

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. 15
RED RIVER BRANCH.

PRE-INVENTORY INFORMATION.
GENERAL OUTLINE AND HISTORY OF THE WORK.

This is a single track line running from Manitoba Junction to the Minnesota North Dakota State line between East Grand Forks, Minn. and Grand Forks N.D., is the main track of the Railway Company to Winnipeg Man.

These portions of the line between Manitoba Junction and Fertile and between Carthage Junction and the State line were built by the Duluth and Manitoba Railroad Company in the years 1886 and 1887.

That part of the line between Fertile and Carthage Junction was built by the Duluth, Crookston and Northern Railroad Company as follows: Fertile to Crookston in 1889, Crookston to Carthage Junction in 1890.

It is not now known by what forces the above mentioned construction work was done.

The Railway Company has done a great deal of work on this line since the completion of the original construction period both by its own forces and by contract, improving gradients and alignment, digging ditches to facilitate drainage, placing additional ballast, replacing temporary bridges and culverts in permanent materials and other kindred work. Following is a brief description of the more important pieces of contract work:

In 1897 under file 115 a revision was made between Ulen and Hitterdahl; the general work of grading was done by Shields & Evans under the terms of their contract dated May 15th, 1897. Under the terms of this contract the contractor was allowed the use of the Railway Company's tracks with their grading outfits. The Railway Company laid the culverts and did the track-laying and ballasting with its own forces.

In the winter of 1898 and 1899 a drainage ditch was dug between section 4 and 5 in Town of Fairfax, Polk County, the work being done by W.E. Kelsey under the terms of his contract dated Oct. 5th, 1898.

In 1900 the drainage ditch on the right of way from about M.P. 95½ to Carthage Junction was widened and deepened, the work being done by Rhinehart & Driscoll under their contract dated May 29th, 1900.

In 1901 the drainage ditch on the right of way from point just east of M.P. 92 to point about M.P. 94 from Winnipeg Junction was widened and deepened, the work being done by Zaiser Bros. under contract dated April 12th, 1901.

In 1913 under A.F.E. 131-13 the "Twin Valley to Heiberg Line Change" was made the general work of grading and building timber bridges being done by the George J. Grant Construction Co. under contract of Jan. 28th, 1913. The tracklaying and ballasting was done by the Railway Company with its own forces.

Copies of all the above mentioned contracts together with the final estimate vouchers incurred under same are filed with the inventory.

There have also been numerous smaller betterments in grade made by the Railway Company with its own forces, and by contract.

For the first 15 miles north of Manitoba Junction the line traverses a rolling prairie country; from the 15th to the 42nd mile the line crosses the flat bottom lands of the Red River the roadbed lying on a fill for practically the entire distance.

State of Minnesota
Valuation Section no. 15
Red River Branch
(Cont'd)

from the 42nd. mile to mile 57 the line again crosses a rolling prairie country; on mile 57 the line again enters upon and continues in, with the exception of the crossing of the Red Lake River miles 67 to 69, the flat bottom lands of the Red River Valley, the line lying on embankment for practically the entire distance. The drainage of these flat bottom lands is very slow and as has been noted the Railway Company has dug many ditches in order to assist the flow of water away from the roadbed. In later years the farmers have combined and also dug ditches to improve their lands. It is thought that this slow drainage is responsible for the subsidence of the roadbed a large amount of which has been noted along this line.

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

The ballast is composed of gravel with some cinders, all coming from points the location of which are shown on chart filed with the inventory.

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

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