

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 WISCONSIN  
VALUATION SECTION NO. 3  
SUPERIOR TERMINALS.

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

The first line of the Northern Pacific Railway Company into Superior was built in the years 1881 and 1882 by the Northern Pacific Railroad Company as part of their line from Carlton to Ashland. This line entered Superior from Carlton (Formerly N.P. Junction) via Pokegama River Junction (Central Avenue) running down Newton Avenue to Itasca Street and then eastwardly toward Ashland across the Nemadji River bridge. The general work of clearing and grubbing, grading, building bridges and culverts was done by Donald McDermid and John Ross under contract of June 1st, 1881; copy of this contract and of the final estimate voucher dated February 28, 1882, are filed with the inventory. The tracklaying and surfacing was done by the same contractor under terms of accepted proposal dated August 2nd, 1881; copy of which is filed with the inventory as is copy of the 3rd monthly estimate dated December 31st, 1881, a copy of the final estimate not having been found.

The line running north from Pokegama Junction or Central Avenue to about the present site of the Union Depot (formerly called West Superior) was built in the year 1888 by the Northern Pacific Railroad Company. Part of the clearing, grubbing and grading was done by J. H. Hammond in the year 1885 when a ditch 4.58 miles long was excavated; copy of voucher in his favor dated September 9, 1885, is filed with the inventory; the balance of the grading and the laying of track was done in the year 1888, (see book profile No.1), it is not known by what forces.

The line from West Superior Junction (Minn.) across the Grassy Point Bridge to the Union Depot, sometimes called the West Superior Branch or the Grassy Point Line, was built by the Duluth Short Line Railway Company in the years 1886 and 1887, as part of their line between Thomson, Minn. and West Superior, Wisc. The general work of clearing and grubbing and grading for that part of the line from West Superior Junction

to near the Union Depot was done by J. J. Elliot & Co., copy of the final estimate dated Oct. 25th, 1887, (see page 33 of vouchers) is filed with the inventory, although copy of the contract has not been found. Some clearing was also done by J. H. Hammond; copy of vouchers dated Oct. 7th, 1885 and Nov. 28th, 1884, are filed with the inventory. Some grading was also done by Wm. F. Rhodes; copy of voucher dated May 20th, 1885, is filed with the inventory.

The Bay Front Line, running from Newton Ave. to Connors Point was built in the year 1881; it is not known by what forces the work was done. For a large part of the distance the embankment was built in water and to prevent loss from wave wash the lower part was constructed of hand placed slabs; later in many places it was found necessary to haul in rock for additional protection. The Ogdensburg Pier (formerly called Superior Pier) forms part of this line; this was the first pier in Superior and the Railway Company was obliged to do considerable work dredging waterways; the records of the improvement work on this pier thus far found are as follows:

Voucher dated Sept. 1881 favor Williams & Upham, dredging waterway, 28544 cu. yds. Contract not found. Page 4 Vouchers

Original Construction Superior Pier, Upham & Macdougall under accepted proposal dated Sept. 8th, 1881. The 10th estimate dated Jan. 17th, 1883, is filed with inventory. Page 20 of vouchers, and see page 38 of vouchers for statement of extra work.

Dredging 50 ft. channel from Quebec Pier to new pier (Superior pier), Voucher dated August 9th, 1882, in favor of Williams & Upham, dredging 17952 cu. yds. See page 6 of vouchers. Contract not found.

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On page 35 of vouchers will be found a statement of cost of this pier to May 1883 which includes above three contracts.

In years 1898 and 1899 this dock was enlarged.

Dredging and filling was done by the Duluth Dredge & Dock Co. under contract May 13th, 1899, copy of which and of final estimate dated Dec. 31st, 1899, are filed with the inventory. See page 23 of voucher.

Work of building cribs was done by John Frankmann under contract of April 18th 1899; copy of which and of final estimate dated Nov. 30th, 1899, are filed with inventory. Page 24 of vouchers.

Work of digging a trench for tracks on this pier in 1899 was done by T. B. Jones under contract dated August 11, 1899, copy of which and of final estimate dated Sept. 30, 1899, are filed with inventory. See page 24 of voucher.

The work of driving piles along the above mentioned track trench, a depressed track, to support the ground on either side, was done by Thos. Baxter under contract of Aug. 8th, 1899, copy of which and of final estimate dated Sept. 30th, 1899, are filed with inventory. See page 25 of vouchers. Also dredging by Williams & Upham as per voucher dated Aug. 24th, 1883 amount \$800.00. Page 7 of vouchers.

The line to the Northern Pacific Ore Dock at Allouez Bay was built in the years 1912 and 1913. The general work of building the dock and approaches was done by Siens-Carey Co. under contract of Nov. 16th, 1912, copy of final estimate voucher dated August 24, 1913, is filed with the inventory. The work of dredging waterways to the dock, excavating crib trenches, filling cribs, etc. was done by the Great Lakes Dredge & Dock Co. under contract dated September 26, 1912, copy of which and of the final estimate dated Oct. 21st, 1913, were filed with the inventory. Page 18 of Vouchers. Work done under A.F.E. 813 "A" and "B" of 1913. This dock was extended in the years 1917 and 1918, the dredging, filling of crib etc. is being done by the Zenith

Dredge Co. under contract of Dec. 23rd, 1916, and the construction of the dock is being done by Siens, Helmers & Schaffner under contract of December 1st, 1916; the final estimate has not been given (this date June 15th 1918); work is being done under AFE 896 (16).

In the year 1881 in order to facilitate navigation at this part; the Railway Company joined with the Government in dredging the Nemadji River. Quoting from a letter from I.S.P. Weeks, Div. Eng. to Gen. A. Anderson, Chief Eng. of July 7, 1881, Val. Eng. file 103-1, "I would suggest the N.P. R.R. enter into a contract with Mr. Upham at the same price he gets from the Government to complete the dredging of the Nemadji so that lake craft may land iron there. Then the appropriation (Government) can go as far as it will and the N.P. R.R. pay the balance". This work was done under the accepted proposal of Williams & Upham of July 19th, 1881, copy of which is filed with the inventory; the final estimate has not yet been found.

The history of these terminals has been one of constant growth and all the facilities are constantly being enlarged. The ground upon which the terminals, away from the water front, are built is very flat and the soil is generally a heavy red clay which is difficult to handle.

Copies of all the final estimate vouchers which have been found covering items of roadway work are submitted with the inventory together with lists of extra work bills incurred under same on account of grading, crossings and signs and dredging at docks; 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. A great deal of the work has been done in these yards by the Company with its own forces.

The ballast is composed of gravel and some cinders all coming from points whose location is shown on chart attached to the inventory.

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.