

NORTHERN PACIFIC RAILWAY COMPANY
STATE OF WASHINGTON-VALUATION SECTION 10-D
CARBONADO TO FAIRFAX
PRE-INVENTORY INFORMATION
GENERAL HISTORY AND OUTLINE OF THE WORK.

This is a single track branch line extending from Carbonado to Fairfax.

It was originally constructed by the Western American Company between April 1898 and August 1901. It was purchased by the Northern Pacific Railway Company on August 3rd, 1901. (Corporate History)

No records have as yet been found which indicate the manner in which the work of construction was done. Chief Engineers correspondence file 522, indicates that the cuts and fills were originally graded 10 feet wide at subgrade.

In the year 1912, a heavy line change was made at Fairfax, eliminating one crossing of the Carbon River, which was subject to damage and numerous washouts in highwater. The general work of grading, laying of culverts and tracklaying and surfacing was done by McKivor, Taylor and Maguire under their contract of February 21, 1912, a copy of this contract is submitted with the inventory. At this time, also a change was made of the County road at Fairfax.

Tracks for the Washington Co-operative Mining Syndicate Coal Mines were provided, as per terms of agreement of August 28, 1901, copy of this agreement and voucher passed in payment for work done are included with the inventory.

This line follows the Carbon River the entire distance; this valley is very narrow and for long stretches the river flows through deep gorges. The hill side slopes are steep and retaining walls have been necessary to hold the embankments. The fall of the river is rapid and where ever its waters are encountered substantial construction is necessary. The clearing and grubbing was very heavy, as is common with all the foothills on the west slope of the Cascade Mountains, a dense forest predominated; many isolated, overhanging and dangerous trees were cut outside of the clearing limits.

A large amount of improvement work has been done by the Company with its own forces, since acquiring this line: Cuts and fills were widened, cuts and retaining walls enlarged, and strengthened, ballast has been placed, rip rap added and other similar work.

A copy of all the final estimate vouchers which can be found relating to Roadway work, together with a list of extra work bills incurred under same on grading account are submitted with the inventory. 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 items of extra cost found readily available.

The subsidence of the roadbed will be developed at time of Government Inventory.

The re-inforced concrete culvert pipe in place on this line was manufactured by the Railway Company in its plant at Auburn, Washington.