

NORTHERN PACIFIC RAILROAD COMPANY

STATE OF WASHINGTON.
VALUATION SECTION NO. 25-B
COOSTA BRANCH.

PRE-INVENTORY INFORMATION.
GENERAL OUTLINE AND HISTORY OF THE WORK.

This is a single track branch line extending from Aberdeen Junction to Bay City, and to Cosopolis. Runs along the south shore of Grays Harbor, a bay of the Pacific Ocean, for the entire distance.

From Aberdeen Junction to Coocsta was constructed by the Tacoma Olympia and Grays Harbor Railroad Company during the years 1890, 1891 and 1892. The general work of grading, building bridges and culverts, fencing, erecting buildings, tracklaying and surfacing and ballasting was done by Griggs and Heustis under the terms of their contract of June 22nd, 1890, and accepted proposals of Oct. 20th-1890, July 13th, 1891, Aug. 5th, 1891 and Oct. 16-1891, copies of which are submitted with the inventory.

From Coocsta to Bay City was built by the Northern Pacific Railway Company in the year 1911, the general work of grading, building bridges and culverts was done by the Cross & Wolff Engineering and Contracting Company under their contract of May 19th, 1911, copy of which is submitted with the inventory.

The clearing and grubbing have been extraordinarily heavy, the timber growth being very similar to that found on the part of Washington Section 26 between Hoquiam and Moclips. The heavy rainfall handicaps the clearing debris.

Has been necessary to provide protection for considerable portion of the roadbed against the action of the ocean waves, a large amount of crib work has been done and riprap placed.

The roadbed for practically the entire distance lies upon tide flats composed of very soft and yielding material, and a heavy settlement of the roadbed has been noted. This subsidence will be developed at time of Government inventory.

Copies of all the final estimate vouchers which can be found covering roadway work are submitted with the inventory together with 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, or in any sense a partial statement of original cost, but merely enumerate some of the items of extra cost found readily available.

Some 3185 lin. ft. of temporary bridges have been filled since the completion of the original construction period.

Between miles 51 and 66 there is considerable grading which is not now occupied by a track but as the same is not considered abandoned, the quantities are included with the regular inventory, on separate sheets.