

STATE OF NORTH DAKOTA
VALUATION SECTION NO.-14.
MANDAN NORTH LINE.PRE-INVENTORY INFORMATION
GENERAL OUTLINE AND HISTORY OF THE WORK.

Revised August 17, 1916

From Mandan to Stanton was built by the Missouri River Railway Company in the years 1909, 1910, 1911 and 1912. From Stanton to Golden Valley was built by the Western Dakota Railway Company in the years 1913, 1913 and 1914. From Golden Valley to Killdeer was built by the Northern Pacific Railway Company in the years 1913 and 1914.

From Mandan to Stanton the general work of grading and laying of culvert pipe was done by Caughren, Winters Smith and Company under the terms of their contract of May 4th 1909. They also laid about two and one half miles of track under their accepted proposal of November 10th, 1909. Between Mandan and Sanger the general work of tracklaying and surfacing, ballasting and bridging was done by Porter Brothers under the terms of their contract of January 5th, 1910. Between Sanger and Stanton the general work of tracklaying and surfacing was done on a force account basis by Siems and Company, and the general work of bridging was done by Peppard and Fulton under their contract of October 4th, 1911.

The grading work between Mandan and within $1\frac{1}{2}$ miles of Stanton was all completed in 1909. In the spring of 1910 track was laid from Mandan to Sanger when the work of tracklaying was stopped, and the balance of the track from Sanger to Stanton was not laid until the following years 1911 and 1912. In the spring of 1911 very disastrous floods swept this valley and before the track could be laid, extensive repairs had to be made to the roadbed. This work was all done by force ~~account~~ *and expense*
was estimated at about \$2,000.00

Between Stanton and Golden Valley the general work of grading and building of culverts was done by the Cook Construction Company under their contract of August 20th, 1912; the general work of tracklaying and surfacing was done by Roberts Brothers under their contract of September 19th, 1913; the general work of bridging was done by the Cook Construction Company under their contract of September 17th, 1913.

From Golden Valley to Killdeer the general work of grading and placing of culverts was done by the Cook Construction Company under the terms of their contract of January 20th, 1913; the general work of tracklaying and surfacing was done by Martin Woldson under his contract of July 14th, 1914.

From Stanton to Killdeer the general work of fencing was done by Van Deventer and Rider under their contract of July 21st, 1914.

Very heavy grading was required in the construction of this line. Leaving Mandan, the west bank of the Missouri River is followed to Stanton, from there the valley of Knife River is followed to Beulah, thence up the valley of Spring Creek to Killdeer. Many channel changes were necessary in the Knife River and Spring Creek Valleys because of the frequent crossing of these streams and tributaries. Several changes were required in the existing highways, the largest of which was the one made between Stations 392 and 470. At the Mandan Lake Cut, Station 2126 to 2130, a very bad slide developed which caused a great deal of trouble and expense; was necessary to lay the track by this place on a temporary grade and later reduce the slide. The material encountered in the construction of this line runs very heavily to hard pan, loose rock and solid rock.

Copies of all the final estimate vouchers which have been found covering roadway work are filed with the inventory together with lists of extra work incurred under same on account of grading, fencing right of way and crossings and signs. These lists of extra work bills do not pretend to be a complete statement of all the extra cost or in any sense a partial statement of original cost, but merely enumerates some of the items of extra cost found readily available.

The Railway Company has done considerable work on this section since the completion of the original construction period, widening cuts and fills, placing additional riprap, ballast and other similar work.

The ballast is composed of gravel with some cinders, the gravel coming from pits, the location of which are shown on print attached to the inventory and the cinders from the points noted.

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.