

VALUATION SECTION WASHINGTON 10.

During the summer of 1907 three reconnaissance trips were made in connection with the proposed surveys for this branch. They all had Enumclaw as the objective point, the difficulty being in finding a suitable connection with the main line. One route was investigated west from Enumclaw along White River to Auburn; one north through Franklin to connect with the main line in the Cedar River Valley; and one east along Boise Creek.

Instrumental surveys were begun in April, 1908, and continued through July, in which time seventy-one miles of preliminary and two miles of location survey were made. Work then temporarily ceased until April, 1909, when it was resumed and continued until July 4th, in which time eighteen miles of preliminary line and fifteen miles of location were surveyed.

A resurvey was made in December, 1909, just previous to construction and several revisions made.

Summarizing the survey work; a total of eighty-nine miles of preliminary and thirty-one miles of located line were covered or a ratio of six and one half miles of the former and two and three tenths miles of the latter to one mile of adopted line.

The line as constructed leaves the main line at Bagley Junction, a point about four miles west of Cedar Falls, and extends in a general southerly direction to Enumclaw. About two miles of the White River Lumber Company's track is used jointly with that Company, between the Wye at Enumclaw Junction and the headblock of the C. M. & St. P. depot and yard tracks at Enumclaw. According to the contract this track is maintained solely at the expense of the C. M. & St. P. Company.

That part of the line between Bagley Junction and Selleck, a distance of about two miles, was constructed by the Seattle & South-eastern Ry. and was purchased by this Company. This line was of medium construction work on approximately a 2.65% gradient and maximum curvature of twelve degrees. From Selleck the gradient is descending on a maximum of one percent to the crossing of Green River in mile five, thence the gradient is rolling with a maximum of 1.4 percent to the crossing of the Buckley Branch of the Northern Pacific in mile seven, thence descending with a maximum of 1.2 percent to Veazie Creek, in mile eleven, thence ascending with a maximum of 1.7 percent

to Enumclaw Junction. A large amount of curvature, some quite sharp, is used in following the contours of the mountains. Between Kangley and Green River the main line of the Northern Pacific is followed quite closely.

The construction was carried on under the supervision of a District Engineer who reported to the Division Engineer in Seattle. The contract for clearing, grading, bridge and culvert work was let to H. C. Henry who in turn sublet to other contractors.

Clearing and grubbing were necessary over the entire line as it passes through heavily timbered region.

The grading was mediumly heavy, averaging about 24,000 cubic yards per mile, of which a large portion was classified material.

Contractor's supplies and equipment were shipped over the existing lines of railway to the point nearest the work and taken from there by teams. Some wagon road work was necessary for the transportation.

Three important bridges were built, one over Green River and the main line of the Northern Pacific Ry., in mile seven, one over the Buckley Branch of the Northern Pacific at Bayne, one in the Enumclaw Yards where a log flume belonging to the White River Lumber Company was crossed. A large part of the latter bridge has since been filled with train hauled material. The crossing of Green River required a 125 foot Deck Howe Truss, which was built by the Railway Company forces. The other bridge work consisted of pile and frame trestles which were built by the contractor's forces. Material was purchased from local mills.

The culverts were largely built of hewn timber obtained on the right of way, although some vitrified pipe was used which was purchased at Renton, Washington, and shipped in by rail.

Track laying was commenced on October 6th, 1910, and completed on November 18th of the same year. Ballasting was done during the same period, with material from the Enumclaw gravel pit.

Right of way fence with the necessary crossing facilities has been built except in inaccessible and isolated places.

The buildings were constructed by the Railway Company forces after the track was laid, and the material was delivered by rail. A 24' x 98' one story frame depot was built at Enumclaw. Section facilities were built at Enumclaw Junction and Bayne. Passenger shelters were placed at the less important sidings.

Telegraph material was distributed by work train and erected by the Railway Company forces. Telephones were installed in the depots and in booths at blind sidings.

Permanent water supply stations have been installed at

Selleck and Enumclaw. At Selleck the supply is obtained by gravity from a local stream and at Enumclaw from the city mains.

The Enumclaw Branch is operated as a part of the Coast Division, the usual branch line equipment being used.