

NORTHERN PACIFIC RAILWAY COMPANY

STATE OF MONTANA
VALUATION SECTION NO.1-A
HUNTLEY TO LAUREL.

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

This is a main line section and is double tracked from Huntley to Laurel.

The single track was constructed as part of the original main line of the Northern Pacific Railroad Company in the years 1881, 1882 and 1883; the general work of grading being done by H. Clark and Company under the terms of the Yellowstone Division Contract No. 1, dated December 27th, 1880 which was extended to cover the line between Pompey Pillar and Livingston by an agreement dated October 6th, 1881. The tracklaying and surfacing was done by H. Clark and Company under their contract of July 12th, 1881, which was extended to cover this section on June 27th, 1882; copy of this tracklaying contract is filed with the inventory although copy of the final estimate or of any of the intermediate estimates have not yet been found.

In the years 1909 - 1910 and 1911, a second main track was added between Billings and Laurel (AFE 815-09). The general work of grading was done by A.J. Sullivan under the terms of his contract dated August 12th, 1909, the tracklaying and surfacing, and ballasting being done by the Railway Company with its own forces.

The second main track between Huntley and Billings was added in the years 1910 - 1911 and 1912, (AFE 801-10) the general work of grading being done by Boynton, Church and McCoy under their contract of January 6th, 1910, and the tracklaying and surfacing, and ballasting was done by the Railway Company with its own forces.

In the years 1907 - 1908 and 1909 a new yard was built at Laurel, (AFE 810-08), the general work of grading being done by A. Guthrie and Company under their contract of April 7th, 1909, and the tracklaying and surfacing and ballasting by the Railway Company with its own forces. Was necessary to make an extensive change in County roads because of this new yard, the work being done by A. Guthrie and Company under their above mentioned contract

and according to an agreement with the County Commissioner of Yellowstone County dated September 22nd, 1906, copy of this agreement and a blue print exhibit showing location of the roads are submitted with the inventory.

A line change was made at "Huntley Bluffs" in the years 1898 and 1899, part of the grading being done by L.I. Hammond under his contract of February 15th, 1899.

A great deal of work has been done on this section from time to time by the Railway Company with its own forces.

At the time this inventory was compiled work was in progress extending the Laurel Yard; the general work of grading, tracklaying and surfacing and ballasting being done by A. Guthrie and Company under their contract of May 3rd, 1917.

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 incurred under same on account of grading, fencing and crossings and signs. 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 and cinders, the cinders coming from the local round houses and the gravel from pits, the location of which is shown on blue print attached to the inventory.

Part of the riprap used on this section was hauled from St. Cloud, Minnesota.

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

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