

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. 9  
DEVILS LAKE BRANCH

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

This is a single track branch line extending from Jamestown to Leeds.

From Jamestown to Minnewaukan was built by the Jamestown and Northern Railroad Company as follows:

From Jamestown to Melville (Foster County Line) was built in the years 1881 and 1882. The general work of grading was done by Walker & Ely under their contract of August 6th, 1881. Copy of the contract is filed with the inventory as is a copy of the 11th, estimate dated Nov. 30th, 1882, although copy of the final estimate has not been found. The tracklaying and surfacing seems to have been done by the Railway Company with its own forces.

From Melville to Carrington was built in years 1882 or 1883 but it is not now known by what forces the work of construction was done.

From Carrington to Minnewaukan the line was built in the years 1883, 1884 and 1885. The general work of grading was done by Walker & Ely under their contract of Jan. 4, 1883; copy of which and of final estimate dated Sept. 23rd, 1883 are filed with the inventory. The tracklaying and surfacing seems to have been done by the Railway.

From Minnewaukan to Leeds was built by the Jamestown and Northern Extension Railroad Company in the year 1889. The general work of grading, building bridges and tracklaying and surfacing was done by Edward McCormick under his contract of June 25th, 1889. The ballast has been placed by the Railway Company with its own forces.

Leaving Jamestown the line follows the course of Pipestone Creek for about five miles thence runs across an undulating prairie for the balance of the distance to Leeds; crossing the divide between the Sheyenne River and James River near the town of Divide, and crossing divide between Sheyenne River and Devils Lake near Oberon, skirting the shores of Devils Lake at the town of Minnewaukan. The country traversed is well settled and highly cultivated.

The Railway Company has done a large amount of work on this line since the completion of the original construction period, widening cuts and fills, replacing temporary culverts in permanent form, placing ballast, some 248 temporary bridges aggregating 4907 lin. ft. have been filled and other similar work.

Copies of all the final estimate vouchers which have been found covering roadway items have been included with the inventory.

The ballast is composed of gravel with some cinders, the gravel coming from Sheyenne and Ladoga pits and the cinders from Jamestown, as shown on chart 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.