

NORTHERN PACIFIC RAILWAY COMPANY

STATE OF MINNESOTA
VALUATION SECTION NO. 5
ST. PAUL TO WHITE BEAR

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

This is a double tracked main line section.

The original line was built by the Lake Superior and Mississippi Railroad Company in the years 1867 and 1868 when the first 30 miles of the line between St. Paul and Duluth was constructed, see map and profile 147-1. It is not now known by what forces this line was built.

The second main track was added in the years 1888 and 1889. The general work of grading was done by Woods & Lovejoy in the year 1888; *December* copy of the final estimate voucher covering this work dated about 1888 is filed with the inventory, altho copy of the contract has not been found. At the time this second main track was added many improvements were effected in gradient and alignment. One of the line changes was made at Lake Phalen where an arm of the Lake was first bridged and then in years 1897 and 1898 filled; the filling of this temporary bridge developed a very bad sink hole and one which was filled only after great deal of trouble. The work was done by the Railway Company with its own forces; material being hauled in from the old Claymont Yard, (St. Paul and Duluth File 1405) on standard gauge cars. Map 433-2 shows some of the soundings taken at that time.

The Railway Company has done a great deal of work adding to and improving this line since the completion of the original construction period; both by contract and by its own forces. One of the later large pieces of improvement work was the enlarging of the yard at White Bear in 1913, the general work of grading was done by Hoy & Elzy under their contract of May 3rd, 1913; copy of which and of the final estimate incurred under same are included with the inventory.

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

The ballast is composed of gravel with some cinders, the gravel coming from Barnum Pit, the location of which is shown on chart attached to the inventory, and the cinders from White Bear.

A list of items in abandoned roadway is included in the inventory and itemized seperately.

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