

N O R T H E R N P A C I F I C R A I L W A Y C O M P A N Y

STATE OF MINNESOTA  
VALUATION SECTION NO. 4  
STILLWATER BRANCH

PRE-INVENTORY INFORMATION.

GENERAL OUTLINE AND HISTORY OF THE WORK.

This is a single track branch line running from White Bear to Stillwater.

Was built by the Stillwater and St. Paul Railroad Company in the year 1870. See Corporate History. No record has yet been found to indicate manner of construction. The depot and original yard layout at Stillwater were built by the Union Depot, Street Railway and Transfer Company of Stillwater; quoting from the Corporate History, page 135 - "This Company constructed a terminal system consisting of about 3300 lin. feet (0.62 miles) of main track extending from the northerly limits of Stillwater, Minn. to the southerly limits of Baytown, Minn. with appurtenant spurs, sidings and engine facilities and its receivers constructed a Union Depot. The N.P. Ry. Co. has no record of the date of this construction." Was prior to 1888.

The tracks serving the State's prison are jointly owned with the C. St. P. M. & O Ry. and C. M. & St. P. Ry. Companies, all having been built under the original agreement dated August 26th, 1907 or supplements thereto. These tracks are one third owned each by the above mentioned Railway Companies, the total quantities contained therein are included in the inventory.

In 1915, 1916 a line change was made at Dellwood in order to remove the railroad tracks further from the beach, work being done under A. F. E. 700 of 1916. The general work of grading and laying of culvert pipe was done by the General Construction Company under the terms of their contract dated December 10-1915. Copy of this contract and of the final estimate incurred under same, dated June 30th, 1916, are filed with the inventory. The tracklaying and surfacing and ballasting was done by the Railway Company with its own forces.

The first ten miles of this line traverses a rough prairie country in which are found many lakes and a great deal of timber was encountered during original construction. From the 10th mile the line drops rapidly down the side of the gorge of the St. Croix River which is encountered at Stillwater, where a widened place of the river is found called Lake St. Croix. A heavy filling was required through Stillwater which extends into the Lake.

The ballast is composed of gravel and cinders, the gravel coming from Barnum Pit and the cinders from Gloster and Stillwater, location of which places are shown on print attached to the inventory.

Copies of all the final estimate vouchers which have been found covering roadway work are submitted with the inventory together with such lists of extra work bills incurred under same as have been found covering fencing and 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 costs found readily available.

The subsidence of the roadbed will be developed at time of Government inventory.

A list of items in abandoned roadway are included in the inventory and itemized separately.