

471 7/25
NORTHERN PACIFIC RAILROAD COMPANY

THOMAS F. BAKER, HENRY G. PRYNE, HENRY G. HOUSE, RECEIVERS.

Dakota Division

Auditor's No. 854

Superintendent's No. 79

Jamestown, N.D., November 4th, 1898 189

To Mr. M.C. Kimberly,

Gen'l. Sup't., St Paul

I respectfully recommend the improvement described below, and request special appropriation to cover cost of same.

1. Location (with regard to nearest Station) **Valley City** East head block ft. West of M. P.
2. Title. (Side Tracks and Spurs to be named) **Mill Spur.**
3. Description. (Give description of proposed New Work. If Siding or Spur, make Sketch below showing Points of Compass; if Standard Building, no description is necessary, but give Plan Nos.)

Spur track to be constructed from main line to mill and elevator of the **Russell Miller Milling Company;**

Length of tracks required:

From point of frog mainline to end of tail trk.	1776'
Add. Elevator track	200'
Add. Mill Spur	400'
Add. three switches	224'
Total	2600'

See sketch prepared by Asst. Engineer Smith attached.

4. New Work, Additions or Repairs **New work**
5. Necessity for proposed Work: (If increase of Business, give particulars.) **Mill is located one half mile from our track. It is desirable to have spur to their mill in order to control business competitive with the "Goo".**
6. Is Improvement on Right-of-way or Land owned by this Company **No.**
If not, what can be done to secure Title **Mill Company to secure right-of-way free of cost to this company.**
7. Estimate of Cost: Material (as itemized on next page) **\$1261.00** Labor **\$550.00** Total **\$1761.00**
8. Work should be commenced **at once** in order to **complete track this season.**
9. Length of Time required to complete Work **One month**
10. Remarks: (Note here if any Material or Labor is to be furnished by outside parties, and whether work should be done by Contract or with Company forces.)

~~Track to be laid by company forces; mill company to furnish necessary material for bridges and construct same, and also to do necessary grading to put roadbed in shape for track laying. The prices of material quoted above do not include freight charges. See detail (on back) of track material covered by estimate.~~

The Milling Company is to pay the entire cost of the track and bridges, including rails, the Railway Co. to refund on basis of 25% of the line charges on business from the mill until such refund shall amount to \$2500.00. The bridges built are to be subject to inspection of Engineering Dep't; the Railway Co. to haul material for such bridges without charge to the Mill's Co.

Division Engineer.

Chief Engineers Office.

Superintendent

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11/14/98 2.....3.....

Northern Pacific Railway Company.

E. Line Dept.

Sketch Showing alignment of proposed track to Russell-Miller Milling Company Mill and elevator at Valley City, N.D. 11/2/1898.

Survey by W.C.S.

Length of track Rep:-

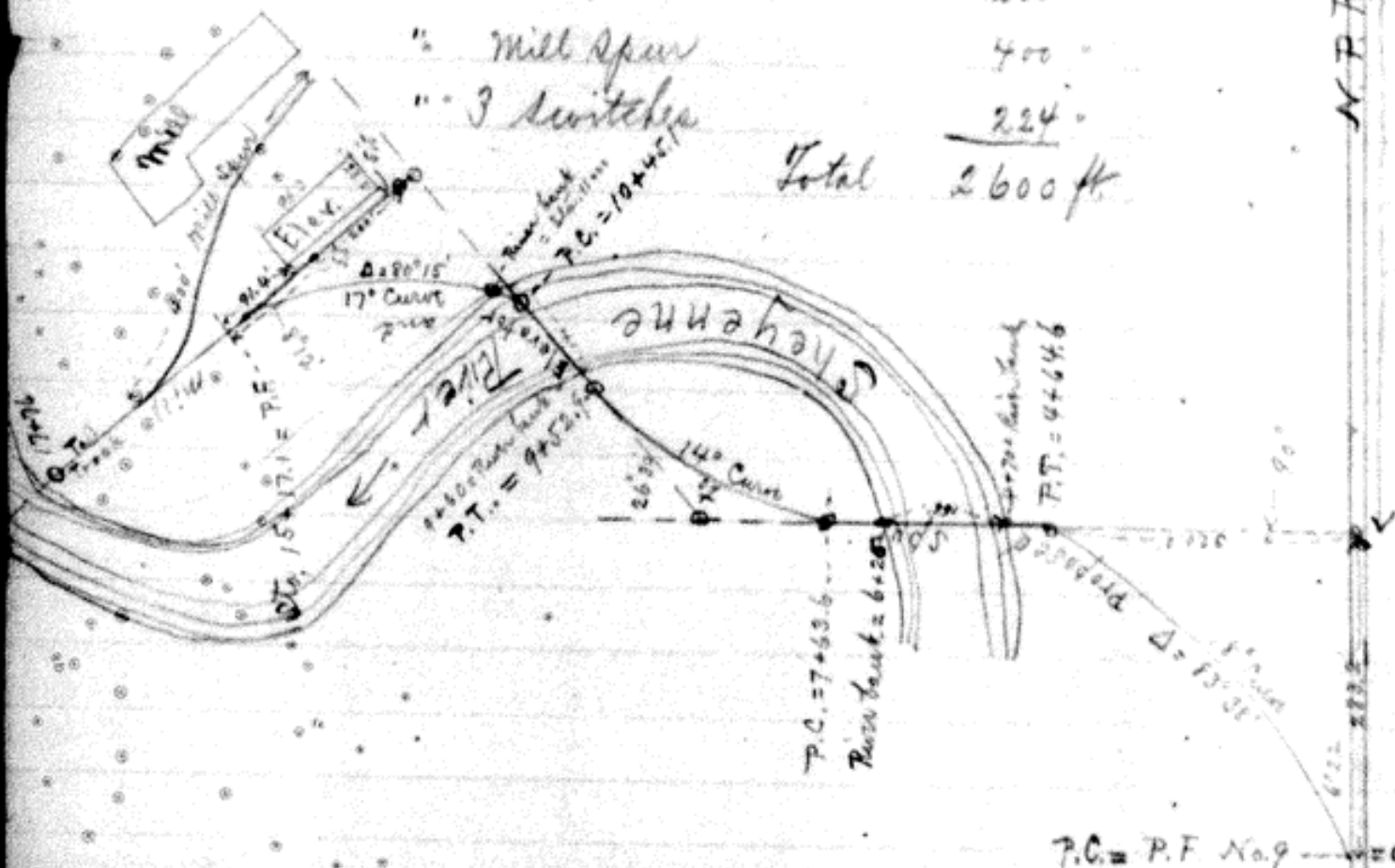
P. Frog Main line to End of Tail track = 1776 ft

Add Elev track 200 "

" Mill Spur 400 "

" 3 switches 224 "

Total 2600 ft



N.P.Ry. Main Line
Lot 1

P.C. = P.F. No. 9

From Mandan N.P. Ry. main line Over east end of Depot 1915

Right of Way Line

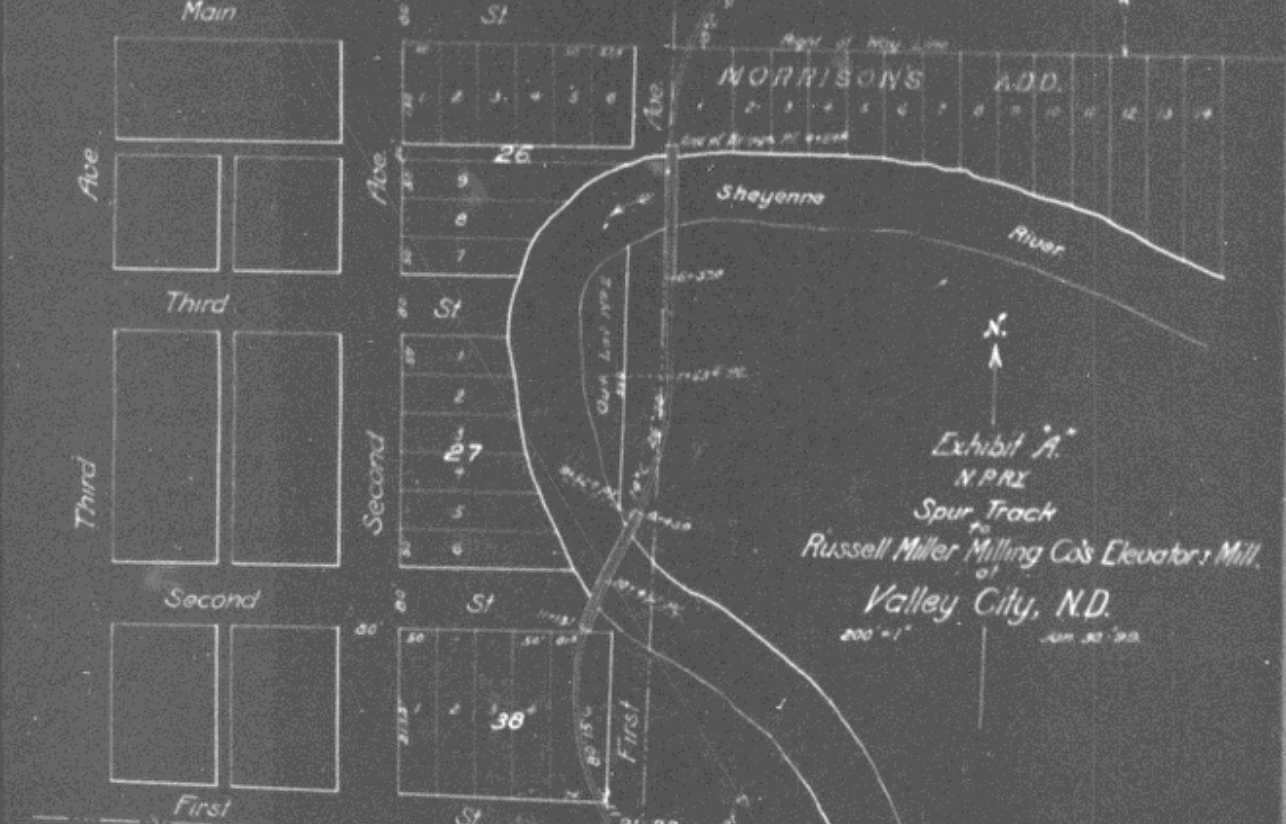
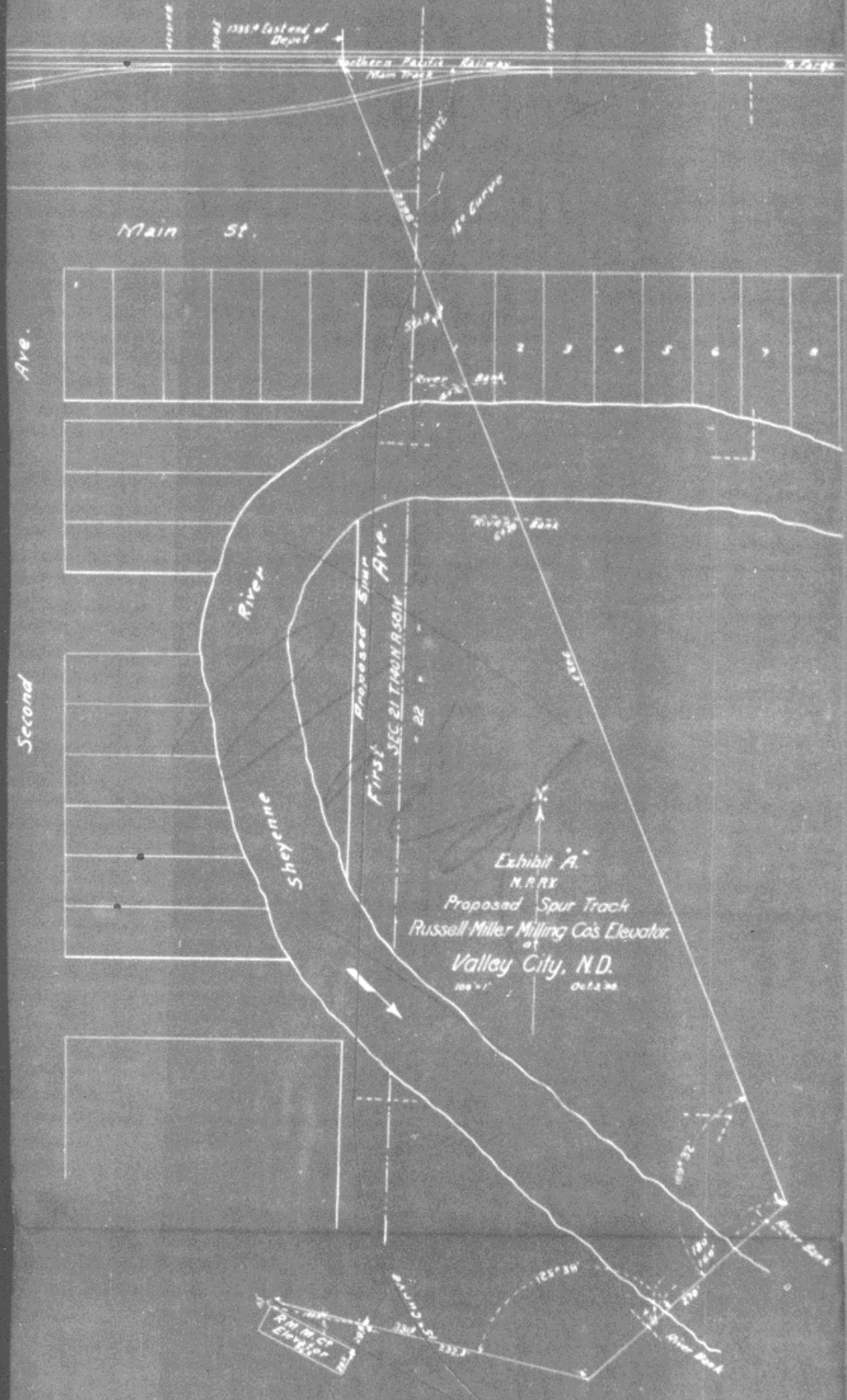


Exhibit A.
 N.P.R.R.
 Spur Track
 to
 Russell Miller Milling Co's Elevator & Mill.
 of
 Valley City, N.D.
 200'-1" Jun 30 '90



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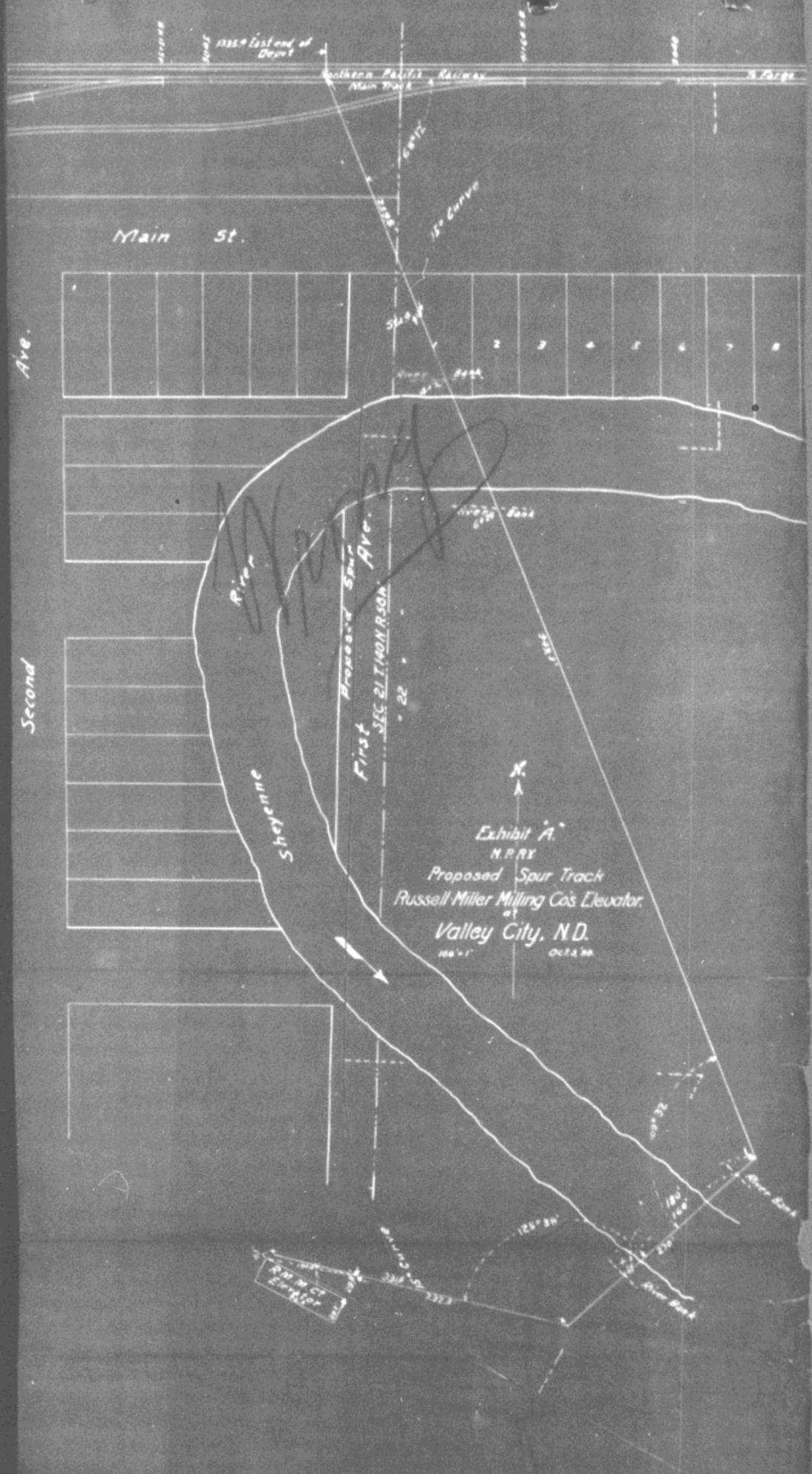


Exhibit A
 N.P.R.Y.
 Proposed Spur Track
 Russell Miller Milling Co's Elevator
 at
 Valley City, N.D.
 100'-1" Oct 4 30

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