

NORTHERN PACIFIC RAILWAY COMPANY

STATE OF NORTH DAKOTA
VALUATION SECTION 11
SYKESTON BRANCH
PRE-INVENTORY INFORMATION
GENERAL OUTLINE AND HISTORY OF THE WORK.

This is a single track branch line extending from Carrington to Turtle Lake.

Was built in the following sections:

CARRINGTON TO SYKESTON.

Was built by the Jamestown and Northern Railroad Company in the year 1883. The general work of grading was done by Walker & Ely under their contract of May 1st, 1883, copy of which is filed with the inventory, as is a copy of the 5th estimate dated August 31st, 1883, altho copy of the final estimate has not yet been found.

Some work of grading and building bridges was also done by J. A. Stanton as evidenced by Voucher of October 31st, 1883 which is filed with the inventory.

SYKESTON TO BOWDON.

Was built by the Northern Pacific Railway Company in the year 1899. The general work of grading, building bridges and culverts and tracklaying and surfacing was done by Foley Bros. under contract of April 18th, 1899, and accepted proposal dated August 21st, 1899, copy of which and of final estimate dated Sept. 30th, 1899 are filed with the inventory.

BOWDON TO DENHOFF.

Was built by the Northern Pacific Railway Company in the years 1901 and 1902. The general work of grading, laying of culvert pipe, and tracklaying and surfacing was done by McArthur Bros. under contract of April 14th, 1901 and accepted proposal of June 7th, 1902, copy of which and of the final estimate vouchers dated Feb. 25th, 1902 and Sept. 30th, 1902 are filed with the inventory.

DENHOFF TO TURTLE LAKE.

Was built by the Northern Pacific Railway Company in the years 1905 and 1906. The general work of grading, laying of culvert pipe and tracklaying and surfacing was done by Donald Grant & Company under contract of April 10th, 1905, copy of which and of the final estimate voucher dated Jan. 31st, 1906, are filed with the inventory.

TURTLE LAKE EXTENSION.

In year 1910 an extension west from Turtle Lake was begun but not completed. Considerable grading was done in miles 18-19-20-21 and 22 by Caughren & Woldson under agreement of May 18th, 1910, copy of which as well as voucher dated August 31st, 1910 is submitted with the inventory. Track was not laid on this embankment. The items of grading are included in the inventory and listed separately. Progress Profile 571-6 Note Book 9182.

The Railway Company has done considerable work on this section since the completion of the original construction period, widening cuts and fills, placing ballast, replacing temporary culverts in permanent material filling temporary bridges and similar work.

For the first 28 miles out of Carrington the line traverses an open gently rolling country in which are found many light cuts and fills; from mile 28 to the end the country is more rough, with deeper cuts and fills.

The country is generally covered with a heavy sod which it was necessary to waste in grading the lighter cuts and fills. A great deal of trouble has been experienced on this section with snow and along many cuts dykes of earth have been built to divert the drifts.

The ballast is composed of gravel coming from pits, the location of which are shown on print attached to the inventory.