

NORTHERN PACIFIC RAILWAY COMPANY
STATE OF WASHINGTON - VALUATION SECTION 2 D

PALMER'S CUTOFF

PRE-INVENTORY INFORMATION

GENERAL HISTORY AND OUTLINE OF THE WORK

This is a single track main line running from Palmer Junction to Auburn.

Was constructed in the years 1899 and 1900 by the Northern Pacific Railway Company.

The general work of grading, building bridges, placing culvert pipe, tracklaying and surfacing, ballasting and building Right of Way fences was done by Henry and Bennett under terms of their contract of July 10, 1900, copy of this contract is submitted with the inventory. Some of the grading on original construction was also done by John Nolan under terms of his contract of August 1899.

While the bulk of the grading on this line was done by the Contractor mentioned above, there were several places where a temporary grade was constructed and the work later completed by the Company with its own forces. The most notable instance was between mile post 100 and Auburn, where the line crosses a large flat, which, during the rainy seasons, is too wet to afford good borrow. The roadbed at such places was completed by train haul work.

It was necessary to move considerably more yardage during construction than originally anticipated by the Engineers. Numerous slides and the necessity of carrying on the work during the rainy seasons, all combined to make such increases. From mile post 83 to mile post 100, the course of the Green River is followed and later several small tortuous streams making numerous channel changes necessary.

The clearing and grubbing on this line is very heavy. The country is rough and rugged and covered with heavy timber growth generally found on the west slope of the Cascade Mountains in State of Washington. Many overhanging and dangerous trees were cut.

During the construction a new connection to the Green River Branch was made at Kanastot, thereby eliminating a crossing of the Green River.

At mile post 90, it was necessary to change the grade of the Columbia and Puget Sound Railway to provide clearance for the crossing. The C.&P.S. tracks were raised requiring 24099 Cubic Yards of Embankment. This work was done by the Northern Pacific and is included in the inventory.

In the summer of 1901, a change of channel of the Green River was made at Bridge Number 4. This work was done by Fred Brooks under the terms of his contract with King County of April 4th, 1901.

The Northern Pacific paid two thirds of the cost of this work, the total amount of which is included in the inventory.

Since the completion of the original construction period, the Railway Company has done considerable work widening embankments, placing additional ballast, placing additional bank protection, placing rail anchors and other kindred improvement work.

The ballast on this line is of gravel, coming from Auburn Pit, the location of which is shown on print attached to the inventory.

There are many special places, which have been found, where the embankment has settled into the original ground and considerable yardage has been required to bring the roadbed back to grade. A statement of the yardage in this special subsidence is included with the inventory. The general subsidence of the roadbed will be developed by appropriate tests at time of Government inventory.

Copies of all the final estimates covering roadbed work are submitted with the inventory together with lists of extra work bills incurred under the same contracts on account of grading and fencing Right of Way. These lists of extra work bills do not pretend to be a complete statement of all the extra costs or in any sense a partial statement of original cost, but merely enumerate some of the extra cost incident to construction which have been found readily available.