

NORTHERN PACIFIC RAILWAY

STATE OF MINNESOTA -- VALUATION SECTION 14 9

NORTHTOWN JUNCTION TO SAUK RAPIDS

PRE-INVENTORY INFORMATION

GENERAL OUTLINE AND HISTORY OF THE WORK.

Most of the Right-of-Way, with some grading thereon was acquired from the St. P. M. & M. Ry. by deed dated April 13, 1883. (R.W. File 398-A)

Grading work was commenced in September, 1883, prosecuted with vigor, and completed in November of the same year. Track-laying was commenced in February and completed in July, 1884.

Grading was done by Langdon Shepard & Company and final estimate for same is to be found on page 177, Book A63, St.P. & N.P. Series, on file in storeroom of Chief Engineer's Office of the N. P. Ry., St. Paul.

Track laying and surfacing was done by Winston Bros. and their final estimate is to be found on page 206, Book A-65 of above series. Copies of these final estimates are hereto attached.

After the work was commenced the grade line was lowered in many places on account of suitable material not being available and these low places were afterwards raised by material hauled in by train at considerably increased cost. The top sod was wasted from borrow pits, also top of cuts, amounting to 13,910 cu. yds. Overhaul was allowed as shown in estimate and amounts to about one-half cent per cubic yard of material moved.

Clearing and grubbing was estimated as shown in final estimate and specifications.

A lot of material was hauled by train as shown above to raise the grade in soft places, and there was an especially bad sink hole developed West of Bridge #31 at Coon Creek.

Moreover, in many places, embankment was built over old St. P. M. & M. borrow pits, so it is impossible now to find all the quantities by a field cross-section. In many places the soil is very sandy in nature and has blown in around foot of slopes, filled in borrow pits, etc. etc. The original cross-sections and quantities are shown in red books 977-8-9 and 980.

From East St. Cloud North, a double track was commenced in July and completed in September and track laid to Sauk Rapids by September 18, 1910.

In the first place a new track was graded for the G. N. Ry. as shown in green on progress profile 552-19. Grade was lowered in places and on the balance double track embankment was constructed by hauling material by train from a borrow pit stations 4050 to 4090 and a special price of 34 cents per cubic yard was paid for this work.

Copy of this final estimate is to be found on Engineers of Maintenance of Way's Contract File #517.

Elzy & Hoy were the contractors and copy of contract is attached.

Final cross-section notes of the above work from East St. Cloud North are shown in red book 12153. In several places grade has been raised several feet covering up ballast of original roadbed.

In 1910 a new yard was graded at Northtown Junction and a complete record of this work showing cross-sections, quantities and rearrangement of tracks is on file in red book #12150 and drawing #327-25.

Copy of this final estimate is attached; as also detail list of extra bills allowed amounting to \$27074.90.

Johnson & Carey were the contractors and copy of contract is attached.

Moreover in grading these yards at 37th Ave., North, Minneapolis, the City water mains had to be lowered at a cost of \$38,866.84. Details of this are in Chief Engineer's Maintenance of way files. FILE 216-10

Also in grading these tracks the Soo Line overhead bridge had to be extended at Northern Pacific expense on account of widening of the yard. This work cost \$67,909.36. A.F.E. form 101, R.E. #144. -14

A highway bridge was constructed at 33d Ave., North, with grade approaches which were macadamised at a cost of \$5522.75, form 101 R.E. #187. -14

In addition to the amounts paid the Contractor on his final estimate on the original grading contract, force account bills covering extra work on account of grading and ditching were paid

Company Material	\$ 2765.23
" Labor	26412.73
Contractor "	6974.18
TOTAL	\$36152.14

Detail statement of reference to these bills are attached. Above does not pretend to be a complete statement of all extra costs; or in any sense a partial statement of original cost; but enumerates some of the extra costs in construction. None have been found readily available.

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
PART OF VALUATION SECTION NO. 9
(STAPLES TO SAUK RAPIDS)
PRE-INVENTORY INFORMATION
GENERAL OUTLINE AND HISTORY OF THE WORK.

This history covers only that portion of this line from Staples to Sauk Rapids; that portion from Northtown Jct. to Sauk Rapids was inventoried in 1916 by Mr. D. Schuettes, Assistant Field Engineer, ICC and the history of same is filed with that part of the inventory taken in 1916.

With the exception of the portion lying between Little Falls and Philbrook, this is a double track main line lying in central Minnesota.

A single track road between East St. Cloud and Little Falls was constructed by the Western Railroad Company of Minnesota, incorporated in 1874 (and changed to St. Paul & Northern Pacific Railway Company in 1883) during the years 1877 and 1878 in conjunction with line from Little Falls to Brainerd. In 1889 a single track line was constructed by the Northern Pacific R.R. from Little Falls to Staples, the general work of grading this line was done by Winston Bros. under their contract of April 1st, 1889. A copy of this contract, together with copy of final estimate is attached to the inventory.

A great deal of work has been done on this section since the completion of the original construction periods by the Railway Company by both its own forces and by contract.

Grading for second main track between St. Cloud and Rices was done by Elzy and Hoy under their contract of April 7th, 1910, and the general work of grading for the second main track between Philbrook and Staples was done by Dale & Bumgardner under their contract of April 27th, 1910.

The grading for the second main track between Rices and Little Falls was done by company forces and track laid thereon under Engineering Dept. authority 123 of 1913.

In 1899 a cutoff was built at Little Falls by Foley Bros., contractors, and copy of contract and final estimate are attached to inventory. When this cutoff was built the northern connection of the original line was permanently abandoned, and a new connection built as mentioned in history of the Morris Branch. This line from Gregory on the East side of the Mississippi River to Little Falls on the West side is now included in this valuation section.

Copies of all final estimate vouchers which have been found covering roadway work are submitted with the inventory, together with lists of extra work bills incurred thereunder on account of grading, bridging, fencing, crossings and signs.

These lists of extra bills do not pretend to be a complete statement of full value of extra work done, but merely an evidence of some of the items of extra cost readily found available.

The line traverses an open country. The soil is of sand and gravel formation.

The entire line from Sauk Rapids to Staples is gravel ballasted, the gravel coming from pit whose location is shown on chart attached to inventory.

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