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NORTHERN PACIFIC RAILWAY COMPANY

STATE OF NORTH DAKOTA
VALUATION SECTION NO. - 5
PART OF FERGUS FALLS BRANCH
MINNESOTA-NORTH DAKOTA STATE LINE TO OAKES.

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

From Wahpeton to Milnor, about 41 miles, was partially built by the Saint Paul, Minneapolis and Manitoba Railway Company in the years 1881 and 1882. The grading and bridging at that time being done by Langdon and Co., and a copy of their final estimate together with the contract is filed with the inventory. This uncompleted work was taken over by the Northern Pacific, Fergus and Black Hills Railroad Company in the latter part of 1882 and carried to a completion in 1883. Part of the grading, bridging, tracklaying and surfacing being done by De Graff & Co. as per voucher dated February 9, 1883 filed with the inventory, and part seems to have been done by the Railroad Company with its own forces.

The extension from Milnor to Oakes was built by the Northern Pacific Railway Company in the year 1900, the general work of grading, laying of culvert pipe and tracklaying and surfacing being done by Foley Bros. under their contract of May 24th, 1900, copy of which and of the final estimate incurred under same ^{are} filed with the inventory.

For the first 40 miles west of Wahpeton the line traverses the flat bottom lands of the Red River Valley; the slope of the land is so slight that in wet years cultivation is badly handicapped by standing water, lately the farmers have joined together and dug many large drainage ditches; because of the difficulty encountered with the drainage a great deal of hay is grown. The line then enters upon and continues in a rolling prairie country, the top soil is composed of black earth and the subsoil in most places is composed of hard pan. Throughout this entire section the ground is covered with a heavy sod, a sod so thick that it must be wasted in grading the lighter cuts and fills.

The Railway Company has done considerable work upon this section since the completion of the original construction period. Cuts and fills have been widened, ballast placed, temporary bridges have been filled or replaced by culverts, some 1721 lin. ft. bridging having thus been disposed of.

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, these lists of extra work bills do not pretend to be a complete statement of all the extra costs or in any sense a partial statement of original cost, but merely enumerate some of the items of extra cost found readily available.

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

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

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