

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 NO. 7
MINNEAPOLIS TERMINALS

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

The first line into Minneapolis was built by the Minneapolis and Duluth Railroad Company who built the line running from St. Anthony (now called Lower East Minneapolis Yard) to Minneapolis and Duluth Junction at White Bear in the years 1870 and 1871. See Corporate History. No record has yet been found to indicate manner in which work was done.

The first line north was built by the St. Paul and Northern Pacific Railway Company in the years 1882, 1883, and 1884. This line ran from the then entitled "Terminal Lot" (the present "Lower Yard" on the west side of the Mississippi River) to Sauk Rapids crossing the river on the present upper crossing inside the city limits of Minneapolis. The general work of grading and building timber bridges and culverts between the south line of 15th St. Minneapolis and Sauk Rapids was done by Langdon & Co. under their contract dated August 20, 1883, copy of which and of final estimate dated Nov. 30th, 1883 are filed with the inventory. The general work of tracklaying between the north line of Plymouth Ave. Minneapolis and Sauk Rapids was done by Winston Bros. under their contract dated November 1st, 1883, copy of which and of the final estimate incurred under same dated July 27th, 1884 are filed with the inventory. The general work of grading of the original terminal grounds north of 4th Avenue was done by Chester Woodward and James P. Wallace under the terms of their contract dated May 27th, 1885; copy of which and of the final estimate incurred under same is filed with the inventory, and by John Woods & Co. under the terms of their contract of Dec. 1st, 1883; copy of which and of the final estimate dated Oct. 31, 1884 incurred under same are submitted with the inventory. Part of the work done by Woods & Co. involved the lowering of the grade of Plymouth Avenue to provide the under crossing this involved the movement of 12086 cu. yds. of earth. See map 421-14.

A depot was constructed near the corner of Main and Ferry Streets. That part of the line north lying in this valuation section was built as a double track line.

The so called "A" line in Minneapolis which extends from the beginning of the section, on the Ramsey - Hennepin County line, to the end of Northern Pacific track across the Mississippi River in Minneapolis was built by the St. Paul and Northern Pacific Railroad Company as part of their line between St. Paul and Minneapolis in the years 1884, 1885 and 1886. The general work of grading and building timber bridges and culverts was done by Winston Bros., copy of the final estimate dated Jan. 31st, 1886 is filed with the inventory, but the contract has not been found. The tracklaying and surfacing was done by the Railroad Company with its own forces. This was built as a double track line.

Line "B" in Minneapolis was originally built in the year 1885. Progress Profile 550-9. The second main track between Broadway St. and 27th Ave. N.E. was added in the year 1904 under improvement No. 31 of that year, it is not known by what forces this work was done. The second main track from the beginning of this valuation section to Broadway St. was added in the years 1910 and 1911 under A.F.E. 327 of 1910, the work being done by the Railway Company with its own forces. It is not known exactly when the balance of the second main track was added.

The Mulberry Street Line was built in the years 1886 and 1887. The general work of grading was done by Winston Bros.; copy of final estimate dated December 1st, 1886 is found in Red Book 1045; copy of the voucher itself and of the contract has not yet been found. In September and October 1891 the grade of this line was lowered four feet at Second Street N.E. by the order of the City Council of Minneapolis. Abstract of reports, pages 30 and 151. This work was done to correspond with the grade of the streets as then established. This is called Line "E". It is not known by whom the construction of this line was done.

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The Farnsey Street line was built in the years 1886 and 1887. The general work of grading was done by Winston Bros., copy of the final estimate is found in Red Book 1045, altho a copy of the voucher itself and of the contract have not been found.

The connecting track to the M.St.P. & S.Ste M.Ry., between sections 6 and 9, was built in the year 1886. Copy of the final estimate in favor of Woods & Lovejoy dated Oct. 15th, 1886 is submitted with the inventory.

The history of these terminals has been one of constant expansion and a great deal of work has been done by the Railway Company with its own forces. Very little of the filling made has been secured from sources not on the right of way, practically all of the grading in the later years having been hauled in by work trains. It has been necessary to provide many overgrade and undergrade crossings for the numerous streets, many of which carry items of extraneous cost, as for example, when the Harvard Street bridge, built under A.F.E. 307 (04) it was necessary to pay the Athletic Association of the University of Minnesota \$1000.00 for building a fence high enough to prohibit people from standing on this bridge and viewing the Athletic field. Copy of this voucher dated June 17th, 1905 is filed with the inventory. In crossing the University grounds it was necessary to lower a city watermain at cost of \$172.60, copy of voucher dated Nov. 30, 1885 is filed with the inventory. These items of extra cost mentioned do not pretend to be a complete statement of all such items, but are merely listed because of being readily available.

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

The ballast is composed of gravel with some cinders, the gravel coming from Cone Pit and the cinders from Northtown, the location of both places being shown on chart attached to the inventory.

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