

December 8, 1964
File: All-P7

Mr. John Ulrich
KREM-TV
4103 South Regal
Spokane, Washington

Dear John:

Here is all the material we were able to dig up from company files on the Snake River Branch.

With many of the people who seek information from us we could only offer hope that this would prove useful. However, knowing you, I'm sure you will find much that is useful and interesting in these dry facts.

If we can help further, please let me know.

Yours very truly,

Manager, Advertising
and Publicity Department

WAM/mk

Att.

Northern Pacific Branch Line -- Snake River Junction to Riparia

Short cut 2 - footnotes

The Portland & Seattle Railway company was incorporated under the general laws of the State of Washington, and its articles were filed with the Secretaries of the States of Washington and Oregon on August 23, 1905.

Amended articles providing for a change of name to Spokane, Portland and Seattle were filed on February 1, 1908.

The SP&S (and its predecessor) built a branch line extending 40.98 miles from Snake River Jct. to Riparia between June, 1906, and September, 1908, with all of the actual tracklaying taking place in 1908.

Northern Pacific railway operated this line without formal contract from May 3, 1909, to June 1909, on which date ownership of the property was transferred by deed to the Clearwater Short Line Railway company. The entire property of the CLS passed by deed to the NP on June 23, 1914, and with it, of course, the Snake River Branch.

Tracklaying was begun on July 9, 1908, at Snake River Junction and reached the following points on the dates noted:

Walker	July 14, 1908
Windust	" 31
Tunnel No. 1 (Milepost 18)	August 11
Harder	" 13
Sand (later Davin)	" 18
Perry	" 23
Palouse River Bridge	" 24
Wunder (later Sargent)	Sept. 17
Riparia	" 20

SMOKE RIVER JCT. -- Established in 1907. Named, of course, for the river. Right of way purchased from S. W. Crisman, Mr. & Mrs. D. W. Page, and J. F. Talabere.

WINDUST -- Established in 1908 and named for James O. (Jim) Windust, who operated a ferry there and raised sheep. Right of way was purchased in the vicinity from Mr. & Mrs. Wm. H. Walker and Robert Cummins.

HARDER -- This station was never located, although the construction profile shows that a siding had been planned here in 1908. The name doubtless was from Mr. & Mrs. Hans Harder, who sold the Portland & Seattle nine miles of right of way through this area, and/or Jacob Harder, who sold the P&S considerably less than that. Harder was to be the halfway point.

DAVIN SPUR -- This station was called Sand when it was located in 1908, but the name was changed on November 20, 1910, to honor S. U. Davin, from whom right of way had been acquired.

PERRY -- The post office was established here in August, 1881, with Daniel Lyons its postmaster. The settlement was named Perry after Lyons' son. Three miles down river from the point where old Fort Taylor stood. This area was once headquarters for the Palouse tribe. The station was set up in 1909.

SARGENT -- A commercial spur to serve E. L. Sargent was built near Milepost No. 36 in 1914. It was removed in 1943. When the branch was built, it had been proposed to establish a siding here with the name of Wunder. The latter was never installed.

RIPARIA

~~RIPARIA~~ -- The town of Texas City was platted at this site on May 24, 1880, (filing date), but maps dated 1891 and 1906 show it as Texas Ferry. However, the post office, in 1904, was Riparia; the railroad station was named Lewiston Jct. in 1907, and the rail line was called the Texas Ferry line when it was built in 1908. In October, 1911, the station name was changed to Riparia to conform with that of the post office. In 1883, there was a station on the south side of the river called Riparia. Right of way and station grounds were purchased from the McGregor Land Co., Katherine McKenzie and her husband, Thomas Boling, E. D. Kellogg and W. H. Stewart.

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It is interesting to note that right of way at the Palouse River bridge -- the county line -- was purchased from the Colfax National Bank, Mr. & Mrs. A. P. Baldwin, the McGregor Land & Stock Co., Olive Lyons, "widow" (of Daniel at Perry?), and from the "unknown heirs of Indian Williams."

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