

NORTHERN PACIFIC RAILWAY COMPANY
STATE OF WASHINGTON-VALUATION SECTION 10-E
CROOKER BRANCH
PRE-INVENTORY INFORMATION
GENERAL HISTORY AND OUTLINE OF THE WORK.

This is a single track branch line extending from Crooker to Wingate (formerly Douy).

It was constructed by the Northern Pacific and Cascade Railroad Company in the years 1888 and 1889.

This line was built by the Carbon Hill Coal Company for the Railroad Company, copy of the voucher made to the Coal Company from the Railroad Company is included with the inventory; the general construction work of grading, driving tunnels, building bridges, and culverts, tracklaying and surfacing being done by Nelson Bennett under his contract of May 3rd, 1888, copy of this contract is submitted with the inventory.

In 1899 an extension of the yard at Douy (Wingate) was graded by Rich and Dingle under their contract of March 24th, 1899, and accepted proposal of September 1899. Copy of this final voucher made covering this contract is included with the inventory.

From a point about two and one half miles out of Crooker to Wingate, the grade climbs along the side of a canyon with a high rock bluff on the one side and a river on the other. This stream has a fall of approximately one hundred feet to the mile and wherever the roadbed comes in contact with its swiftly flowing waters, very heavy rip rap and bank protection is required. There are numerous slides along this line, which extend in places as far as 150 feet from the center of track, slides coming from pockets of clay and coarse gravel overlying rock and fed by springs and rains to a plastic mass, which was probably set in motion through the excavation along the toe; a great deal of the yardage from these slides was wasted on the opposite side of the track. Many of these slides are now overgrown with brush and alders and are not visible to a casual inspection from the track. A good example of this is found between stations 190 and 200. Bad slides have occurred at tunnel No. 1 also. A great deal of waste from the rock cuts was necessary during construction.

Copies of all the final estimate vouchers which have been found covering roadway work are submitted with the inventory together with the lists of extra work bills incurred under same on account of grading, these lists of extra work bills do not pretend to be a complete statement of all the extra costs nor in any sense a partial statement of original cost, but merely enumerate some of the items of extra costs found readily available.

*Field Books show Costs by S.P.R.C.
Cons. by S.P.R.C.*

Since the completion of the original construction period, the Railway Company has done considerable improvement work with its own forces, placing additional bank protection work, removing material from sliding cuts, placing ballast, replacing timber culverts with permanent material, filling temporary bridges and other similar work.

The ballast on this line is of gravel coming from the pits whose location is shown on blueprint attached to the inventory.

The re-inforced concrete pipe in use on this section was manufactured in the Railway Company's plant at Auburn, Wash.

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