

STATE OF WASHINGTON
COUNTY OF SPOKANE
DIVISION OF HIGHWAYS

SEATTLE BRANCH

This is a single track branch line between Spokane andavenport. The line at present is in operation by the Northern Pacific Railway Company only betweenavenport and Pinar; the part between Pinar and the lower crossing of the Spokane River, in Spokane, has been abandoned; in Spokane just east of the lower river crossing there is still in place some 1113 linear feet of track, owned by the Northern Pacific; from the end of this track to the upper crossing of the Spokane River, a distance of about 2.85 miles, the property has been leased by the N.P.Ry. Co. to the Seattle and Eastern Construction Company, A.S.P.C. 557 1/2 of September 18th., 1898, (this lease having since come into the possession of the Oregon-Washington Railroad and Navigation Company, which operated the property). The property at the upper crossing, (the bridge across which has been removed) is held for future use.

This line was built by the Seattle Lake Shore & Eastern Railway Company in the years 1888 and 1889. The general work of grading, building bridges and culverts, track laying and surfacing and ballasting was done by Burns and Chayman, and the Seattle and Eastern Construction Company under the terms of their contract of April 25-1888. The bridge across the Spokane River at the lower crossing was built by Filsen, McKenzie and Company and the Seattle & Eastern Construction Company under the terms of their contract of August 3-1898. Copies of these contracts are submitted with the inventory; final estimates have not as yet been found.

A copy of voucher made in payment for the bridge line at the upper crossing in Spokane is submitted with the inventory as is a copy of settlement made with Burns & Chayman in amount of \$240,000. The construction records of this line are rears, progress profiles, file 522-11, 128-12, 229-14, and note book 657 are submitted with the inventory.

The country this line traverses is very similar to that in which Washington Valuation Section Number 15 is found. The land is nearly all dry farmed and is underlaid in varying depths with hard pan and rock.

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.