

NORTHERN PACIFIC RAILWAY COMPANY

STATE OF MINNESOTA

VALUATION SECTION NO. 17

GRAND FALLS TO INTERNATIONAL FALLS

PRE-INVENTORY INFORMATION

GENERAL HISTORY AND OUTLINE OF THE WORK

This is a single track branch line running from Grand Falls to International Falls.

Was built by the Big Fork and International Falls Railway Company in the years 1906-1907 and 1908. The general work of clearing and grubbing and grading was done by Dempsey & Dougherty, under contract dated November 21st, 1906, copy of which and of the final estimate incurred under same are filed with the inventory. The contractors suffered a heavy loss in doing this work because of unusual weather conditions, and the Railway Company at the completion of the work made a refund of all transportation charges paid by them, amounting to \$7332.30. Copy of this voucher, dated December 31st, 1907, is filed with the inventory.

The tracklaying and surfacing and ballasting was done by the Railway Company with its own forces.

The building of log culverts seems to have been done by Gunther & McHugo, as per their contract of February 11th, 1907, copy of which is filed with the inventory although the final estimate voucher has not been found.

This line is a continuation of the Minnesota and International Railway line from Brainerd to Grand Falls, and crosses a timbered country very similar to that encountered by that line between Northome and Grand Falls; many long wet peat or muskeg swamps are found, across which the construction of a railroad embankment is most difficult. Many ditches were dug to drain the water away from the roadbed and to lower the general water level. The material from these ditches, not being suitable for placing in embankment, was wasted.

The Railway Company has done a great deal of work on this section, hauling in material to overcome the sinking of embankments, widening cuts, enlarging ditches, adding ballast and other similar work.

Copies of all the final estimate vouchers which have been found covering roadway work are included with the inventory, together with lists of extra work bills incurred under same on account of grading, etc. 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 work found readily available.

The ballast is composed of gravel coming from Happyland Pit, the location of which is shown on chart attached to the inventory.

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