

NORTHERN PACIFIC RAILWAY COMPANY

STATE OF NORTH DAKOTA
VALUATION SECTION NO. 1
MINNESOTA - NORTH DAKOTA STATE LINE TO MISSOURI RIVER

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

This is a main line section extending from the Minnesota - North Dakota State Line at Fargo to the Missouri River bridge between Bismarck and Mandan, comprised of about 199.4 miles of main track, 51.4 miles of second main track and appurtenant sidings.

Was built by the Northern Pacific Railroad Company in the years 1871, 1872 and 1873. This part of the main line was called the Dakota Division during original construction. The general work of grading, tracklaying and surfacing and building bridges and culverts was done by Payson Candee and Co. under their contract of September 29th, 1871. Copy of this contract is filed with the inventory; copy of the last monthly estimate found is also filed with the inventory altho the final estimate has not been found. From Bismarck to the Missouri River the original main line ran down to the river landing, as shown on Map 44-5, where in summer a steamer ferry was employed to cross the river and in the winter a pile bridge was driven through the ice. See History N. D. section 2. The present bridge line was built in the years 1881 and 1882, the general work of grading was done by Bellows, Fogarty & Co. as per contract of May 1st, 1881, copy of which and of the final estimate dated Sept. 1st, 1882 are submitted with the inventory.

Second main track has been added as follows:

Fargo to Haggart.

Was built in the year 1884, it is not now known by what forces the work was done. Field Books 1238-1239.

Haggart to Casselton.

Was built in the years 1906, 1907, 1908 under A.F.E. 819 (06). Practically all of the embankment was made by material obtained in the big cut at Buffalo, having been hauled by the Railway Company with its own equipment. The tracklaying and surfacing and ballasting was done by the Railway Company with its own forces.

* for the east approach Bismarck to bridge.

Casselton to Wheatland.

Was built in the year 1907 under A. F.E. 837 (07). Most of the embankment was obtained from the Buffalo cut and hauled by the Railway Company with its own equipment. The tracklaying and surfacing and ballasting was done by the Railway Company with its own force.

Wheatland to Buffalo.

Was built in the years 1906, 1907, 1908 and 1909 under A.F.E. 820 (06) All work being done by the Railway Company with its own forces.

Alta to Berea.

Was built in the years 1906, 1907, 1908 and 1909 under A.F.E. 821 (06). The general work of grading, tracklaying and surfacing and ballasting was done by A. Guthrie & Co. under their contract of May 15th, 1906, altho some 91,407 cu. yds. was hauled and placed in embankment by the Railway Company with its own forces.

Bloom to Jamestown.

Was built in the years 1910, 1911 and 1912 under A.F.E. 802(10) The general work of grading and laying of culvert pipe was done by C. E. Sandeen under his contract of May 12th, 1910. The tracklaying and surfacing and ballasting was done by the Railway Company with its own forces.

Copies of all the above mentioned vouchers and contracts are filed with the inventory.

In addition to the above noted double tracking the Railway Company has done a great deal of improvement work on this section since the completion of the original construction period, some of which has been done by contract but largely by its own forces. Grades have been reduced, cuts and fills widened, ballast added, temporary bridges and culverts replaced in permanent materials.

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On this section there has always been experienced a great deal of trouble with drifting snow, and the Railway Company has resorted to several means to obviate the difficulty, planting trees, building snow fences, making snow cuts, etc. The work of planting trees was commenced very early; vouchers have been found and filed with the inventory, showing expense incurred in 1882 amounting to \$12307.76 and in 1883 to \$19448.21. The next record of this work, thus far found, was in years 1899, 1900 and 1901 when work was done by the Railway Company with its own force under Oscar H. Will as Superintendent of Tree Planting under agreement of October 6th, 1898. In 1900 work was done by J. S. Fortune preparing some 345.2 acres of ground for tree plantations, copy of the voucher in favor of Fortune amounting to \$201.97 together with his contract dated May 16th, 1899 is filed with the inventory. A detailed statement of these tree plantations as now exist is included with the inventory.

For the first 25 miles west of Fargo the line crosses the flat bottom lands of the Red River Valley, the balance of the distance a rolling prairie country is traversed; in which are found many deep cuts and high fills. The country is largely underlaid with a hard pan subsoil. In many places the ground is covered with a heavy sod which it was necessary to waste in grading the lighter cuts and fills.

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, covering grading, cross-ties and signs and snow fences; these lists of extra work bills do not pretend to be a complete statement of all the extra cost or in any sense a partial statement of original cost but merely enumerate these items of extra cost found readily available.

The ballast is composed of gravel with some cinders all coming from points noted in the inventory and the location of which is shown on print 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.