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KARL MORELL

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EI-2539  
yr

October 3, 2006

Victoria Rutson  
Chief  
Section of Environmental Analysis  
Surface Transportation Board  
1925 K Street, N.W. - Room 504  
Washington, DC 20423

Re: STB Docket No. AB-994, Kettle Falls International Railway LLC --  
Abandonment Exemption -- In Ferry County, Washington

Dear Ms. Rutson:

Attached please find an original of the Historic Property Inventory Report prepared for Kettle Falls International Railway LLC by the Eastern Washington University. Copies of the Report have been forwarded to the Washington State Department of Archaeology and Historic Preservation.

Sincerely,



Karl Morell

Enclosures

September 20, 2006

Michael Ogborn  
OMNI-TRAX  
50 S. Steele, Suite 250  
Denver CO 80209

**Re: Historic Property Evaluation of the Kettle Falls International Railroad, Danville to San Poil; Docket No. AB-994 (SUB-NO. 1X)  
AHS Letter Report 2006-14**

Dear Mr. Ogborn:

The Kettle Falls International Railway (KFR) proposes to abandon approximately 28 miles of track in Ferry County, Washington, located between milepost 48.779, near Danville, Washington, and milepost 77.14, near San Poil, Washington (Figure 1). Upon receipt of abandonment authority, KFR intends to remove the rail, track materials, and cross ties. No bridges will be removed. The abandonment of this portion of the larger KFR was precipitated by the closure and demolition of the Pope and Talbot lumber mill near Republic. Future plans for the railroad alignment call for the creation of a recreational pedestrian and bicycle path along all or most of the abandoned portion.

The Washington State Department of Archaeology and Historic Preservation (DAHP) requested that KFR retain a qualified historian to evaluate the railroad line and historic structures directly associated with the line in order to determine their integrity and their eligibility for listing on the National Register of Historic Places (NRHP). Archaeological and Historical Services (AHS), Eastern Washington University (EWU), agreed to conduct such an evaluation and to issue a report on results and recommendations for submittal by KFR to DAHP. Subsequently, AHS conducted historical background research, surveyed the line and historic structures, provided a report and completed Washington State Historic Property Inventory Forms for the railroad line, two bridges, and one tunnel. Historic background material was available at local repositories. The survey was conducted by truck converted to ride rails, by automobile, and on foot. Photographs were taken with a digital camera. Inventory forms were recorded on CDs for entry into the DAHP database of historic property inventory forms.

The impetus for building a railroad in northern Ferry County was provided by the presence of gold mines in the vicinity of Republic and logging opportunities in the nearby highlands. The natural route for any such route to Republic was along the Kettle River and Curlew Creek. The course of the Kettle River necessitated that part of the route run through Canada. The first efforts at providing the railroad were undertaken in 1898 by the Kettle Valley Railroad Company, which was granted permission for a right-of-way through the Northern Half of the Colville Indian Reservation. On the board of the company was Austin Corbin II, brother of influential businessman Daniel C. Corbin of Spokane. The plan was to tie the new route in with the northern end of the Spokane Falls and Northern Railroad (SF&N). Track for the SF&N had been laid from Spokane to Colville in 1889 and by 1893 had been laid as far as the Canadian border. Construction of the Kettle Valley Railroad, between Republic and Danville, near the Canadian border, began the fall of 1889. Continual delays, however, led to the proposed railroad being referred to by locals as the "hot air line." The pace of construction picked up, in 1901, when it was learned that a competing line was planned by the Great Northern Railway Company in the form of the Washington and Great Northern Railway Company. That corporation built a line from Marcus to the Canadian border, and from Danville southward in 1901-1902. Both railroad lines were ready to run in 1902. D.C. Corbin, however, failed to acquire permission from the Canadian government to build the 12 miles of line through that country in order to link up with the SF&N. James J. Hill, of the Great Northern, succeeded where Corbin had failed and was able to make the link for the Washington and Great Northern Railway line. The Kettle Valley Railroad, once dubbed the "hot air line," continued to operate, but suffered from problems caused by the rush to survey and construct. It closed in about 1920 (the original configuration of that route was mostly obscured by the construction of the present highway, SR 21). Meanwhile, the SF&N was acquired by the Great Northern Railway Company in 1907. Thus Hill's Great Northern Railway succeeded to dominance in the Kettle River Valley, connected by the old SF&N route to Spokane (Cheever 1949:93-94; Fahey 1965:72-85, 186-189; Kettle River History Club 1976:19-20; Steele and Rose 1904:411-412). A 1904 history of Ferry County described the rail line:

The branch from Marcus to Republic is eighty miles in length. Along the entire route the grades are light, and no expense has been spared to construct a perfect railway. Some rather heavy rock work was encountered during the construction of the Washington & Great Northern railroad, but no heavy grades or sharp curves were resorted to in order to circumvent natural difficulties [Steele and Rose 1904:412].

In 1970, several American railroad companies, including the Great Northern, merged to create the Burlington Northern Railroad Company, which later combined with the Santa Fe to create the present corporation, Burlington Northern-Santa Fe. This entity operated the KFR line until it was bought by the current owner, Omni-Trax, in 20004 (Sellars 2006).

**Description:** The KFR is a typical railroad route, with tracks placed upon wood ties that are supported by a bed of broken rock ballast (Figure 2). The steel tracks are standard gauge. The route progresses in a mildly descending manner from the southern terminus near San Poil (MP. 77.14) to the northern terminus at Danville (MP 48.78). The portion of the line that travels through Canada and along the Kettle River southward, and eventually to Spokane, is not part of

the proposed abandonment. Two trestles are situated along the route to be abandoned, as well as a tunnel through rock. Other historic features and structures associated with the railroad line have previously been removed.

The tunnel is a hole blasted through granitic rock, 120 feet long and about 15 feet wide by 20 feet high (Figure 3). The walls are irregular and the appearance rustic, although the ceiling has been given a roughly round-arched shape. There are no designed portals and no interior fixtures. The floor is flat and covered with broken rock ballast that supports the ties and tracks.

This 767-foot-long Curlew Lake trestle is supported on log pilings driven into the bed of the lake (Figure 4). These pilings support timber beam bents that support sets of five upright timber beams which in turn support elevated timber bents upon which the trestle deck is placed. The upright beams are strengthened with timber cross members both parallel and perpendicular to the bridge axis. The timber ties are situated on large timber stringers, and the rails are laid on the ties, with curb-boards along the outer edges. Two extra rails between the main rails are there to prevent a derailed train from leaving the bridge. Abutments are timber crib structures filled with earth and ballast rock.

The Trout Creek crossing is a typical timber piling trestle structure crossing a small creek (Figure 5). It is about 25 feet long and 15 feet wide. It is supported by two sets of four log pilings, upon which rest large timber beam bents. The tie beams, upon which the rails are laid, are set on timber beam stringers. To either side of the rails is a timber plank walkway with angle iron and steel cable railings on the outer sides. The abutments are large timber beams emplaced in earth.

Washington State Historic Property Inventory Forms for the above described properties are attached to this report.

**Significance:** The railroad line has operated as recently as 2005. It has seen regular maintenance for many years and most of the tracks were replaced during a 1980s upgrade. Thus the historic integrity of construction materials is compromised. Although the current route is configured mostly within its original alignment, it is but a typical example of such railroad lines that are common throughout the United States and possesses no particular distinction, either in its history or its engineering. Therefore, the portion of the Kettle Falls Railroad that is proposed to be abandoned is not eligible for listing on the NRHP.

The tunnel was presumably built in 1901-1902, when the Washington and Great Northern Railway Company was building their route between Republic and the Canadian border. It is a very simple and rustic tunnel, a mere hole blown through rock that approaches the banks of the Kettle River. The tunnel was given a roughly round-arched ceiling, but the interior walls are highly irregular. There are no designed portals, nor any interior features such as light fixtures. As a modest and unremarkable rendition of a common railroad feature, this tunnel is not eligible for listing on the NRHP.

The Curlew Lake bridge is a long rendition of a typical timber trestle. It is a reconstruction of a much older version. The original trestle caught fire (unknown cause) in 1974. The creosote treated wood resulted in the structure being burned to the water line. Some of the log pilings of the earlier trestle can still be seen beneath the water. The reproduction of the earlier bridge was apparently faithful, and the trestle retains excellent integrity of its historic appearance. All materials date, however, to 1974. Therefore the structure is not yet old enough to be considered eligible for placement on the NRHP.

The construction date of the Trout Creek trestle is unknown, but it is likely more than 50 years old. It retains good integrity of its historic appearance and construction materials. It is, however, an indistinctive rendition of a common property type and is not eligible for listing on the NRHP.

**Management recommendations:** It is the recommendation of this report that the proposed abandonment of the Kettle Falls International Railway proceed as planned. The action will not have an adverse effect on any historic cultural resources that are eligible for listing on the NRHP. It is further recommended, however, in regards to nearby recorded archaeological sites, that all demolition and construction activities take place on the raised bed of the current route, in order to avoid disturbances to these resources. Access to the railroad bed should only occur at currently existing road crossings. If such precautions are taken, there should be no adverse effect on NRHP eligible prehistoric cultural resources as well. This report should be forwarded to the Washington State DAHP, and to other interested parties, for review and comment before any demolition or construction activities occur.

If you have any questions or concerns regarding the project or this letter report, please call me at 509-359-2284 or e-mail me at [semerson@mail.ewu.edu](mailto:semerson@mail.ewu.edu).

Cordially,



Stephen Emerson  
Program Director

Enc:

## References

Cheever, Bruce

1949 *The Development of Railroads in the State of Washington: 1869 to 1948.*  
Unpublished Master's Thesis, Western Washington College of Education, Bellingham.

Fahey, John

1965 *Inland Empire: D.C. Corbin and Spokane.* University of Washington Press, Seattle.

Kettle River History Club

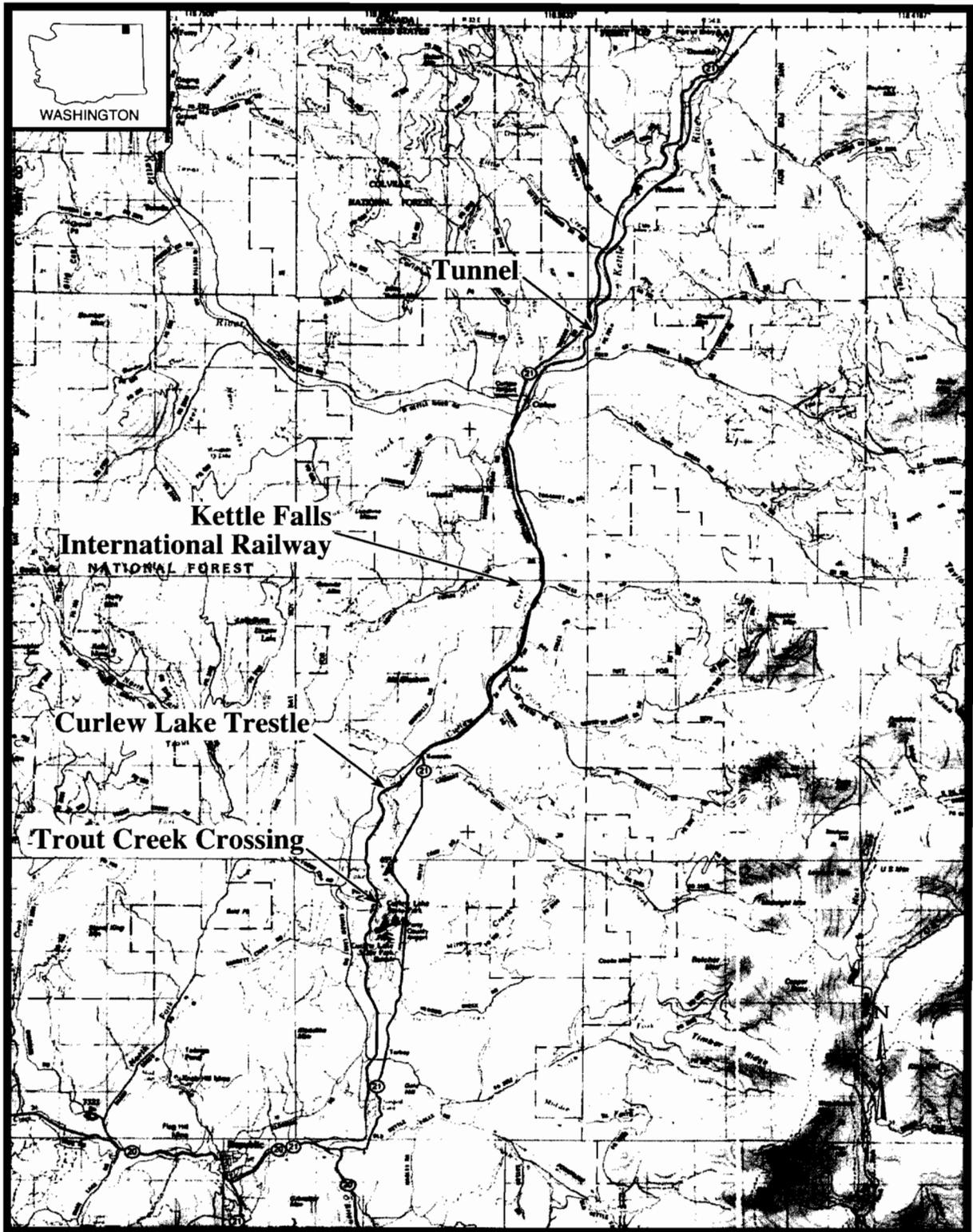
1976 *Reflections on the Kettle River Region.* Bicentennial Project of Ferry County.

Sellars, Burel

2006 Kettle Falls International Railway, Road Manager, personal communication.

Steele, Richard F., and Arthur P. Rose

1904 *An Illustrated History of Stevens, Ferry, Okanogan, and Chelan Counties, State of Washington.* Western Historical Publishing Company.



*Figure 1. Map of Kettle Falls International Railway, San Poil to Danville (adapted from DeLorme Washington Atlas & Gazetteer, 2001).*



*Figure 2. Rail line, view to the north.*



*Figure 3. Tunnel, view to the north.*



*Figure 4. Curlew Lake trestle, view to the south.*



*Figure 5. Trout Creek crossing, view to the northwest.*



**Historic Property  
Inventory Report for**

at Vicinity of Danville and San Poil, WA

Changes to windows:

Other (specify):

Cladding

Foundation

Roof Material

Roof Type

**NARRATIVE SECTION**

Study Unit

Other

Date Of Construction: 1901-1902

Architect:

Builder: Washington and Great Northern Railway Company

Engineer:

Transportation

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local):

**Statement of  
Significance**

The impetus for building a railroad in northern Ferry County was provided by the presence of gold mines in the vicinity of Republic and logging opportunities in the nearby highlands. The natural route for any such route to Republic was long the Kettle River and Curlew Creek. The course of the Kettle River necessitated that part of the route run through Canada. The first efforts at providing the railroad were undertaken in 1888 by the Kettle Valley Railroad Company, which was granted permission for a right-of-way through the Northern Half of the Colville Indian Reservation. On the board of the company was Austin Corbin II, brother of influential businessman Daniel C. Corbin of Spokane. The plan was to tie the new route in with the northern end of the Spokane Falls and International Railroad (SF&N). Track for the SF&N had been laid from Spokane to Colville in 1889 and by 1893 had been laid as far as the Canadian border. Construction of the Kettle Valley Railroad, between Republic and Danville, near the Canadian border, began the fall of 1889. Continual delays, however, led to the proposed railroad being referred to by locals as the "hot air line." The pace of construction picked up, in 1901, when it was learned that a competing line was planned by the Great Northern Railway Company in the form of the Washington and Great Northern Railway Company. That corporation built a line from Marcus to the Canadian border, and from Danville southward in 1901-1902. Both railroad lines were ready to run in 1902. D. C. Corbin, however, failed to acquire permission from the Canadian government to build the 12 miles of line through that country in order to link up with the SF&N. James J. Hill, of the Great Northern, succeeded where Corbin had failed and was able to make the link for the Washington and Great Northern Railway line. The Kettle River Railroad, once dubbed the "hot air line," continued to operate, but suffered from problems caused by rush to survey and construct. It closed in about 1920 (the original configuration of that route was mostly obscured by the construction of the present highway, SR 21). Meanwhile, the SF&N was acquired by the Great Northern Railway Company in 1907. Thus Hill's Great Northern Railway succeeded to dominance in the Kettle River Valley, connected by the old SF&N route to Spokane.

This railroad line has operated as recently as 2005. It has seen regular maintenance for many years and most of the tracks were replaced during a 1980s upgrade. Thus the historic integrity of construction materials is compromised. Although the current route is configured mostly within its original alignment, it is a typical example of such railroad lines that are common throughout the United States and possesses no particular distinction, either in its history or its engineering. Therefore, the portion of the Kettle Falls Railroad that is proposed to be abandoned is not eligible for listing on the National Register of Historic Places.

**Description of  
Physical  
Appearance**

This is a typical railroad route, with tracks placed upon wood ties that are supported by a bed of broken rock ballast. The steel tracks are standard gauge. The route progresses in a mildly descending manner from the southern terminus near San Poil (MP .77.14) to the northern terminus at Danville (MP 48.78). The portion of the line that travels through Canada and along the Kettle River southward, and eventually to Spokane, is not part of the proposed abandonment. Two trestles are situated along the route to be abandoned, as well as a tunnel through rock. Other historic features and structures associated with the railroad line have previously been removed.

**Historic Property  
Inventory Report for**

**at Vicinity of Darville and San Poil, WA**

**Major  
Bibliographic  
References**

Bruce Cheever. The Development of Railroads in the State of Washington: 1869 to 1948. Unpublished Master's Thesis. Western Washington College of Education, 1949.  
John Fahy. Inland Empire: D.C. Corbin and Spokane. University of Washington Press, 1965.  
Kettle River History Club. Reflections on the Kettle River Region. Bicentennial Project of Ferry County, 1976.  
Richard F. Steele and Arthur P. Rose. An Illustrated History of Stevens, Ferry, Okanogan, and Chelan Counties, State of Washington. Western Historical Publishing Company, 1904.

Additional Photos for:

at [vicinity of Danville and San Poil, WA](#)



View of [Rock cut north of Curlew](#)

Photography Neg. No (Roll No./Frame No.):

[KER1-b](#)

Comments: [View to the south](#)

taken [9/12/2006](#)



View of [Former rail yard at Curlew](#)

Photography Neg. No (Roll No./Frame No.):

[KER1-d](#)

Comments: [View to the northwest](#)

taken [9/12/2006](#)



View of [Cut north of Curlew](#)

Photography Neg. No (Roll No./Frame No.):

[KER1-c](#)

Comments: [View to the south](#)

taken [9/12/2006](#)



View of [Tracks in Curlew](#)

Photography Neg. No (Roll No./Frame No.):

[KER1-e](#)

Comments: [View to the southwest](#)

taken [9/12/2006](#)

Additional Photos for:

at



View of Tracks to west of Curlew Lake

taken 9/12/2006

Photography Neg. No (Roll No./Frame No.): KFR1-f

Comments: View to the south



View of Southern terminus at San Poi

taken 9/12/2006

Photography Neg. No (Roll No./Frame No.): KFR1-g

Comments: View to the north



View of Former Pope and Talbot Lumber mill near southern terminus

taken 9/12/2006

Photography Neg. No (Roll No./Frame No.): KFR1-h

Comments: View to the northwest

View of

taken

Photography Neg. No (Roll No./Frame No.):

Comments:

Historic Property  
Inventory Report for

at vicinity of Curlew, WA

**LOCATION SECTION**

Field Site No. KFR2

OAHP No.:

Historic Name:

Common Name: Kettle Falls International Railway Tunnel

Property Address: vicinity of Curlew, WA

Comments:

County Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle

Ferry T39R34E 06 SW NW CURLEW

UTM Reference

Zone: 11 Spatial Type: Point

Acquisition Code: TopoZone.com

Sequence: 1 Easting: 385218

Northing: 5418002

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreeage  
< 1

**IDENTIFICATION SECTION**

Survey Name: Kettle Falls Railroad

Field Recorder: S. Emerson

Date Recorded: 9/12/2006

Owner's Name:

Owner Address:

City/State/Zip:

Omnit-Trax

50 s. Steele, Suite 250

Denver, Co 80209

Classification: Structure

Resource Status

Comments

Within a District? No

Survey/Inventory

Contributing?

National Register Nomination:

Local District:

National Reglister District/Thematic Nomination Name:

**DESCRIPTION SECTION**

Historic Use: Transportation - Rail-Related

Current Use: Vacant/Not in Use

Plan: No. of Stories:

Structural System:

Changes to plan:

Changes to interior:

Style

Changes to original cladding:

Changes to other:

Changes to windows:

Other (specify):

Form/Type



View of South portal

taken 9/12/2006

Photography Neg. No (Roll No./Frame No.): KFR2-a

Comments: View to the north

**Historic Property  
Inventory Report for**

at vicinity of Curlew, WA

Cladding

Foundation

Roof Material

Roof Type

**NARRATIVE SECTION**

Study Unit

Other

Date Of Construction: ca. 1902

Architect:

Builder:

Engineer:

Transportation

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local):

**Statement of  
Significance**

The impetus for building a railroad in northern Ferry County was provided by the presence of gold mines in the vicinity of Republic and logging opportunities in the nearby highlands. The natural route for any such route to Republic was long the Kettle River and Curlew Creek. The course of the Kettle River necessitated that part of the route run through Canada. The first efforts at providing the railroad were undertaken in 1888 by the Kettle Valley Railroad Company, which was granted permission for a right-of-way through the Northern Half of the Colville Indian Reservation. On the board of the company was Austin Corbin II, brother of influential businessman Daniel C. Corbin of Spokane. The plan was to tie the new route in with the northern end of the Spokane Falls and International Railroad (SF&N). Track for the SF&N had been laid from Spokane to Colville in 1889 and by 1893 had been laid as far as the Canadian border. Construction of the Kettle Valley Railroad, between Republic and Danville, near the Canadian border, began the fall of 1889. Continual delays, however, led to the proposed railroad being referred to by locals as the "hot air line." The pace of construction picked up, in 1901, when it was learned that a competing line was planned by the Great Northern Railway Company in the form of the Washington and Great Northern Railway Company. That corporation built a line from Marcus to the Canadian border, and from Danville southward in 1901-1902. Both railroad lines were ready to run in 1902. D. C. Corbin, however, failed to acquire permission from the Canadian government to build the 12 miles of line through that country in order to link up with the SF&N. James J. Hill, of the Great Northern, succeeded where Corbin had failed and was able to make the link for the Washington and Great Northern Railway line. The Kettle River Railroad, once dubbed the "hot air line," continued to operate, but suffered from problems caused by rush to survey and construct. It closed in about 1920 (the original configuration of that route was mostly obscured by the construction of the present highway, SR 21). Meanwhile, the SF&N was acquired by the Great Northern Railway Company in 1907. Thus Hill's Great Northern Railway succeeded to dominance in the Kettle River Valley, connected by the old SF&N route to Spokane.

This tunnel was presumably built in 1901-1902, when the Washington and Great Northern Railway Company was building their route between Republic and the Canadian border. It is a very simple and rustic tunnel, a mere hole blown through rock that approaches the banks of the Kettle River. The tunnel was given a roughly round-arched ceiling, but the interior walls are highly irregular. There are no designed portals, nor any interior features such as light fixtures. As a modest and unremarkable rendition of a common railroad feature, this tunnel is not eligible for listing on the National Register of Historic Places.

**Description of  
Physical  
Appearance**

This tunnel is a hole blasted through granitic rock, 120 feet long and about 15 feet wide by 20 feet high. The walls are irregular and the appearance rustic, although the ceiling has been given a roughly round-arched shape. There are no designed portals and no interior fixtures. The floor is flat and covered with broken rock ballast that supports the ties and tracks.

**Historic Property  
Inventory Report for**

**at vicinity of Curlew, WA**

**Major  
Bibliographic  
References**

Bruce Cheever. The Development of Railroads in the State of Washington: 1869 to 1948. Unpublished Master's Thesis, Western Washington College of Education, 1949.  
John Fahey. Inland Empire: D. C. Corbin and Spokane. University of Washington Press, 1965.  
Kettle River History Club. Reflections on the Kettle River Region. Bicentennial Project of Ferry County, 1976.  
Richard F. Steele and Arthur P. Rose. An Illustrated History of Stevens, Ferry, Okanogan, and Chelan Counties, State of Washington. Western Historical Publishing Company, 1904.

**Additional Photos for:**

**at vicinity of Curlew, WA**



View of South portal

Photography Neg. No (Roll No./Frame No.): KFR2-b

Comments: View to the north

taken 9/12/2006



View of North portal

Photography Neg. No (Roll No./Frame No.): KFR2-c

Comments: View to the south

taken 9/12/2006



View of Detail of tunnel walls

Photography Neg. No (Roll No./Frame No.): KFR2-d

Comments: View to the south

taken 9/12/2006

View of

Photography Neg. No (Roll No./Frame No.):

Comments:

taken

Historic Property  
Inventory Report for

at Vicinity of Pollard, WA

**LOCATION SECTION**

Field Site No. KFR3

OAHF No.:

Historic Name:

Common Name: Curlew Lake Trestle, Kettle Falls International Railroad

Property Address: vicinity of Pollard, WA

Comments:

County Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle  
Ferry T38R33E 29 NE SW KARAMIN

UTM Reference  
Zone: 11 Spatial Type: Point Acquisition Code: TopoZone.com  
Sequence: 1 Easting: 377797 Northing: 5402150

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreeage  
< 1

**IDENTIFICATION SECTION**

Survey Name: Kettle Falls Railroad

Field Recorder: S. Emerson

Date Recorded: 9/12/2006

Owner's Name:

Owner Address: 50 S. Steel Suite 250

City/State/Zip: Denver, Co 80209

Omni-Trax

Classification: Structure

Resource Status  
Survey/Inventory

Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION**

Historic Use: Transportation - Rail-Related

Current Use: Vacant/Not in Use

Plan: No. of Stories:

Structural System: Other

Changes to plan: Intact

Changes to Interior:

Style

Changes to original cladding:

Changes to other:

Changes to windows:

Other (specify):



View of North side

taken 9/12/2006

Photography Neg. No (Roll No./Frame No.): KFR3-a

Comments: View to the south

Form/Type

**Historic Property  
Inventory Report for**

at vicinity of Pollard, WA

Cladding

Foundation

Roof Material

Roof Type

**NARRATIVE SECTION**

Study Unit

Other

Date Of Construction: 1974

Architect:

Builder:

Engineer:

Transportation

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local):

**Statement of  
Significance**

The impetus for building a railroad in northern Ferry County was provided by the presence of gold mines in the vicinity of Republic and logging opportunities in the nearby highlands. The natural route for any such route to Republic was long the Kettle River and Curlew Creek. The course of the Kettle River necessitated that part of the route run through Canada. The first efforts at providing the railroad were undertaken in 1898 by the Kettle Valley Railroad Company, which was granted permission for a right-of-way through the Northern Half of the Colville Indian Reservation. On the board of the company was Austin Corbin II, brother of influential businessman Daniel C. Corbin of Spokane. The plan was to tie the new route in with the northern end of the Spokane Falls and International Railroad (SF&N). Track for the SF&N had been laid from Spokane to Colville in 1889 and by 1893 had been laid as far as the Canadian border. Construction of the Kettle Valley Railroad, between Republic and Danville, near the Canadian border, began the fall of 1889. Continual delays, however, led to the proposed railroad being referred to by locals as the "hot air line." The pace of construction picked up, in 1901, when it was learned that a competing line was planned by the Great Northern Railway Company in the form of the Washington and Great Northern Railway Company. That corporation built a line from Marcus to the Canadian border, and from Danville southward in 1901-1902. Both railroad lines were ready to run in 1902. D. C. Corbin, however, failed to acquire permission from the Canadian government to build the 12 miles of line through that country in order to link up with the SF&N. James J. Hill, of the Great Northern, succeeded where Corbin had failed and was able to make the link for the Washington and Great Northern Railway line. The Kettle River Railroad, once dubbed the "hot air line," continued to operate, but suffered from problems caused by rush to survey and construct. It closed in about 1920 (the original configuration of that route was mostly obscured by the construction of the present highway, SR 21). Meanwhile, the SF&N was acquired by the Great Northern Railway Company in 1907. Thus Hill's Great Northern Railway succeeded to dominance in the Kettle River Valley, connected by the old SF&N route to Spokane

This bridge is a long rendition of a typical timber trestle. It is a reconstruction of a much older version. The original trestle caught fire (unknown cause) in 1974. The creosote treated wood resulted in the structure being burned to the water line. Some of the log pilings of the earlier trestle can still be seen beneath the water. The reproduction of the earlier bridge was apparently faithful, and the trestle retains excellent integrity of its historic appearance. All materials date, however, to 1974. Therefore the structure is not yet old enough to be considered eligible for placement on the National Register of Historic Places.

**Description of  
Physical  
Appearance**

This 767-foot-long trestle is supported on log pilings driven into the bed of Curlew Lake. These pilings support timber beam bents that support sets of five upright timber beams which in turn support elevated timber bents upon which the trestle deck is placed. The upright beams are strengthened with timber cross members both parallel and perpendicular to the bridge axis. The timber ties are situated on large timber stringers, and the rails are laid on the ties, with curb-boards along the outer edges. Two extra rails between the main rails are to prevent a derailed train from leaving the bridge. Abutments are timber crib structures filled with earth and ballast rock.

**Historic Property  
Inventory Report for**

**at vicinity of Pollard, WA**

**Major  
Bibliographic  
References**

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John Fahy. Inland Empire: D. C. Corbin and Spokane. University of Washington Press, 1965.  
Kettle River History Club. Reflections on the Kettle River Region. Bicentennial Project of Ferry County, 1976.  
Richard F. Steele and Arthur P. Rose. An Illustrated History of Stevens, Ferry, Okanogan, and Chelan Counties, State of Washington. Western Historical Publishing Company, 1904.



View of South side

Photography Neg. No (Roll No./Frame No.): KFR3-b

Comments: View to the west

taken 9/12/2006



View of Eastern approach

Photography Neg. No (Roll No./Frame No.): KFR3-c

Comments: View to the west

taken 9/12/2006



View of Testle structural detail

Photography Neg. No (Roll No./Frame No.): KFR3-d

Comments: View to the northwest

taken 9/12/2006



View of Testle structure detail

Photography Neg. No (Roll No./Frame No.): KFR3-e

Comments: View to the northwest

taken 9/12/2006

Historic Property  
Inventory Report for

at Vicinity of Pollard, WA

**LOCATION SECTION**

Field Site No. KERR-4

OAHP No.:

Historic Name:

Common Name: Trout Creek Trestle, Kettle Falls International Railway

Property Address: Vicinity of Pollard, WA

Comments:

County Township/Range/EW Section 1/4 Sec 1/4 1/4 Sec Quadrangle

Ferry T37R32E 05 SE NW REPUBLIC

UTM Reference  
Zone: 11 Spatial Type: Point Acquisition Code: TopoZone.com  
Sequence: 1 Easting: 377406 Northing: 5398543

Tax No./Parcel No.

Plat/Block/Lot

Supplemental Map(s)

Acreage  
< 1

**IDENTIFICATION SECTION**

Survey Name: Kettle Falls Railroad

Field Recorder: S. Emerson

Date Recorded: 9/12/2006

Owner's Name:

Owner Address:

City/State/Zip:

Omni-Trax

50 S. Steel, Suite 250

Denver, Co 80209

Classification: Structure

Resource Status  
Survey/Inventory

Comments

Within a District? No

Contributing?

National Register Nomination:

Local District:

National Register District/Thematic Nomination Name:

**DESCRIPTION SECTION**

Historic Use: Transportation - Rail-Related

Current Use: Vacant/Not in Use

Plan: Rectangle No. of Stories:

Structural System: Other

Changes to plan: Intact

Changes to original cladding:

Changes to windows:

Changes to Interior:

Changes to other:

Other (specify):

Style



View of East side

taken 9/12/2006

Photography Neg. No (Roll No./Frame No.): KERR-4-a

Comments: View to the northwest

Form/Type

**Historic Property  
Inventory Report for**

at vicinity of Pollard, WA

Cladding

Foundation

Roof Material

Roof Type

**NARRATIVE SECTION**

Study Unit

Other

Date Of Construction: Unknown

Architect:

Builder:

Engineer:

Transportation

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local):

**Statement of  
Significance**

The impetus for building a railroad in northern Ferry County was provided by the presence of gold mines in the vicinity of Republic and logging opportunities in the nearby highlands. The natural route for any such route to Republic was long the Kettle River and Curlew Creek. The course of the Kettle River necessitated that part of the route run through Canada. The first efforts at providing the railroad were undertaken in 1898 by the Kettle Valley Railroad Company, which was granted permission for a right-of-way through the Northern Half of the Colville Indian Reservation. On the board of the company was Austin Corbin II, brother of influential businessman Daniel C. Corbin of Spokane. The plan was to tie the new route in with the northern end of the Spokane Falls and International Railroad (SF&N). Track for the SF&N had been laid from Spokane to Colville in 1889 and by 1893 had been laid as far as the Canadian border. Construction of the Kettle Valley Railroad, between Republic and Danville, near the Canadian border, began the fall of 1889. Continual delays, however, led to the proposed railroad being referred to by locals as the "hot air line." The pace of construction picked up, in 1901, when it was learned that a compelling line was planned by the Great Northern Railway Company in the form of the Washington and Great Northern Railway Company. That corporation built a line from Marcus to the Canadian border, and from Danville southward in 1901-1902. Both railroad lines were ready to run in 1902. D. C. Corbin, however, failed to acquire permission from the Canadian government to build the 12 miles of line through that country in order to link up with the SF&N. James J. Hill, of the Great Northern, succeeded where Corbin had failed and was able to make the link for the Washington and Great Northern Railway line. The Kettle River Railroad, once dubbed the "hot air line," continued to operate, but suffered from problems caused by rush to survey and construct. It closed in about 1920 (the original configuration of that route was mostly obscured by the construction of the present highway, SR 21). Meanwhile, the SF&N was acquired by the Great Northern Railway Company in 1907. Thus Hill's Great Northern Railway succeeded to dominance in the Kettle River Valley, connected by the old SF&N route to Spokane.

The construction date of this short trestle is unknown, but it is likely more than 50 years old. It retains good integrity of its historic appearance and construction materials. It is, however, an indistinctive rendition of a common property type and is not eligible for listing on the National Register of Historic Places.

**Description of  
Physical  
Appearance**

This is a typical timber piling trestle structure crossing a small creek. It is about 25 feet long and 15 feet wide. It is supported by two sets of four log pilings, upon which rest large timber beam bents. The tie beams, upon which the rails are laid, are set on timber beam stringers. To either side of the rails is a timber plank walkway with angle iron and steel cable rails on the outer sides. The abutments are large timber beams emplaced in earth.

**Major  
Bibliographic  
References**

Bruce Cheever. The Development of Railroads in the State of Washington: 1869 to 1948. Unpublished Master's Thesis, Western Washington College of Education, 1949.  
John Fahey. Inland Empire: D.C. Corbin and Spokane. University of Washington Press, 1965.  
Kettle River History Club. Reflections on the Kettle River Region. Bicentennial Project of Ferry County, 1976.  
Richard F. Steele and Arthur P. Rose. An Illustrated History of Stevens, Ferry, Okanogan, and Chelan Counties, State of Washington. Western Historical Publishing Company, 1904.

Additional Photos for:

at vicinity of Pollard, WA



View of West side  
Photography Neg. No (Roll No./Frame No.): KFRR4-b  
taken 9/12/2006  
Comments: View to the northeast



View of West side  
Photography Neg. No (Roll No./Frame No.): KFRR4-c  
taken 9/12/2006  
Comments: View to the southeast



View of East side  
Photography Neg. No (Roll No./Frame No.): KFRR4-d  
taken 9/12/2006  
Comments: View to the southwest

View of  
Photography Neg. No (Roll No./Frame No.):  
taken

Comments: