

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 MINNESOTA
VALUATION SECTION M & I - 1

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

This is a single track line running from Brainerd to Big Falls.

The original line was built in the following sections;

By the Brainerd and Northern Minnesota Railway Company:

From Brainerd to Hubert was graded in the year 1892 (Report W.L. Darling of Mar. 10, 1898 C.E. Corres. file 386 $\frac{1}{2}$). It is not certain if track was laid at that time.

From Hubert to Bemidji was built in the year 1894 (Corporate History) and at that time the line between Brainerd and Hubert was revised.

It is not now known by what forces the above construction work was done.

By the Minnesota and International Railway Company:

From Bemidji to Black Duck was built between Sept. 1st, 1900 and Sept. 30th, 1902. The general work of grading, building timber bridges, laying culverts and tracklaying and surfacing was done by Halvorson Richards & Co. under the terms of their contract of August 17th, 1900; copy of which and of the final estimate incurred under same dated March 31, 1902 are filed with the inventory. The Railway Company also did about 175000 cu. yds. of grading with their own forces, C.E. File 805.

From Black Duck to Bridgie (present Northome) was built in the years 1902 and 1903. From Blackduck to point about 10 miles north, the general work of clearing and grubbing, grading, building bridges and culverts, laying culverts and of laying track was done by Foley Bros. under contract of June 19th, 1902; copy of which and of final estimate dated Feb. 28th, 1903 are filed with the inventory. From point

about 10 miles north to Bridgie (present Northome). The general work of clearing and grubbing, grading, and laying of culverts was done by Foley Bros. under contract of March 12th, 1903; copy of which and of final estimate dated Sept. 30th, 1903 are filed with the inventory. The tracklaying and surfacing and ballasting was done by Foley Bros. under their contract of May 15, 1903; copy of which and of the final estimate voucher incurred under same are filed with the inventory.

By the Big Fork and Northern Railway Company.

From Northome to Grand Falls was built in the years 1905 and 1906. The general work of clearing and grubbing, grading, building bridges and culverts was done by A. Guthrie & Co. under their contract of Feb. 20th, 1905; copy of this contract and of the final estimate voucher dated June 23rd, 1908 are filed with the inventory. It will be noted that this final voucher covers an item of \$9268.38 which was paid to the contractors to cover loss sustained in doing the work. The tracklaying was done by A. Guthrie & Co. as per accepted proposal dated Dec. 14, 1905. The ballasting seems to have been done by the Railway Company with its own forces in the year 1906.

This line traverses a timbered country for its entire length. From Brainerd to Walker the land is rather sandy underlaid in places with hard pan and loose rock. From Walker to Bemidji the soil becomes heavier with more clay and hard pan showing, some rock is found. Numerous lakes are encountered between Brainerd and Bemidji, and in many places muskeg swamps are crossed into which the embankments have settled deeply. Between Bemidji and Blackduck the cuts become deeper and the fills higher, more blue clay is found. From Blackduck to Grand Falls the country gradually becomes more level, the cuts more infrequent and the muskeg swamps longer. This swampy region north of Bemidji was most difficult

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of access prior to the construction of the railway, trails were infrequent and were not in a condition to receive team traffic, north of Northome the Railway Company paid in one instance \$1211.64 for the cost of placing corduroy on "tote" roads. C.F. file 1494-2.

The work of building embankments across the long muskeg swamps was difficult and expensive, the depth of the muskeg, saturated with water, rendered ordinary methods impracticable; this work was generally started in the winter time, a low embankment being formed by borrowing the frozen muskeg from the side, the track was then laid on this frozen material and material hauled in from the nearest train haul pit. The muskeg which was side borrowed for the first embankment merges itself into the swamp again and cannot now be identified, a statement of quantities as nearly as can now be determined of this lost yardage is included in the inventory and itemized separately.

The Railway Company has done a great deal of improvement work on this line since the completion of the original construction period; many improvements in gradients have been effected, line changes made temporary wooden culverts replaced in permanent materials, ballast added, bridges filled, cuts and fills widened and similar work. Work being done both by contract and by the Company with its own forces.

The largest piece of work to be done by contract was the so called "Leake Cutoff" a line change about eight miles long, immediately north of Brainerd, in the year 1913. The general work of clearing and grubbing, grading, laying of culvert pipe and tracklaying was done by A. Guthrie & Co. under their contract of May 13th, 1913; copy of which and of the final estimate incurred under same dated Nov. 1st, 1913 are filed with the inventory. The ballasting was done by the Railway Company with its own forces.

In the years 1910 and 1911 under agreement dated July 1st, 1910 a depot, certain track and other facilities were built jointly with the M. St. P. & S. Ste M. Ry. Co., at Bemidji, each Company bearing one half the cost. The items in this jointly owned property are included in the inventory and itemized separately.

Copies of all the final estimate vouchers which have been found covering items of roadway work are submitted with the inventory.

It is not possible to furnish any list of extra work bills or other items of extraneous cost at this time because practically all records of this line were destroyed by fire in February 1917.

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

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

The ballast is composed of gravel and some sand all coming from pits which location is shown on print attached to the inventory.