

NORTHERN PACIFIC RAILWAY COMPANY

STATE OF MINNESOTA
VALUATION SECTION #2
ST. PAUL - DULUTH LINE.

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

This is a single track main line running from White Bear to West Duluth, not including the yards at Carlton.

Was built by the Lake Superior and Mississippi Railroad Company in the years 1867 to 1870 as follows:

St. Paul M.P. 30	1867-1868
M.P. 30 M.P. 80	1869
M.P. 80 to M.P. 155	1869 -1870

It is not known by what forces this original construction work was done.

The main line of the Lake Superior and Mississippi Railroad Company between St. Paul and Duluth passed into the hands of the St. Paul and Duluth Railroad Company on July 17th, 1867.

In the years 1866, 1867 and 1868 the Duluth Shortline Railway Company built a main line from Thomson to West Superior, Wisconsin. Upon the completion of this line the St. Paul & Duluth Railroad Company assumed its operation as part of the main line between St. Paul and Duluth and Superior, abandoning part of the former main line between Thomson and West Duluth, that part not being abandoned is now called the Fond du Lac Branch, Minnesota Valuation Section 1-A.

The general work of grading and building culverts on the Duluth Shortline Railway was done by J. J. Elliott & Co. under their contract of December 2nd, 1866, copy of which is filed with the inventory as well as copies of several monthly estimate vouchers although the final estimate voucher has not been found. Some grading was also done by Langdon & Co. and by Dwyer and Avery as evidenced by copies of vouchers in their favor which are filed with the inventory. The Railway Company, because of the numerous slides was obliged to do a large amount of work in the first few years immediately following the completion of the original construction period. The track-laying and surfacing and ballast seems to have been done by the Railway Company with its own forces.

The Railway Company has done a very large amount of work revising gradients and alignment, widening cuts and fills, adding ballast, replacing temporary bridges and culverts in permanent materials, filling bridges and other similar work. This work has been done by partly contract and partly by the Company with its own forces. Considerable work was done by Langdon & Co. in the years 1867, 1868 and 1869; work was done by Million and Young in 1892 under their contract of May 1892 and by the same people in 1895 under contract of July 15th and August 1st, 1895.

Between White Bear and Carlton the line traverses a rolling country which at the time of construction was largely covered with a heavy timber growth; many swamps and sloughs are encountered on this stretch into which it is noted the embankments have settled heavily. From Carlton to West Duluth the line crosses very rugged country, supporting down the high hills and rocky points which edge the valley of the St. Louis river; a great deal of trouble was experienced on this part of the line with sliding cuts and settling fills and in the first years of operation the Railway Company did a large amount of work with their own forces.

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

The ballast is composed of gravel with some cinders, coming from points the location of which is shown on chart attached to the inventory.

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

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