

STATE OF WASHINGTON.
VALUATION SECTION NO. 12-A.
COULEE JCT. TO COULEE
CITY.

This is a single track line extending from Coulee Junction to Coulee City. Coulee City was formerly the terminus of the line from Cheney before the extension was made to Adrian.

Was constructed in the years 1888, 1889 and 1890 by the Washington Central Railroad Company. The general work of grading, clearing and grubbing and tracklaying and surfacing was done by Woods, Larson and Company under their contract of June 28-1888 and extension of Sept. 23-1889 and May 17-1890.

Beyond Coulee City for a distance of about nine miles, an extension was graded in years 1888 and 1890. The work being done by Woods Larson & Co. under the above mentioned contract. This grade was never occupied by track and is now considered abandoned and is included in the inventory as such. Also in the year 1888 there was considerable grading done in the vicinity of Coulee City and west by Geo. W. Hunt under his contract of June 1-1888. This grade was never occupied by a track and is now considered abandoned and is included in the inventory as such.

Copies of the above mentioned contracts, copies of the final estimate vouchers and lists of extra work bills incurred under same on account of the roadway work are submitted with the inventory. The 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 enumerate some of the extra cost incident to construction which have been found readily available.

The general characteristics of the country in which this line lies are the same as found for the line between Cheney and Coulee Junction in Washington section number twelve.

The ballast on this line is of gravel with some cinders; the cinders coming from the terminal at Coulee City and the gravel from pit on mile 82 of Washington Section twelve.

No tie renewal statement is submitted with the inventory as it was impossible to subdivide this section from that part which is included in Washington Valuation Section twelve.

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

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