

NORTHERN PACIFIC RAILWAY COMPANY

STATE OF WISCONSIN
VALUATION SECTION No. 1
ASHLAND TO SUPERIOR

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

This is a single track main line running from the Nemadje River, at Superior to Ashland. Both Superior and Ashland are ports on Lake Superior.

Was built by the Northern Pacific Railroad Company in the years 1882, 1883, 1884 and 1885 as follows:

NEMADJI RIVER TO STATION 1330

Was built in the years 1881 and 1882. The general work of clearing and grubbing, grading, building bridges and culverts was done by Donald McDermid and John Ross under contract of June 1st, 1881, being part of their general contract between Carlton (formerly Northern Pacific Junction) and Superior. Copy of the contract and of the final estimate voucher dated Feb. 28th, 1882, are filed with the inventory. The tracklaying and surfacing was done by the same contractor under terms of accepted proposal dated Aug. 2nd, 1881 copy of which is filed with the inventory as is copy of the 3rd estimate, dated Dec. 31st, 1881, a copy of the final estimate not having been found.

STATION 1330 TO ASHLAND

Was built in the years 1883, 1884 and 1885. The general work of clearing and grubbing, grading, building bridges and culverts, tracklaying and surfacing and ballasting was done by Danby and Richard under contracts of May 12th and Sept 1st, 1883, copies of which and of estimate dated October 31st, 1885 are filed with the inventory.

Under agreement of August 15th, 1883, supplementary to contract of May 12th, 1883, the price per cubic yard of earth grading between the 25th and 35th miles east of Superior was increased \$.07, the price of piling \$.05 per lin. ft. and timber \$5.00 per M. F. B. M. if the work was completed during the season of 1883; copy of this agreement and of additional estimate dated

Feb. 1st, 1884 are submitted with the inventory.

The work being done by the Contractor seems to have been suspended during the year 1884, because of this suspension the Railway Company paid the Contractor \$2776.35 to cover the increased cost of doing the work on sections 66, 67, 68 and 69, copy of the voucher dated October 27th, 1885.

Because of the necessity of doing considerable grading/while the ground was frozen, in order that the tracklaying might be completed during the winter of 1885 the Contractor was allowed \$.15 per yard in addition to the regular contract price for some 9085 cu. yds. of earth moved between Construction Station 3391 and 3617; copy of voucher dated March 31st, 1885 is filed with the inventory.

The clearing and grubbing and grading on that part of the line eastward from Station 4558+50 (the end of Danby & Richard original contract) to the end at Ashland called the "Bay Front Line at Ashland" was done by Danby & Richard on a basis of cost plus 10%; copy of E. D. voucher No. 2625 dated May 21st, 1885 is submitted with the inventory; it is noted that this work cost considerable in excess of the contract prices.

In an attempt to save the long haul on gravel ballast from Carlton (at a pit which the Contractor had opened previously) the Contractor was required to open pits at Stations 2170 and 2500; this attempt does not seem to have been a success as no pits can be found at these places now. The Railway Company re-imbursed the Contractor for this work, amount \$4754.34, see Voucher 3330 dated Oct. 30th, 1885, filed with the inventory.

The line traverses a rolling timbered country which is crossed by numerous water courses. Numerous places have been noted wherein the embankments have settled into the original ground.

The Railway Company has done a large amount of improvement work on this section since the completion of the original construction period, widening embankments, adding ballast, replacing temporary bridges and culverts in permanent materials, some 17895 lin. ft. of temporary bridges have been filled and other similar work.

Copies of all the final estimate vouchers which have been found cover-

NORTHERN PACIFIC RAILWAY COMPANY

STATE OF WISCONSIN
VALUATION SECTION NO. 1
ASHLAND TO SUPERIOR

PRE-INVENTORY INFORMATION
ORIGINAL OUTLINE AND HISTORY OF THE WORK

ing roadway work are submitted with the inventory, together with list of extra work bills incurred under same on account of grading, this list does not pretend to be a complete statement of all the extra costs or in any sense a partial statement of original cost but merely enumerates some of the items of extra cost found readily available.

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

The ballast is composed of gravel, sand and some cinders, coming from points whose location is shown on chart filed with the inventory.

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