

NORTHERN PACIFIC RAILWAY
STATE OF WASHINGTON-VALUATION SECTION 17
EUREKA TO DAYTON

PRE-INVENTORY INFORMATION
GENERAL HISTORY AND OUTLINE OF THE WORK

This is a single track line extending from Eureka to Dayton.

Was constructed in years 1888 and 1889, by the Oregon and Washington Territory Railway Company. That part between Eureka and Walla Walla being built in 1888 and from Walla Walla to Dayton in 1889. No record has as yet been found to indicate whether built by company forces or by contract. Very complete original cross section notes and an original profile are submitted with the inventory.

In many places along this line the top soil is a volcanic ash which packs very hard at times when dry, but which washes very easily when touched by rains or streams of water, and the embankments made from such material are very liable to erosion. And in many places, notably between Climax and Fule and between Huntville and Dayton, the top soil has been washed down from the hills and up against the slopes of the fills so that at the present time no filling for roadbed is apparent where original records show same to have been made at time of construction. In some places the soil has been washed over the track during freshets and the roadbed appears now to be in a cut where originally a fill was made.

A great deal of work has been done by the company with its own forces since the completion of the construction period, filling bridges, fencing Right of Way, placing ballast, etc.

The ballast on this line is composed of gravel and cinders, the cinders coming from the points noted in the inventory and the gravel from Wesa Pit, the location of which is shown on blue print attached to the inventory. Was necessary to make a long haul on the gravel ballast because a shortage of local material.

Work building sidewalks at Walla Walla has been done by Archie Nicholson, under his contract of August 30, 1910, and paving at the same place has been done by the Pacific Paving Company under their contract of July 30th, 1910. Copies of these contracts and copies of final estimates vouchers are submitted with the inventory.

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

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