work bills incurred by the contractor on the grading account. 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 enumerates some of the extra cost incident to construction, which have been found readily available.