

NORTHERN PACIFIC RAILWAY COMPANY

STATE OF MINNESOTA  
VALUATION SECTION NO. 12  
WISCONSIN-MINNESOTA STATE LINE TO STAPLES  
NOT INCLUDING CARLTON YARDS.

PRE-INVENTORY INFORMATION  
GENERAL OUTLINE AND HISTORY OF THE WORK

This is a single track main line extending from the Wisconsin-Minnesota State Line near Barker to Staples, not including the yards at Carlton.

Was built by the Northern Pacific Railroad Company as follows:

Carlton (formerly Northern Pacific Junction) to Brainerd.

Was built in the years 1870, 1871 and 1872. The general work of clearing and grubbing, grading, building bridges and culverts and tracklaying was done by the Northwestern Construction Company under their contract of June 11th, 1870; copy of which is submitted with the inventory as is a copy of the monthly estimate dated July 1st, 1871, the final estimate has not yet been found.

The ballasting was done by the Northwestern Construction Company under their contract of September 8th, 1870, copy of which is submitted with the inventory as well as monthly estimate dated August 1st, 1871, the final estimate has not been found.

State Line to Carlton.

Was built in the years 1881 and 1882. The general work of clearing and grubbing, grading and building bridges and culverts was done by D. McDermid & Co. under their contract of June 1st, 1881, copy of which and of the final estimate voucher dated Febry. 28th, 1882 are submitted with the inventory.

The tracklaying and surfacing and ballasting was done by D. McDermid & Co. under accepted proposal of August 4th, 1881 copy of which and of the monthly estimate dated Dec. 31st 1881 are filed with the inventory; the final estimate has not been found.

The construction of the line across this swampy region of Northern Minnesota is well described as follows, quoting from the Engineer's annual report for the year ending June 30th, 1882, C. E. old vault file 45-3. "The construction of the road from Northern Pacific Junction (now Carlton) eastward proved to be of extraordinary difficulty. Part of the distance was in swampy ground so that the work really progressed to better advantage in the winter after water and ground were frozen. Building the road of frozen material caused it to settle very badly when thawed in the spring and summer of the present year and properly reconstructing it has involved very

great labor and expense to put it in condition for service."

This line traverses an undulating timbered country throughout its entire length; many lakes are encountered; much of the region is covered by muskeg or peat swamps across which the construction of a line was most difficult, it is noted on the monthly estimate voucher dated July 1st, 1871, in favor of the Northwestern Construction Company that some 401,000 cu. yds. of corduroy were placed on these swamps to support the embankments between Carlton (formerly N. P. Junction) and the crossing of the Mississippi River at Brainerd; in many places also temporary bridges were built and afterwards filled.

The Railway Company has done a large amount of work on this section since the completion of the original construction period, widening cuts and fills, filling sags caused by the gradual settlement of the roadbed into swamps, adding ballast, replacing temporary bridges and culverts in permanent materials, some 8548 lin. ft. of temporary bridges have been filled, reducing gradients, making line changes and other similar work. In the year 1896 between mile posts 97 and 98 part of the main line sank into a swamp and it was necessary to make a line change by the place, quoting from Engineering Department report for year ending June 30th, 1897 "The main line was broken near Cedar Lake, on the Lake Superior Division, by the embankment sinking into one of the deep bogs characteristic of the region, which involved the re-construction of the main line in another location." The quantities in the former main line roadbed which were ~~enforcedly~~ abandoned are included in the regular inventory.

In order to improve the roadbed by the drainage of a swamp, near Corona, the construction of a large drainage ditch was begun in year 1898, the work being started by Shields & Evans under their contract of October 19th, 1898, copy of which and of estimate dated Dec. 31st, 1899 are filed with the inventory. The Contractors failed to complete the ditch and the Railway was obliged to take over the work letting contract to Thos. W. Baxter for its completion, copy of the contract dated May 15th, 1899 and of the final estimate dated Dec. 31st, 1899 are filed with the inventory. Also see progress profile 7445 and plan 281-11. A reading of C. E. old vault file indicates also that work on this ditch has also been done by the Railway Company with other forces than given above.

Copies of all the final estimate vouchers which have been found covering items of roadway work are submitted with the inventory.

The ballast is composed of gravel with some cinders, all coming from

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points the location of which is shown on blue print map attached to the inventory.

A list of items in abandoned roadbed is included in the inventory and itemized separately.

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