

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 NORTH DAKOTA  
VALUATION SECTION NO. 3  
PART OF RED RIVER BRANCH

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

This is a single track line extending from the Minnesota North Dakota State line at Grand Forks, N.D. to the International boundary line at Pembina, N.D.; is the main line of the Railway Company to Winnipeg, Manitoba.

Was built by the Duluth and Manitoba Railroad Company in the year 1887. It is not now known by what forces the construction work was done.

This line for its entire distance traverses the flat bottom lands of the Red River Valley. The ground is almost entirely flat and the drainage is very slow.

The Railway Company has done a large amount of work on this section since the completion of the original construction period, widening embankments, adding ballast, digging drain ditches, replacing temporary culverts in permanent materials, filling temporary wooden bridges some 2131 lineal feet of these having been filled and other kindred work, part of which was done by contract but largely by the Railway Company with its own forces. Perhaps the most important piece of work done by the Railway Company was that necessitated by the sinking of the roadbed in the town of Grand Forks, called the "Grand Forks Sag" which may be described as follows:

The "Grand Forks Sag" is located in the town of Grand Forks between station 5049 and 5070 on the bank of the Red River of the North. The original line at this place was constructed in the year 1887 and settlement and sliding of the embankment towards the river became evident almost at once as is shown by the State Engineer's map, showing the location of the slide, dated 1888; at which time the track had settled about 2 feet. See map 83-15. This settlement continued and in 1893 it was proposed that the main line be thrown a little farther away from the river and the sag raised. This change, however, was not made. See map 84-7.

In 1896 a ditch was dug on the land side of the fill and tile pipe was placed through the fill, in an endeavor to collect the surface drainage and stop seepage; this work was not a success as the continued settlement destroyed the pipe.

In 1896 it was decided to raise the grade of the sag five feet in order to bring the track above high water of the Red River, and to abolish use of pusher engines through that place, and accordingly filling was commenced by use of work trains. On August 27th, 1897 the Division Superintendent reported as follows: "Grand Forks Sag" is 12 feet below grade. We have put an average of 76 cars per day in it for the past 23 days, not gaining on it that can be seen with the naked eye" The filling was continued in 1898 but settlement did not stop. C.F. Correspondence File #206.

In 1899 an injunction against the work was secured by United States Government because the embankment in settling was also sliding towards the channel of the Red River and blocking navigation of that stream. The suit was appealed and the Railway Company was allowed to continue the work.

In 1900, because of the continued settling, a new line was built between 100 and 150 feet farther away from the river. The embankment on the new line began sinking and sliding almost immediately, and filling continued in 1900 and 1901, in April 1902 it is stated that filling with cinders was being done and that the tracks were settling at rate of about a foot a day.

The line in operation now is the new line built in 1902. The settling of the embankment is still continuing although it is not very marked at present time.