

B. V. Form No. 563  
 Owner **Great Northern Railway Company**  
 Operating Company **do**  
 Division \_\_\_\_\_ State **Idaho**  
 Valuation Section No. **Idaho 1**  
 From **N.P. 1350.76** to **1431.05**  
**79,539** Miles Main Line, **105,054** Miles all Tracks.\*

INTERSTATE COMMERCE COMMISSION  
 BUREAU OF VALUATION

Date of Inventory as of **June 30**, 19**16**  
 Date Compiled **Feb. 16**, 19**22**  
 Compiled by **H.A.P.**

**SUMMARY SHEET**  
 WHOLLY OWNED AND USED

Correct *Louis F. Reed* Engineer.  
 Approved *H.A.P.* Engineer.

R. and E. Account Number.	CLASSES.	ORIGINAL COST TO DATE.	COST OF REPRODUCTION.		R. and E. Account Number.	REMARKS.
			(4) Now.	(5) Less Depreciation.		
(2)		(3)	(4)	(5)	(6)	(7)
<b>I. ROAD:</b>						
1	Engineering,		232,769	232,769	1	
2	Land for transportation purposes,				2	
3	Grading,		3,056,024	3,056,871	3	
4	Underground power tubes,				4	
5	Tunnels and subways,		260,415	254,551	5	
6	Bridges, trestles, and culverts,		544,817	477,570	6	
7	Elevated structures,				7	
8	Ties,		154,604	78,506	8	
9	Rails,		508,803	474,296	9	
10	Other track material,		181,604	139,336	10	
11	Ballast,		162,562	136,067	11	
12	Track laying and surfacing,		205,964	167,250	12	
13	Right-of-way fences,		15,479	10,989	13	
14	Snow and sand fences and snowbeds,				14	
15	Crossings and signs,		8,679	5,795	15	
16	Station and office buildings,		21,364	17,314	16	
17	Roadway buildings,		18,964	14,995	17	
18	Water stations,		22,057	18,194	18	
19	Fuel stations,		8,737	7,020	19	
20	Shops and engine houses,				20	
21	Grain elevators,				21	
22	Storage warehouses,				22	
23	Wharves and docks,				23	
24	Coal and ore wharves,				24	
25	Gas producing plants,				25	
26	Telegraph and telephone lines,				26	
27	Signals and interlockers,		693	624	27	
28	Power dams, canals, and pipe lines,				28	
29	Power plant buildings,				29	
30	Power substation buildings,				30	
31	Power transmission systems,				31	
32	Power distribution systems,				32	
33	Power line poles and fixtures,				33	
34	Underground conduits,				34	
35	Miscellaneous structures,				35	
36	Paving,				36	
37	Roadway machines,		780	525	37	
38	Roadway small tools,		1,309	851	38	
39	Assessments for public improvements,				39	
40	Revenues and operating expenses during const.				40	
41	Cost of road purchased,				41	
42	Reconstruction of road purchased,				42	
43	Other expenditures—Road,				43	
44	Shop machinery,				44	
45	Power plant machinery,				45	
46	Power substation apparatus,				46	
47	Unapplied construction material and supplies,				47	
	Total, 1 to 47, inclusive		5,405,414	5,093,523		
<b>II. EQUIPMENT:</b>						
51	Steam locomotives,				51	
52	Other locomotives,				52	
53	Freight-train cars,				53	
54	Passenger-train cars,				54	
55	Motor equipment of cars,				55	
56	Floating equipment,				56	
57	Work equipment,				57	
58	Miscellaneous equipment,				58	
	Total, 51 to 58, inclusive,					
<b>III. GENERAL EXPENDITURES:</b>						
71	Organization expenses,				71	
72	General officers and clerks,				72	
73	Law,				73	
74	Stationery and printing,				74	
75	Taxes,				75	
77	Other expenditures—General,				77	
76	Interest during construction,				76	
	Total, 71 to 77, inclusive,					
	Grand total, 1 to 77, inclusive,					
	Grand total—Other,					

Revised page prepared by direction of the Commission Jan. 31, 1928

B. V. Form No. 501

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Great Northern Railway Company

Sheet No. \_\_\_\_\_ of this valuation section.

Val. Section No. Idaho 1 Miles Main Line \_\_\_\_\_ Miles of Tracks \_\_\_\_\_

Approved: C. H. Spencer

LOCATION.

Where but a single percentage is shown it represents both per cent.

CHARACTER OF PROPERTY AND DESCRIPTION.

(1)	Acct. No.	Title	C. C. Classification	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
						Per Unit	Now, Total	Less Depreciation
(1)					(3)	(4)	(5)	(6)
		<u>GRADING</u>						
		<u>M.P. 1380.76 to M.P. 1431.08 - Lemhi to Newport</u>						
		<u>All Tracks</u>						
		Clearing	100	Acres	1240.67	67.60	83,742	83,742
		Grubbing	100	"	117.19	300.50	36,153	36,153
		Excavation, common	100	Cu. Yd.	1806182	0.225	406,391	406,391
		"    hard pan	100	"	883322	0.38	317,802	317,802
		"    loose rock	100	"	228815	0.44	116,525	116,525
		"    solid "	100	"	892415	1.04	926,397	926,397
		Embankment Borrow, common	100	"	1848602	0.225	419,761	419,761
		"    hard pan	100	"	251531	0.35	95,532	95,532
		"    loose rock	100	"	40126	0.44	18,459	18,459
		"    solid "	100	"	39342	1.05	40,843	40,843
		Subsidence	100	"	391195	0.22	81,535	81,535
		Team Overhaul, 200' free haul	100	C.Y. Sta.	9984401	0.0125	124,805	124,805
		Train haul	100	Cu. Yd.	1823500		221,521	221,521
		Additional right-of-way	100	Acres	19	172.00	3,096	3,096
		<u>Protection of Roadway</u>						
		Rip Rap, loose	100	Cu. Yd.	16223	1.00	16,223	16,223
		"    hand laid	100	"	73800.5	2.00	147,101	147,101
		Sundry items	80				2,307	1,154
		<b>Total for Valuation Section</b>					<b>3,088,084</b>	<b>3,088,871</b>

ACCOUNT 5 - TUNNELS AND SUBWAYS

Tunnel #9 - M.P. 1502.9; 560.2' long; timber lined

Timber - Material in place	88	M.S.M.	192,806	35.00	6,648	2,978
Excavation, neat section, solid rock	100	Cu. Yd.	3745	3.80	14,231	14,231
"    enlargement	100	"	1427	3.80	6,183	6,183
Sundry items	80				156	123
<b>Total (Tunnel #9)</b>	<b>88</b>				<b>25,218</b>	<b>23,515</b>

Tunnel #10 - M.P. 1540.6; 215' long; part timbered, part lined.

Excavation, neat section, solid rock	100	Cu. Yd.	2200	3.80	8,740	8,740
"    enlargement	100	"	659	3.80	2,428	2,428
Timber - Material in place	64	M.S.M.	73,225	35.00	1,375	880
Sundry items	81				116	102
<b>Total (Tunnel #10)</b>	<b>80</b>				<b>12,659</b>	<b>12,150</b>

Tunnel #10.1 - M.P. 1574.2; 610' long; timber and concrete lined.

Excavation neat section, hard pan	100	Cu. Yd.	10694	4.06	43,637	43,637
"    enlargement	100	"	1591	4.06	12,073	12,073
Timber - Material back of lining	97	Cu. Yd.	455.4	7.00	3,035	2,944
Reinforced concrete in lining	97	Cu. Yd.	9647.8	11.80	42,189	40,915
Reinforcing steel	97	Cu. Yd.	2014.12	2.75	10,299	9,939
Plain concrete, in portals	97	Cu. Yd.	623.2	19.00	6,219	5,062
Iron	97	Cu. Yd.	38.00	5.00	195	189
Reinforcing steel - labor placing	97	"	2014.12	0.85	3,156	5,071
<b>Total (Tunnel #10.1)</b>	<b>98</b>				<b>121,088</b>	<b>119,080</b>

Tunnel #10.2 - M.P. 1576.1; 475' long; timber and concrete lined.

Excavation, neat section - common	100	Cu. Yd.	3325	4.05	15,491	15,491
"    "    hard pan	100	"	4575	4.05	18,934	18,934
"    enlargement - common	100	"	1161	4.05	4,702	4,702
"    "    hard pan	100	"	1618	4.05	5,747	5,747
Timber - Material back of lining	97	Cu. Yd.	344.7	7.00	2,363	2,341
Reinforced concrete in lining	97	Cu. Yd.	3176.8	11.80	36,885	35,434
Plain "    "    portals	97	"	639.4	10.00	6,394	6,784
Reinforcing steel	97	Cu. Yd.	2994.00	2.70	8,084	7,841
Labor placing reinforcing steel	97	"	2994.00	0.85	2,485	2,410
Iron	97	"	51.00	5.00	150	150
<b>Total (Tunnel #10.2)</b>	<b>98</b>				<b>101,835</b>	<b>99,834</b>
<b>Total for Valuation Section</b>	<b>98</b>				<b>250,415</b>	<b>254,851</b>

Revised page prepared by direction of the Commission Jan. 5, 1925.

V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Great Northern Railway Company

Sheet No. \_\_\_\_\_ of this valuation section.

Idaho 1 Miles Main Line, \_\_\_\_\_ Miles all Tracks, \*

Approved: **F. B. Schertz**

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent.	Per Cent of Cost New.	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
						Per Unit	New Total	Less Depreciated
Acct. No.	Title	(1)	(2)	(3)	(4)	(5)	(6)	
6	BRIDGES, TRESTLES AND CULVERTS (I. C. C. classification)							
<b>Steel and Concrete Bridges-</b>								
Bridge 203, single track, length 217'; built 1907								
Substructure: Concrete Piers and Abutments								
	Concrete	90		Cu. Yd.	414	9.58	3,966	3,569
	Masonry bridge seats	90		"	5.4	27.00	146	151
	Excavation ( cofferdam )	90		"			1,144	1,030
	Superstructure: Three steel thru plate girder spans 72' long	85	84	Lb.	293276	0.045	13,197	11,349
	Sundry items	77					919	708
	<b>Total</b>						<b>16,372</b>	<b>15,767</b>
Bridge 210, single track, length 178'; built 1913								
Substructure: Concrete Piers and Abutments								
	Reinforced concrete	98		Cu. Yd.	15	12.80	192	188
	Concrete	98		"	563	9.58	5,478	5,408
	Masonry bridge seats	98		"	7.7	27.00	206	204
	Excavation, common	98		"	418	3.50	1,463	1,405
	" below water	98		"	66	3.50	231	226
	Piling, concrete	98		Lin. Ft.	450	1.40	630	617
	Superstructure: Three steel deck plate girder spans 1/48, 1/78, and 1/32' long	97	97	Lb.	145280	0.045	6,547	6,060
	One concrete slab span, 16' long	98		"	17	18.50	311	305
	Sundry items	96					448	430
	<b>Total</b>						<b>11,964</b>	<b>11,643</b>
Bridge 211, single track, length 106'; built 1915								
Substructure: Concrete Piers and Abts. on Pile Foundations								
	Reinforced concrete	98		Cu. Yd.	38	12.80	488	461
	Concrete	98		"	174	9.58	1,667	1,634
	Masonry bridge seats	98		"	5.7	27.00	100	98
	Excavation, below water	96		"	202	3.50	707	693
	Piling	98		Lin. Ft.	1020	0.53	541	530
	Superstructure: Two steel deck plate girder spans, 36' long	97	97	Lb.	57430	0.045	2,589	2,395
	Two concrete slab spans - 16' long	98		Cu. Yd.	55	18.30	1,007	980
	Sundry items	97					202	196
	<b>Total</b>						<b>6,588</b>	<b>6,525</b>
Bridge 212, single track, length 96'; built 1912								
Substructure: Concrete Piers and Abts. on Pile Foundations								
	Reinforced concrete	97		Cu. Yd.	32	12.80	410	396
	Concrete	97		"	121	9.58	1,159	1,124
	Masonry bridge seats	97		"	2.5	27.00	62	60
	Excavation, below water	97		"	105	3.50	361	350
	Piling	97		Lin. Ft.	1920	0.53	1,018	987
	Superstructure: One steel deck plate girder spans, 64' long	95	95	Lb.	67210	0.045	3,024	2,844
	Two concrete slab spans, 16' long	97		Cu. Yd.	36	18.30	661	622
	Sundry items	94					218	205
	<b>Total</b>						<b>6,759</b>	<b>6,492</b>
Bridge 213, single track, length 112'; built 1912								
Substructure: Concrete Piers and Abts. on Pile Foundations								
	Reinforced concrete	97		Cu. Yd.	92	12.80	1,178	1,145
	Concrete	97		"	179	10.20	1,826	1,771
	Masonry bridge seats	97		"	2.5	27.00	62	60
	Excavation, below water	97		"	220	3.50	770	741
	Piling	97		Lin. Ft.	3140	0.53	1,664	1,614
	Superstructure: One steel Deck Plate Girder span, 68' long	95	95	Lb.	62630	0.045	2,819	2,553
	Three concrete slab spans, 16' long	97		"	82	18.30	1,500	1,425
	Sundry items	94					264	248
	<b>Total</b>						<b>9,458</b>	<b>9,093</b>
Bridge 220, single track, length 177'; built 1908								
Substructure: Concrete Piers and Abts. on Pile Foundations								
	Concrete	95		Cu. Yd.	152	9.58	1,456	1,395
	Masonry bridge seats	95		"	5.8	27.00	157	149

B. V. Form No. 501

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Great Northern Railway Company

Sheet No. \_\_\_\_\_ of this valuation section.

Val. Section No. Main 1 Miles Main Line \_\_\_\_\_ Miles all Tracks \*

Approved: F. N. Schests

LOCATION: \_\_\_\_\_  
CHARACTER OF PROPERTY AND DESCRIPTION: \_\_\_\_\_  
Where but a single percentage is stated it represents both per cents.

Acct. No.	Title	Classification	Condition Per Cent.	Per Cent. of Cost	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
							Per Unit (4)	New Total (5)	Less Depreciation (6)
<b>BRIDGES, TRESTLES AND CULVERTS.</b>									
Bridge 230, single track, length 177'; built 1908 (Cont'd)									
Substructures:									
	Excavation, common		95		Cu. Yd.	476	0.50	238	237
	Piling		95		Lin. Ft.	5710	0.53	3,026	2,875
	Superstructure: Three steel Deck Plate Girder spans, 1/80 and 2/95' long		85	86	Lb.	160620	0.043	6,907	5,940
	Sundry items		80					590	582
	<b>Total</b>							<b>12,476</b>	<b>11,128</b>
Bridge 244, single track, length 203'; built 1908									
Substructures: Concrete Abts. on Pile Foundations									
	Concrete		85		Cu. Yd.	842	8.50	7,157	6,856
	Masonry bridge seats		85		"	8.5	27.00	230	197
	Piling		85		Lin. Ft.	4250	0.55	2,338	1,916
	Excavation (cofferdam)		85					5,257	5,327
	Superstructure: One steel thru truss span, 200' long		70	72	Lb.	467940	0.049	22,927	18,509
	Sundry items		80					942	770
	<b>Total</b>							<b>40,710</b>	<b>31,574</b>
Bridge 249, single track, length 1094'; built 1909									
Substructures: Concrete Piers and Abts. on Pile Foundations									
	Concrete		95		Cu. Yd.	6081	9.50	57,769	55,343
	Masonry bridge seats		95		"	128	27.00	3,456	3,268
	Excavation, below water (cofferdam)		95					6,920	8,574
	Piling		95		Lin. Ft.	19250	0.53	10,205	15,150
	Superstructure: Six steel thru truss spans 5/200 and 1/80' long		90	91	Lb.	2900800	0.049	142,125	129,334
	Sundry items		85					6,937	8,758
	<b>Total</b>							<b>244,497</b>	<b>226,135</b>
	<b>Total (Steel and Concrete Bridges)</b>							<b>552,290</b>	<b>319,378</b>
<b>Pile and Frame Trestles</b>									
25 Timber Trestles, total length 4182.5'									
	Piling		80		Lin. Ft.	69610	0.55	38,286	29,472
	" treated		80		"	180	0.80	144	115
	Stringers		80		H.R.N.	409,300	20.00	8,186	13,098
	Other timber		80		"	765,200	32.00	24,486	13,589
	Iron		80		Lb.	100910	0.04	4,036	3,229
	Galv. iron		80		"	74470	0.05	3,724	2,379
	Sundry items		80					87	78
	<b>Total (Pile and Frame Trestles)</b>							<b>55,689</b>	<b>50,560</b>
<b>Masonry Culverts</b>									
3-Masonry culverts, span 4' or less									
	Plain concrete		98		Cu. Yd.	351.8	9.50	3,342	3,308
3-Masonry culverts, span 6' to 8'									
	Plain Concrete		98		"	206	9.50	1,957	1,934
	Reinforced Concrete		98		"	1021	11.00	11,231	11,087
2-Masonry Culverts, span 9' to 12'									
	Plain Concrete		98		"	1291.1	9.50	12,260	12,122
	Reinforced Concrete		98		"	221	11.00	2,449	2,400
2-Masonry culverts, span 12' to 16'									
	Plain Concrete		98		"	1315	9.50	12,495	12,346
4- Blind Drains - loose rock									
	Common Excavation		100		"	270	5.35	1,444	1,444
	Loose rock		98		"	3202	0.50	1,601	1,572
	Reinforcing steel		98		"	419	0.75	314	308
	Wet Excavation		98		Cwt.	482.94	3.55	1,716	1,728
	Sundry items		98		Cu. Yd.	935	1.50	1,402	1,374
	<b>Total (Masonry Culverts)</b>							<b>50,325</b>	<b>49,844</b>

Revised page prepared by direction of the Commission Jan. 3, 1926.

B.V. Form No. 501

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Great Northern Railway Company

Sheet No. \_\_\_\_\_ of this valuation section.

Val. Section No. 1440 1 Miles Main Line, \_\_\_\_\_ Miles all Tracks \*

Approved: F. E. Schmitt

LOCATION, \_\_\_\_\_ Where but a single percentage is stated it represents both per cents.

(1)	CHARACTER OF PROPERTY AND DESCRIPTION	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
				Per Unit	New, Total	Less Depreciation
(2)	(3)	(4)	(5)	(6)	(7)	
Acct. No. <u>6</u>	Title <u>BRIDGES, TRESTLES AND CULVERTS (Cont'd)</u> (I. C. C. classification.)					
	<u>Pipe and Timber Culverts-</u>					
	125 Wood Box Culverts	50	M. E. M.	558,788	13,931	5,996
	Logs	84	Lin. Ft.	47381	0.16	7,571
	Iron	80	Gr. Tan	254,85	8.00	1,274
	38 - Cast Iron Pipe Culverts, 12" to 30"	94	Gr. Tan	189,189		3,852
	4 - Vitrified " " 12"	70	Lin. Ft.	152	1.10	167
	3 - " " " 18"	70	"	160	1.80	324
	14 - " " " 24"	70	"	604	2.85	1,721
	2 - " " " 27"	70	"	118	3.70	437
	2 - " " " 30"	70	"	102	6.50	659
	7 - Concrete " " 18"	92	"	319	3.55	1,152
	22 - " " " 24"	92	"	1296	3.40	6,802
	14 - " " " 30"	92	"	1042	6.68	5,929
	2 - " " " 36"	92	"	125	7.60	1,304
	Common Excavation	78	Cu. Yd.	2709	0.60	1,558
	Hard Pan Rock	78	"	2806	0.75	2,103
	Loose rock "	78	"	465	0.75	350
	Hand placed riprap	78	"	604	2.00	608
	Sundry items	88				24
						16
	Total (Pipe and Timber Culverts)	71			56,003	29,721
	Total for Valuation Section	86			544,817	477,570

ACCOUNT 8 - TIES

Approved: Louis Hood

(1)	CHARACTER OF PROPERTY AND DESCRIPTION	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
				Per Unit	New, Total	Less Depreciation
(2)	(3)	(4)	(5)	(6)	(7)	
	<u>Main Track-</u>					
	Cross ties, triangle fir, treated	50	Each	5474	.54	2,956
	" " " "	50	"	26049	.68	17,974
	" " " cedar	50	"	8200	.66	5,412
	" 7x9 sawn "	50	"	39	.52	29
	" 7x9 " fir tamarack	50	"	347	.81	177
	" 91 fir tamarack	50	"	14711	.81	7,803
	Bridge ties pine fir, treated	50	M. E. M.	172702	.47	31,170
	" " fir	50	M. E. M.	161,120	17.44	2,810
	Switch ties, fir, treated	50	"	253,251	13.40	5,394
	" " "	50	"	52,671	17.19	909
	" " "	50	"	112,959	13.18	1,485
	Total Main Track	50			125,810	62,816
	<u>Yard Tracks and Sidings</u>					
	Cross ties, triangle fir, treated	52	Each	725	.54	392
	" " " "	52	"	1462	.69	1,009
	" 7x9 sawn cedar	52	"	165	.61	84
	" 7x9 " fir, tamarack	52	"	14785	.61	7,541
	" 6x8 " " "	52	"	1548	.41	625
	" 91 fir, tamarack	52	"	4575	.47	2,150
	" 52	52	"	43209	.37	15,987
	Bridge ties, fir	52	M. E. M.	37,584	13.40	504
	Switch ties, fir, treated	52	"	55,030	17.19	946
	" " "	52	"	117,570	13.15	1,546
	Total Yard Tracks and Sidings	52			30,794	16,287
	Total for Valuation Section	51			154,604	78,803

ACCOUNT 9 - RAILS

Approved: C. H. Spencer.

(1)	CHARACTER OF PROPERTY AND DESCRIPTION	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
				Per Unit	New, Total	Less Depreciation
(2)	(3)	(4)	(5)	(6)	(7)	
	<u>Main Track - 79,539 miles</u>					
	New 90% Open Hearth Rail, 1908-1912 - 79,539 Trk. Miles	78	Gr. Tan	11849,103	37.40	420,716
	Total (Main Track)	71				396,473
	<u>Yard Tracks and Sidings - 25,815 Miles</u>					
	New 90% Open Hearth Rail, 1908	81	Gr. Tan	489,971	37.40	17,199
	" 85% Bessemer " 1907	87	Gr. Tan	2,138	37.40	90
	Relay 90% Open Hearth " 1908	100	Gr. Tan	45,634	30.50	1,422
	" 80%-85% Bessemer " 1891-1902	84	Gr. Tan	1747,815	30.50	53,299
	" 60% -65% " " 1884-1887	72	Gr. Tan	287,649	30.50	16,087
	Total (Yard Tracks and Sidings)	39				78,803
	Total for Valuation Section	33				474,296

R.V. Form No. 501

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner: Great Northern Railway Company

Sheet No. \_\_\_\_\_ of this valuation section.

Val. Section No. Idaho 1 Miles Main Line, \_\_\_\_\_ Miles All Tracks, \_\_\_\_\_

Approved: G.H. Spencer

LOCATION: \_\_\_\_\_ Where but a single percentage is stated it represents both per cent.

CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost to Rep.	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
					Per Unit	New Total	Less Depreciation
	(1)	(2)	(3)	(4)	(5)	(6)	
<b>ACCOUNT 11 - OTHER TRACK MATERIAL</b>							
<u>Main Track</u>							
New 90° Angle Bars, 1908-1912	75	80	Cwt.	4157.16	2.38	9,789	6,703
" 90° Wolvaugher Joints, 1908-1912	75	70	Joint	19220	2.05	39,401	28,497
Spikes, 5/8" x 5"	80		Cwt.	8575.06	2.25	20,151	10,076
Bolts, 7/8" x 4-1/4" to 1" x 4-1/2"	75	75	"	1292.92	2.25	2,907	4,482
Tie Plates, 8"x8"-6"x8" and Abbot Base Plates	75	75	"	29940.96	2.25	67,367	32,318
Spring Frogs, 90°-11 - 16, 8'	80	85	Each	88	78.60	6,921	2,182
Rigid " 80°-19 - 15'	80	84	"	1	60.30	60	35
Split Switches, 90° -15, 8'	80	75	"	35	71.35	2,522	2,104
Switch Stands, High	82	84	"	33	15.10	504	467
Guard Rail, 90° -15'	82	85	Cwt.	705.88	4.70	3,316	2,675
Sundry Items	85	86				486	286
<b>Total (Main Track)</b>						<b>164,629</b>	<b>119,335</b>
<u>Yard Tracks and Sidings</u>							
New 80° - 90° Wolvaugher Joints, 1907-1908	71	85	Joint	1208		2,167	1,935
" 90° Angle Bars, 1908	81	85	Cwt.	111.50	2.35	262	245
Relay 80° - 90° Angle Bars, 1891-1908	84	88	"	3424.04	1.62	5,649	4,965
" 80° - 80° " " 1894-1897	74	80	"	725.87	1.62	1,203	961
Spikes, 5/16" x 5-1/2" x 5/8" x 5"	82		"	1987.81	2.25	4,554	2,858
Bolts, 5/4" x 3-3/8" - 1" x 4-1/2"	84	84	"	582.65	2.25	1,364	1,281
Tie Plates 6" x 8" - 6" x 8"	82	86	"	479.41	2.25	1,029	1,509
Rail Brakes	82	86	"			512	430
Spread Rods	85	85	"	325.60	2.45	798	581
Rigid Frogs, 80° - 80°	80	85	Each	51		2,261	1,275
" " 80° - 87 - 7'	80	85	"	4	20.40	82	48
Split Switches, 80° - 80°	80	85	"	31		2,545	1,472
" " 80° - 10°	80	85	"	4	26.15	105	80
Switch Stands, High	82	84	"	46		682	381
" " Ground Three	82	84	"	14		186	98
Guard Rail	70	75	Cwt.	468.27	4.70	2,268	1,842
Sundry Items	75	76	"			760	590
<b>Total (Yard Tracks and Sidings)</b>						<b>26,275</b>	<b>19,775</b>
<b>Total for Valuation Section</b>						<b>181,604</b>	<b>139,335</b>

ACCOUNT 11 - BALLAST

<u>Main Track</u>							
Gravel Ballast from M.P. 1431, average haul 32.4 miles	85		Cu. Yd.	238041	.45	108,380	115,073
<b>Total (Main Track)</b>						<b>108,380</b>	<b>115,073</b>
<u>Yard Tracks and Sidings</u>							
Gravel Ballast from M.P. 1431, average haul 37.6 miles	85		Cu. Yd.	59036	.45	17,566	14,931
Cinder " " M.P. 1471 " " 25.0 "	80		"	5462	.40	2,176	1,330
Sand " " M.P. 1431 " " 30.0 "	85		"	1137	.61	665	596
<b>Total (Yard Tracks and Sidings)</b>						<b>20,708</b>	<b>16,858</b>
<u>Ballast Pit Tracks at M.P. 1431 - 0.037 Miles</u>							
Sundry Items	80					6,266	4,529
<b>Total for Valuation Section</b>						<b>128,354</b>	<b>136,461</b>

ACCOUNT 12 - TRACKLAYING AND SURFACING

<u>Main Track</u>							
Tracklaying and initial surfacing 90° Rail			Mile	78.553	1180.00	91,470	
Grava for Full Earth Surface			"	0.500	100.00	50	
Placing Gravel Ballast			Cu. Yd.	238041	.25	59,510	
<u>Yard Tracks and Sidings</u>							
Tracklaying and initial surfacing 90° to 8 1/2" rail			Mile	12.640	950.00	12,008	
" " " " 50° to 5 1/2" rail			"	4.510	200.00	902	
Placing cinder ballast and sand ballast			Cu. Yd.	6229	.15	934	
" " Gravel Ballast			"	59036	.25	14,759	

Revised Page prepared by direction of the Commission Jan. 3, 1928.

B. V. Form No. 501

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner: Great Northern Railway Company

Sheet No. \_\_\_\_\_ of this valuation section.

Val. Section No. Idaho 1 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

Approved: C.H. Spencer

LOCATION.

Where but a single percentage is stated it represents both per cents.

(1) CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent.	Per Cent. of Cost Now.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
					Per Unit.	New, Total.	Less Depreciation.
Acct. No. <u>12</u> Title <u>TRACKLAYING AND SURFACING (Cont'd)</u> (I. C. C. classfication.)			(2)	(3)	(4)	(5)	(6)
<b>All Tracks</b>							
Placing turnouts 90' to 615' with stands			Each	104	35.00	3,640	
" " 60' " "			"	4	32.50	130	
" tie plates			"	444064	.0135	5,995	
" Abbot Base Plates			"	1982	.18	357	
" and Framing Bridge Ties			M.B.M.	451.955	10.50	4,746	
Sundry Items						243	
<b>Total for Valuation Section</b>				<b>82</b>		<b>203,963</b>	<b>167,250</b>

ACCOUNT 13 - RIGHT-OF-WAY FENCES

All Tracks - 51.729 Miles Fence

Posts - cedar	71		Each	28006		3,649	2,590
Barbed wire	71		Cwt.	1128.11	2.95	3,328	2,583
Wire stays	71		Each	57704	0.03	2,031	1,442
" clamps	71		Cwt.	74.48	2.95	220	156
Labor setting posts	71		Each	28006	0.14	3,921	2,784
" Stringing Barbed Wire - posts spaced over 12'	71		Wire Mile	510.314	4.60	1,427	1,013
" " " " " " " 12' or less	71		" "	10.175	5.45	55	39
Wood gates	71		Each	51	3.30	153	109
Cattle Guards	71		"	32	11.50	368	261
Sundry Items	71					328	232
<b>Total for Valuation Section</b>				<b>71</b>		<b>15,479</b>	<b>10,989</b>

ACCOUNT 15 - CROSSINGS AND SIGNS

Overgrade Crossings

Overgrade Bridge, Sta. 4372-45, Mile 1368  
8' wide, 90' long; five span frame bridge; built 1910

Timber	85		M.B.M.	7.700	26.70	205	178
Iron	85		Lbs.	240	0.04	10	9
<b>Total</b>				<b>85</b>		<b>215</b>	<b>187</b>
<b>Total (Overgrade Crossings)</b>				<b>85</b>		<b>215</b>	<b>187</b>

SO Grade Crossings

Common Excavation	100		Cu. Yd.	4640	0.225	1,044	1,044
" Embankment Excavation	100		"	5329	0.225	1,312	1,312
Loose Rock " "	100		"	259	0.46	119	119
Hard Pan Excavation	100		"	898	0.38	341	341
Planing - untreated	40		M.B.M.	41.289	22.00	908	343
Cribbin. Fir #1 - untreated	40		"	5.443	19.75	107	43
" Round Logs, 12"	40		Lin. Ft.	840	0.16	134	54
Timber Culverts and Bridge	50		M.B.M.	48.374	35.00	1,693	947
Log Culverts, 18"	50		Lin. Ft.	8131	0.16	1,301	650
Piling	50		"	1182	0.16	189	94
Sundry Items	51					482	246
<b>Total (Grade Crossings)</b>				<b>67</b>		<b>7,630</b>	<b>5,115</b>

Signs

435 Mile Markers and Other Signs	60		Each	435		635	498
<b>Total (Signs)</b>				<b>60</b>		<b>635</b>	<b>498</b>
<b>Total for Valuation Section</b>				<b>67</b>		<b>8,679</b>	<b>5,995</b>

Revised page prepared by direction of the Commission Jan. 3, 1928.

B. V. Form No. 501

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Sheet No. \_\_\_\_\_ of this valuation section.

Owner: Great Northern Railway Company

Approved: J. A. Galvin

Val. Section No. Idaho 1 Miles Main Line \_\_\_\_\_ Miles all Tracks\* \_\_\_\_\_

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. (2)	UNIT. (3)	NUMBER OF UNITS. (4)	COST OF REPRODUCTION.		
				Per Unit. (5)	New, Total. (6)	Less Depreciation. (7)
<b>Locnia, Mile 1351.0</b>						
<u>Passenger and Freight Depot</u>						
	One story, 24' x 60'; frame; built 1902	75	Each	1	1,735	
	Furniture	74	"	1	208	
	Platform; 2424 sq.ft.; frame	74	"	1	361	
	Platform; 1120 sq.ft.; cinder	74	"	1	423	
	Sundry items	74	"	1	94	
	<b>Total (Locnia)</b>	<b>76</b>			<b>2,821</b>	<b>2,058</b>
<b>Katka, Mile 1358.0</b>						
<u>Platform</u>						
	Cinder	80	Each	1	84	67
	<b>Total (Katka)</b>	<b>80</b>			<b>84</b>	<b>67</b>
<b>Booners Ferry, Mile 1368.0</b>						
<u>Passenger and Freight Depot</u>						
	One story, 24' x 78' and 30' x 84'; frame; built 1905	80	Each	1	4,238	2,388
	Furniture	80	"	1	413	330
	Platform; 5140 sq.ft.; frame	80	"	1	776	620
	Platform; 4464 sq.ft.; gravel	80	"	1	500	480
	Sundry items	80	"	1	102	82
	<b>Total</b>	<b>80</b>			<b>5,125</b>	<b>4,900</b>
<u>Road Master's Office</u>						
	One story, 11' x 13'; frame; built 1913	95	Each	1	267	254
<u>Loading Platform</u>						
		80	"	1	585	469
	<b>Total (Booners Ferry)</b>	<b>91</b>			<b>6,978</b>	<b>5,623</b>
<b>Moravia, Mile 1374.0</b>						
<u>Passenger and Freight Depot</u>						
	One story, 11' x 18'; frame; built 1910	85	Each	1	293	249
	Platform; 15' x 30'; cinders	85	"	1	161	154
	Sundry items	85	"	1	24	20
	<b>Total (Moravia)</b>	<b>85</b>			<b>498</b>	<b>423</b>
<b>Naples, Mile 1380.0</b>						
<u>Passenger and Freight Depot</u>						
	One story, 15' x 48'; frame; built 1908	82	Each	1	794	
	Furniture	82	"	1	229	
	Platform; 1836 sq.ft.; frame	82	"	1	328	
	Platform; 1200 sq.ft.; cinder	82	"	1	99	
	Sundry items	82	"	1	278	
	<b>Total (Naples)</b>	<b>82</b>			<b>1,628</b>	<b>1,333</b>
<b>McArthur's Spur, Mile 1384.0</b>						
<u>Passenger Depot</u>						
	8' x 28'; carbody; built 1911	90	Each	1	187	114
	Platform; 12' x 100'; cinder	90	"	1	114	103
	Mail Crane	90	"	1	84	82
	<b>Total (McArthur's Spur)</b>	<b>90</b>			<b>385</b>	<b>299</b>
<b>Elmira, Mile 1389.0</b>						
<u>Passenger Depot</u>						
	8' x 28'; carbody; built 1913	95	"	1	152	144
	Mail Crane	95	"	1	24	23
	<b>Total (Elmira)</b>	<b>95</b>			<b>176</b>	<b>167</b>
<b>Sammels Spur, Mile 1392.0</b>						
<u>Mail Crane</u>						
		90	"	1	24	23
	<b>Total (Sammels Spur)</b>	<b>90</b>			<b>24</b>	<b>23</b>

Revised page prepared by direction of the commission June 3, 1928.

\* State mileage is shown in this column.



E. V. Form No. 507

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Sheet No. \_\_\_\_\_ of this valuation section.

Owner: Great Northern Railway Company

Approved: J. J. Galvin

Val. Section No. Idho 1 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	The Cost of Cost Here.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit.	New, Total.	Less Depreciation.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Acct. No. <u>16</u> Title <u>STATION AND OFFICE BUILDINGS (Cont'd)</u> <small>(I. C. C. Classification)</small>								
<u>Colburn, Mile 1395.0</u>								
<u>Depot</u>								
One story, 8' x 12'; frame; built 1911	90	Each	11			114		108
Platform; 12' x 100'; cinder	90	"	1			123		111
Grading; 2807 cu. yds.	100					991		991
Mail Crane	80					24		19
<b>Total (Colburn)</b>			<b>97</b>			<b>1,252</b>		<b>1,229</b>
<u>Sand Point, Mile 1402.0</u>								
<u>Passenger and Freight Depot</u>								
One story, 50' x 48'; frame; built 1908	82	Each	1			1,571		
Furniture	82					333		
Platform	82	"	1			300		
Platform; gravel	82	"	1			263		
Sundry Items	82					190		
<b>Total (Sand Point)</b>			<b>62</b>			<b>2,657</b>		<b>2,179</b>
<u>Wrenoco, Mile 1411.0</u>								
<u>Depot</u>								
8' x 28'; carbody 1912	80	Each	1			209		177
Platform; 12' x 50'; cinder	80	"	1			90		75
Mail Crane	80	"	1			24		19
<b>Total (Wrenoco)</b>			<b>34</b>			<b>322</b>		<b>272</b>
<u>Mile 1415.0</u>								
<u>Mail Crane</u>	90	Each	1			24		22
<b>Total (Mile 1415.0)</b>			<b>90</b>			<b>24</b>		<b>22</b>
<u>Laclede, Mile 1416.0</u>								
<u>Passenger and Freight Depot</u>								
One story, 50' x 48'; frame; built 1911	84	Each	1			1,554		
Furniture	84					321		
Platform; 1514 sq. ft.; frame	84	"	1			278		
Platform; 1680 sq. ft.; cinder	84	"	1			303		
Sundry Items	84					154		
<b>Total (Laclede)</b>			<b>54</b>			<b>2,502</b>		<b>2,102</b>
<u>Thama, Mile 1421.0</u>								
<u>Platform</u>								
1188 sq. ft.; cinder	80	Each	1			131		108
<b>Total (Thama)</b>			<b>80</b>			<b>131</b>		<b>108</b>
<u>Priest River, Mile 1425.0</u>								
<u>Passenger and Freight Depot</u>								
One story, 54' x 48'; frame; built 1901	72	Each	1			1,327		
Furniture	72					308		
Platform; 1460 sq. ft.; frame	72	"	1			173		
Platform; 1200 sq. ft.; cinder	72	"	1			79		
Sundry Items	72					34		
<b>Total (Priest River)</b>			<b>72</b>			<b>1,945</b>		<b>1,399</b>
<u>Station Signs</u>								
Located at Katka, Cresport, Moravia, Elmira, Colburn, Bronx, Homby, Wrenoco, Thama	80	Each	9			61		49
<b>Total for Valuation Section</b>			<b>81</b>			<b>21,564</b>		<b>17,314</b>

Revised page prepared by direction  
of the Commission Jan. 3, 1928.

1531

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Great Northern Railway Company

Sheet No. \_\_\_\_\_ of this valuation section.

Val. Section No. Idaho 1

Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

Approved: J. A. Calvin

LOCATION.

Where but a single percentage is stated it represents both per cent.

(1)	CHARACTER OF PROPERTY AND DESCRIPTION. (I. C. C. classification.)	Condition Per Cent.	Per Cent of Cost New.	UNIT (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION		
						Per Unit (4)	New Total (5)	Less Depreciation (6)
Acct. No. <u>17</u>	Title <u>ROADWAY BUILDINGS</u>					\$	\$	\$
<u>Leonia, Mile 1351.0</u>								
	<u>Sheds</u> 10' x 12'; 5' x 6'; 8' x 10'; and 10' x 10'; frame; built 1905 - 1907 - 1911	90		Each	4		140	126
	Total (Leonia)	90					140	126
<u>Mile 1353.0</u>								
	<u>Watchmen's Houses</u> 10' x 16' and 12' x 16'; porches, 4' x 10', 4' x 12'; leanto 8' x 16'; frame; built 1911	95		Each	2		419	398
	Total (Mile 1353.0)	95					419	398
<u>Miles 1354.0 and 1356.0</u>								
	<u>Watchmen's Houses</u> 8' x 22'; 10' x 20' and 9' x 12'; with porch 8' x 20'; frame; built 1907 - 1911	80		Each	3		217	174
	<u>Sundry Items</u>	80					39	31
	Total (Miles 1354.0 and 1356.0)	80					256	205
<u>Mile 1358.0</u>								
	<u>Watchman's House</u> 7' x 8' and leanto 4' x 6'; frame; built 1915	100		Each	1		28	28
	Total (Mile 1358.0)	100					28	28
<u>Katka, Mile 1358.0</u>								
	<u>Section House</u> One story, 22' x 24'; porch; 30 sq. ft.; frame; built 1909	88		Each	1		755	647
	<u>Bunk Houses</u> One story, 16' x 20' and 16' x 24'; with porch and leanto; frame; built 1899 - 1909	80		"	2		520	496
	<u>Tool House</u> 12' x 20'; frame; built 1908	90		"	1		148	118
	<u>Sundry Items</u>	85					108	92
	Total (Katka)	84					1,611	1,355
<u>Miles 1358.0 to 1362.0</u>								
	<u>Watchmen's Houses</u> 10' x 18'; 10' x 18' and 12' x 14'; frame; built 1909 - 1910	85		Each	1		937	796
	<u>Sundry Items</u>	85					68	58
	Total (Miles 1358.0 to 1362.0)	85					1,005	854
<u>Mile 1364.0</u>								
	<u>Watchmen's Houses</u> 6' x 6' and 7' x 10' with leanto 6' x 6'; frame; built 1905	75		Each	2		57	43
	Total (Mile 1364.0)	75					57	43
<u>Bonnars Ferry, Mile 1368.0</u>								
	<u>Section House</u> One and one-half story, 30' x 30', with porches, 36' x 4' and 30' x 8'; frame; built 1900	70		Each	1		1,478	1,175
	<u>Bunk Houses</u> 16' x 22', frame; and 9' x 28'; carbody; built 1910-1915	95		"	2		494	469

Revised page prepared by direction  
of the Commission Jan. 3, 1923.

67

E. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Great Northern Railway Company

Sheet No. \_\_\_\_\_ of this valuation section.

Val. Section No. Idaho 1 Miles Main Line, \_\_\_\_\_ Miles all Tracks, \_\_\_\_\_

Approved: J. A. Calvin

LOCATION.

Where but a single percentage is stated it represents both per cents.

CHARACTER OF PROPERTY AND DESCRIPTION.

(1)	ACCT. NO.	TITLE	CONDITION PER CENT	PER CENT	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
							PER UNIT	NEW TOTAL	LESS DEPRECIATION
							(4)	(5)	(6)
<b>ROADWAY BUILDINGS (Cont'd)</b> (I. C. C. Classification)									
<b>Bonnere Ferry Mile 1368.0 (Continued)</b>									
		<u>Tool House</u> 12' x 20'; frame; built 1905	80		Each	1		148	128
		<u>Sundry Items</u>	80					256	213
		<b>Total (Bonnere Ferry)</b>		<b>78</b>				<b>2,588</b>	<b>1,973</b>
<b>Naples, Mile 1390.0</b>									
		<u>Section House</u> One and one-half story, 30' x 30'; with lean-to, 19' x 30'; built 1900; frame	70		Each	1		1,452	1,023
		<u>Bank Houses</u> One story, 16' x 24' and 16' x 16'; frame; built 1899 - 1907	75		"	2		656	492
		<u>Tool House</u> 12' x 20'; frame; built 1905	80		"	1		137	118
		<u>Sundry Items</u>	85					83	54
		<b>Total (Naples)</b>		<b>72</b>				<b>2,313</b>	<b>1,675</b>
<b>Colburn, Mile 1395.0</b>									
		<u>Section House</u> One and one-half story, 30' x 30'; lean-to, 19' x 30'; frame; built 1900	70		Each	1		1,431	1,002
		<u>Bank House</u> One story, 16' x 24'; frame; built 1899	75		"	1		437	326
		<u>Tool House</u> 12' x 20'; frame; built 1909	85		"	1		137	116
		<u>Sundry Items</u>	85		"			161	137
		<b>Total (Colburn)</b>		<b>73</b>				<b>2,166</b>	<b>1,603</b>
<b>Sand Point, Mile 1402.0</b>									
		<u>Section House</u> One and one-half story, 30' x 30'; frame; built 1900	70		Each	1		1,485	1,040
		<u>Bank House</u> One story, 16' x 24'; frame; built 1899	70		"	1		433	303
		<u>Tool House</u> 12' x 20' frame; built 1907	80		"	1		149	119
		<u>Sundry Items</u>	85		"			220	167
		<b>Total (Sand Point)</b>		<b>72</b>				<b>2,287</b>	<b>1,629</b>
<b>Wrenose, Mile 1411.0</b>									
		<u>Section House</u> One and one-half story, 30' x 30'; frame; built 1908	74		Each	1		1,422	1,052
		<u>Bank House</u> One story, 16' x 24'; frame; built 1902	85		"	1		441	375
		<u>Tool House</u> 12' x 20'; frame; built 1908	80		"	1		148	118
		<u>Sundry Items</u>	85					125	106
		<b>Total (Wrenose)</b>		<b>77</b>				<b>2,136</b>	<b>1,651</b>
<b>Laclede, Mile 1416.0</b>									
		<u>Bank House</u> 8' x 28'; carbody; built 1913	85		Each	1		178	149

Revised page prepared by direction of the Commission Jan. 3, 1923.

1523

E. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Great Northern Railway Company

Sheet No. \_\_\_\_\_ of this valuation section.

Val. Section No. Idaho 1 Miles Main Line \_\_\_\_\_ Miles all Tracks \*

Approved: J. A. Galvin

LOCATION. \_\_\_\_\_ Where but a single percentage is stated it represents both per cents.  
CHARACTER OF PROPERTY AND DESCRIPTION.

ACCT. NO.	TITLE	CLASSIFICATION	PERCENTAGE	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciated (6)
<b>Laolede, Mile 1416.0 (Continued)</b>								
	<u>Bank House</u>							
	10' x 28'; carbody; built 1910		90	Each	1		277	269
	<u>Tool House</u>							
	9' x 12'; frame; built 1907		80	"	1		70	56
	<u>Sundry Items</u>							
			75				57	45
	<b>Total (Laolede)</b>		<b>55</b>				<b>679</b>	<b>497</b>
<b>Prinet River, Mile 1425.0</b>								
	<u>Section House</u>							
	One and one-half story, 30' x 30'; frame; built 1910		90	Each	1		1,411	1,270
	<u>Bank House</u>							
	One story, 16' x 24'; frame; built 1899		75	"	1		417	313
	<u>Tool House</u>							
	12' x 20'; frame; built 1908		85	"	1		148	126
	<u>Sundry Items</u>							
			80				102	87
	<b>Total (Prinet River)</b>		<b>85</b>				<b>2,085</b>	<b>1,796</b>
<b>Newport, Mile 1431.0</b>								
	<u>Section House</u>							
	One story 24' x 37', with three porches, 5' x 7'; frame; built 1910		90	Each	1		1,115	1,002
	<u>Tool House</u>							
	12' x 20'; frame; built 1909		85	"	1		139	118
	<u>Sundry Items</u>							
			85				45	44
	<b>Total (Newport)</b>		<b>90</b>				<b>1,298</b>	<b>1,158</b>
	<b>Total for Valuation Section</b>		<b>79</b>				<b>16,554</b>	<b>14,995</b>

**ACCOUNT 18 - WATER STATIONS**

Approved: F. B. Schetz

**Katka, Mile 1355.0**

	<u>Tank</u>							
	24' diam. x 16' high; wood tub on 10' wood towers; wood foundation; built 1897		75	Each	1		1,560	1,245
	Pipe line; 320 ft. pipe		75				275	206
	Well; 11' x 11' x 13' deep		75	"	1		92	69
	<b>Total (Katka)</b>		<b>75</b>				<b>2,027</b>	<b>1,520</b>

**Honnors Ferry, Mile 1368.0**

	<u>Tank and Pipe Line</u>							
	24' diam. x 16' high; wood tub on 14' wood towers; concrete foundation; built 1910; 632 ft. pipe		90	Each	1		2,189	1,970
	<b>Total (Honnors Ferry)</b>		<b>90</b>				<b>2,189</b>	<b>1,970</b>

**Heples, Mile 1360.0**

	<u>Tank</u>							
	24' diam. x 16' high; wood tub on 14' wood towers; stone foundation; built 1903		80	Each	1		3,017	2,414
	<u>Pipe Line</u>							
	2450 ft; 5" wood pipe; built 1905		80				2,554	2,043
	<b>Total (Heples)</b>		<b>80</b>				<b>5,571</b>	<b>4,457</b>

Revised page prepared by direction of the Commission Jan. 3, 1923.

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Great Northern Railway Company

Sheet No. \_\_\_\_\_ of this valuation section.

Val. Section No. Idaho 1 Miles Main Line, \_\_\_\_\_ Miles all Tracks,\*

Approved: F. T. Oakley

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit.	New, Total.	Less Depreciation.
(1)		(2)	(3)	(4)	(5)	(6)		(7)
Acct. No. <u>18</u>	Title <u>WATER STATIONS (Continued)</u> (I. C. C. classification.)					\$	\$	\$
<u>Sand Point, Mile 1402.0</u>								
<u>Tank</u>	24' diam. x 16' high; wood tub on 14' wood tower; concrete foundations; built 1905	75		Each	1		1,804	1,363
	Total (Sand Point)	75					1,804	1,363
<u>Laclède, Mile 1415.0</u>								
<u>Tank</u>	24' diam. x 16' high; wood tub on 14' wood tower; concrete foundation; built 1907	85		Each	1		1,757	1,493
<u>Pipe Line</u>	8624 ft. wood; 294 ft. wrought iron pipe; built 1907	85					8,709	7,403
	Total (Laclède)	85					10,466	8,896
	Total for Valuation Section	82					22,057	18,196

ACCOUNT 19 - FUEL STATIONS

Sand Point, Mile 1402.0

Coal Chute

10 pocket, 26' x 66'; frame; built 172 ft. frame incline;  
frame; hoist and engine houses; 15 ton car hoist;  
built 1904

80  
87

Each

1

8,453  
274

6,782  
238

Total (Sand Point)

80

8,727

7,020

Total for Valuation Section

80

8,727

7,020

ACCOUNT 27 - SIGNALS AND INTERLOCKERS

Swift Train Order Signals

at Bonners Ferry, Sand Point and Priest River

90

Each

3

19.32

58

52

Semaphore Type Train Order Signals

at Leonia, Naples and Laclède

90

"

3

211.70

635

572

Total for Valuation Section

90

693

624

ACCOUNT 37 - ROADWAY MACHINES

Approved: C. H. Kessler

Hand Cars -

8 men capacity

70

70

Each

14

28.22

395

276

Push Cars -

5000# capacity

60

60

"

14

21.11

294

178

Syphon Outfit-

Portable; built Great Northern Railway Company

80

80

"

1

88.70

89

71

Total for Valuation Section

67

780

625

ACCOUNT 38 - ROADWAY SMALL TOOLS

Section Sets-

65

Sets

12

100.15

1,202

761

Extra Gang Sets

65

"

2

53.50

107

70

Total for Valuation Section

65

1,309

831