

NORTHERN PACIFIC RAILWAY COMPANY

STATE OF MINNESOTA  
VALUATION SECTION NO. 1  
DULUTH TERMINALS

PRE-INVENTORY INFORMATION  
GENERAL OUTLINE AND HISTORY OF THE WORK

The first railroad into Duluth was built by the Lake Superior and Mississippi Railroad Company which built the line north from St. Paul in the years 1867 to 1870 inclusive building that part between M. P. 80 and Duluth in years 1869 and 1870. It is not now known by what forces the construction work was done. See Corporate History and maps 74-5, 322-17 and 321-15. This included a line along the water front to about 5th Ave. East (on trestle for considerable portion of the way) with a wye on Rices Point and track extending along the front to a dock at Oak Avenue, see map 322-14.

The St. Louis Bay Bridge line (extending from Rices Point to Superior) was built in 1884 and 1885 by the Northern Pacific Railroad Company. Map 323-1 - Profile 185-4. The second main track was added in the year 1885, work being done jointly by the N. P. R. R. and the St. Paul and Duluth Railroad Company. Map 182-25. It is not now known by what forces the original construction was done. The present St. Louis Bay Bridge is on the original site, although the main tracks leading to it along Rices Point have been changed from time to time by Company forces.

The line from West Superior Junction to Superior, via Grassy Point was built in the years 1886 and 1887 by the Duluth Short Line Railway Company as part of their line between Thomson, Minn. and West Superior Wisc. The general work of grading and building culverts on the Duluth Short Line Railway from Thomson to Oneota was done by J. J. Elliot & Co. under their contract of December 2d, 1886, copy of which is filed with Minnesota Valuation Section No. 2; copy of estimate dated October 25th, 1887, covering work around West Duluth is filed with the inventory. The general work of clearing and grubbing and grading from Oneota to end of bridge was also done by J. J. Elliot & Co.. Copy of final estimate dated October 25th, 1887 is filed with the inventory although contract has not been found.

The second main track between West Duluth and Duluth was added in the year 1888. See profile 185-19. It is not known by what forces the construction work was done.

The second main track on the "Grassy Point" line between station 73+09 and the State Line was added between August 1916 and February 1917 under A.F.E. 853B of 1916.

Included within these terminals is practically all of the property formerly owned by the Duluth Transfer Railway Company (the balance of the property is included in Minnesota Valuation Section No. 2) This Company constructed lines serving various industries along the bay front of Duluth, its main line extending from Bay Front Division southwesterly via West Duluth and Spirit Lake, about 10 miles. Was built during the years 1893 to 1896. It is not now known by what forces the original construction work was done. This property was purchased by the Northern Pacific Railway Company in 1902.

The history of these terminals has peculiarly been one of constant enlargement; the growing importance of the Duluth port has continually required the service of increased facilities. Originally a large part of the line along the bay front stood on timber trestle, some 59034 lin. ft. of this trestle has been filled, largely by material hauled in by work trains handled by Company Forces as there is very little material to be obtained from borrow within the limits of these terminals. In enlarging the Rices Point yard in 1901-1902 and 1903 a large part of the grading was done by the Lake Superior Contract and Dredging Company, under contract of May 20th, 1901 (with Rose Barker, Trustee) and contract of July 31st, 1902, copies of which and of the final estimate dated March 31st, 1903 are filed with the inventory. The material used in filling under this contract was obtained from dredging. The leveling of this dredged material in the embankment was done by the Railway Company with its own forces, part being done by one P. McDonnell by day work and copies of vouchers in his favor thus far found amounting to \$17027.89 are filed with the inventory. The riprap placed along this point at this time was handled by the Duluth Brown Stone Company under contract of August 23d, 1902, copy of which and of the final estimate dated June 11, 1903 are filed with the inventory.

The Railway Company has done a large amount of work improving the waterfront along their property at this port, dredging waterways, providing piers and wharves. Part of this work has been done by the Railway Company with its own forces and part by contract. In some places the original ground upon the site of the wharves and waterways was composed of soft silt and vegetable deposit and therefore was not suitable for use as pier or wharf filling or in embankments, this material was wasted in dumping grounds provided by the Government; a statement of this wasted material is included in the inventory. Following is a list of the more important work done by contract of which a record has been found thus far; covering waterfront work only:

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June 23, 1903	Contract dated June 23, 1903.	Lake Superior Contracting & Dredging Co.
Apr. 23-1904	"	Lake Superior Contracting & Dredging Co.
Apr. 25-1904	"	Frankman Bros. & Morris
Apr. 13-1906	"	Great Lakes Dredge & Dock Co.
Mar. 23-1906	"	Great Lakes Dredge & Dock Co.
Mar. 23-1906	"	Whitney Bros. Co.
July 20-1909	"	Whitney Bros. Co.
July 20-1909	"	Great Lakes Dredge & Dock Co.
Apr. 6-1898	"	Duluth Dredge & Dock Co.
May 13-1899	"	Duluth Dredge & Dock Co.
May 31-1902	"	Frankman Bros. & Morris
June 15-1907	"	Great Lakes Dredge & Dock Co.
June 2-1896	"	Williams, Green & Williams
July 16-1900	"	Chas. S. Barker
June 23-1903	"	Lake Superior Contracting & Dredging Co.

There has evidently been a large amount of work done dredging waterways and otherwise improving the waterfront of which no record has yet been found. One statement of such work for the six months ending June 30th, 1880 amounting to \$20065.79 and one statement of charges for the year ending June 30th, 1881 amounting to \$26571.70 are filed with the inventory; these two statements show items of \$2525 on. yds. and 41+50 cu. yds. of dredging respectively.

It has been found that the Railway company spent a very large amount of money in the early years developing the harbor at Duluth, by bearing most of the cost of the first digging of the sho canal across Minnesota Point, by dredging waterways for the Lake boats, building breakwaters etc. A statement of the money spent by the Railway Company up to April 14th, 1875 amounting to \$410,045.56 is filed with the inventory. A statement of the money spent on that kind of work subsequent to that date will be developed later. The quantities handled by the above mentioned expenditures are not included in the inventory.

The ballast is composed of gravel and some cinders, coming from points whose location is shown on blue print attached to the inventory. Copies of all the final estimate vouchers which have been found covering items of roadway work are submitted with the inventory. The substance of the roadbed will be developed at the time of Government inventory.