

BM

B. V. Form No. 563
 Owner Great Northern Railway Company
 Operating Company do.
 Division State Non-allocated
 Valuation Section No. Non-allocated
 From _____ to _____
 Miles Main Line _____ Miles all Tracks _____

INTERSTATE COMMERCE COMMISSION
 BUREAU OF VALUATION

Date of Inventory as of June 30, 1915
 Date Compiled Feb. 16, 1922
 Compiled by EBB-JAP
 Checked [Signature] Report Engineer
 Approved [Signature] Supervising Engineer

SUMMARY SHEET

WHOLLY OWNED AND USED

K. and L. Account Number (A)	(B)	CLASSES	ORIGINAL COST TO DATE (C)	COST OF REPRODUCTION		K. and L. Account Number (G)	REMARKS
				(D)	(E) Less Depreciation		
I. ROAD:							
1		Engineering		2,534	2,534	1	
2		Land for transportation purposes				2	
3		Grading				3	
4		Underground power tubes				4	
5		Tunnels and subways				5	
6		Bridges, trestles, and culverts				6	
7		Elevated structures				7	
8		Ties				8	
9		Rails				9	
10		Other track material				10	
11		Ballast				11	
12		Track laying and surfacing				12	
13		Right-of-way fences				13	
14		Snow and sand fences and snowbeds				14	
15		Crossings and signs				15	
16		Station and office buildings		25,445	21,318	16	
17		Roadway buildings				17	
18		Water stations				18	
19		Fuel stations				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		1,487	1,258	26	
27		Signals and interlockers				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				37	
38		Roadway small tools		27,760	19,880	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		68,539	44,102		
II. EQUIPMENT:							
51		Steam locomotives		21,159,487	16,545,405	51	
52		Other locomotives		183,140	148,082	52	
53		Freight-train cars		58,538,052	26,544,215	53	
54		Passenger-train cars		9,855,595	7,334,059	54	
55		Motor equipment of cars				55	
56		Floating equipment				56	
57		Work equipment		5,543,277	3,491,919	57	
58		Miscellaneous equipment		3,315	2,278	58	
		Total, 51 to 58, inclusive		75,379,544	51,168,000		
III. GENERAL EXPENDITURES:							
71		Organization expenses				71	
72		General officers and clerks				72	
73		Law				73	
74		Stationery and printing		1,028	658	74	
75		Taxes				75	
76		Other expenditures—General				76	
77		Interest during construction		1,101,756	768,168	77	
		Total, 71 to 77, inclusive		1,102,784	768,844		
		Grand total, 1 to 77, inclusive		74,560,856	51,280,948		
		Grand total—Other					

Revised page prepared by direction of the Commission Jan. 3, 1922

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. Non-Allocated

Miles Main Line _____ Miles all Tracks ^a _____

Approved: F.T. Oakley
Senior Structural Engineer.

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

(1) (2) (3) (4) (5) (6)

Acct. No. 16 Title STATION AND OFFICE BUILDINGS.
(L.C.C. classification.)

Furniture in City Offices in States Off Line -

Location -

Location	UNIT	NUMBER OF UNITS	Per Unit	New Total	Less Depreciation
Boston, Mass.	80			738	291
Buffalo, N.Y.	80			273	218
Chicago, Ill.	80			4,315	3,488
Cincinnati, Ohio	80			318	258
Cleveland, Ohio	80			188	161
Detroit, Mich.	80			364	291
Kansas City, Mo.	80			364	291
Los Angeles, Calif.	80			412	330
Montreal, Que.	80			202	162
Nelson, B.C.	80			127	102
New York, N.Y.	80			9,587	7,670
Philadelphia, Pa.	80			577	462
Pittsburgh, Pa.	80			422	338
Portland, Ore.	80			2,461	1,969
San Francisco, Calif.	80			1,356	1,088
St. Louis, Mo.	80			1,172	928
Toronto, Ont.	80			220	176
Vancouver, B.C.	80			1,358	1,088
Victoria, B.C.	80			424	339
Winnipeg, Man.	80			1,767	1,414
Total	80			26,545	21,316

Acct. 26 - TELEGRAPH AND TELEPHONE LINES.

Approved: R.W. Gray.

Telegraph and Telephone Equipment.

Telegraph and Telephone Equipment for use on cars, consisting of 5 portable telegraph sets and 77 telephone sets

85 1,487 1,258

Total Telegraph and Telephone Equipment

85 1,487 1,258

Acct. 58 - ROADWAY SMALL TOOLS.

Engineering Instruments.

80 57,760 16,580

Total for Valuation Section

80 57,760 16,580

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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. Non-allegated Miles Main Line _____ Miles all Tracks _____

Approved: W.W. Johnston

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition 1917 Cent.	Per Cent of Cost New.	UNITS.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit.	New, Total.	Less Depreciation.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Acct. No. <u>51</u>	Title <u>STEAM LOCOMOTIVES.</u>							
	(I. C. C. Standard)							
<u>Type 0-6-0 (6 Wheel Switch) -</u>								
	No. 13; Rogers; 1879; cylinders 16"x29"; total light weight 40 tons; coal burning; switching service	16	21	Each	1	8952.00	8,952	1,452
	Nos. 27, 29; Brooks; 1882; cylinders 17x24"; total light weight 45 tons; coal burning; switching service	23	27	"	2	8027.00	16,054	4,379
	Nos. 47, 48; Rogers; 1890-1891; cylinders 17x24"; total light weight 55 tons; coal burning; switching service	33	35	"	2	8899.00	17,398	5,658
	Nos. 28 to 36 and 37; Rogers; 1887; cylinders 16x24"; total light weight 51 tons; Nos. 32 and 33 oil burning, others coal burning; switching service	37	31	"	5	8534.00	42,670	18,401
	Nos. 38 to 43; Rogers; 1886; cylinders 18"x24"; total light weight 51 tons; No. 44 oil burning, others coal burning; switching service	27	31	"	9	8629.00	77,661	24,352
	Nos. 56, 56, 578 and 579; Brooks; 1889; cylinders 15x26"; total light weight 69 tons; coal burning; switching service	47	50	"	4	10662.00	42,648	21,507
	Nos. 60, 62 to 65; Brooks; 1893; cylinders 19x26"; total light weight 55 tons; coal burning; switching service	39	43	"	5	10435.00	52,175	22,340
	Nos. 66, 67; Brooks; 1895; cylinders 19x26"; total light weight 65 tons; coal burning; switching service	45	48	"	2	10416.00	20,832	10,093
	Nos. 68, 69; Brooks; 1898; cylinders 19x26"; total light weight 55 tons; coal burning; switching service	53	55	"	2	10404.00	20,808	11,447
	Nos. 95 to 97; Brooks; 1898; cylinders 19x28"; total light weight 74 tons; coal burning; switching service	49	52	"	3	11273.00	33,819	17,696
	Nos. 98, 99; Brooks; 1900; cylinders 19x28"; total light weight 74 tons; coal burning; switching service	57	60	"	2	11150.00	22,300	13,343
	Nos. 70 to 72; Rogers; 1900; cylinders 19x26"; total light weight 65 tons; coal burning; switching service	55	59	"	3	10459.00	31,377	16,356
	Nos. 73 to 82; Rogers; 1903; cylinders 19x26"; total light weight 77 tons; coal burning; switching service	60	62	"	10	13801.00	138,010	62,694
	Nos. 83 to 88; Rogers; 1905; cylinders 19x26"; total light weight 77 tons; coal burning; switching service	67	69	"	6	15313.00	79,878	55,047
	Nos. 14 to 23; Great Northern Railway Company; 1906; cylinders 19x26"; total light weight 77 tons; coal burning; switching service	70	72	"	10	13212.00	132,120	94,800
	Nos. 2 to 11, 52 to 55, 69 to 94; Baldwin; 1907; cylinders 19x26"; total light weight 77 tons; Nos. 6 and 11 oil burning, others coal burning; switching service	73	75	"	20	13250.00	265,000	197,765
	Nos. 1, 12, 24 to 26, 49 to 51, 54, 57; Great Northern Railway Company; 1909; cylinders 19x26"; total light weight 77 tons; coal burning; except engine No. 1 which is oil burning; switching service	80	81	"	10	13061.00	130,610	106,032
	Nos. 380 to 399; Baldwin; 1912; cylinders 19x26"; total light weight 77 tons; Nos. 385 and 388 oil burning, others coal burning; switching service	90	91	"	20	13220.00	264,400	239,504
	Total Type 0-6-0 (6 Wheel Switch)				58		1,399,912	959,846
<u>Type 2-4-0 (4 Coupled) Tank Locomotives</u>								
	No. 8000; Great Northern Railway Company; 1908; cylinders 15x17"; total light weight 18 tons; oil burning; passenger service	73	75	"	1	4987.00	4,987	3,640
	Total Type 2-4-0 (4 Coupled)				75		4,987	3,640

1842

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. Non-allocated Miles Main Line, _____ Miles all Tracks, _____

Approved: W. H. Johnston

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

ACCT. NO.	TITLE	COND. PER CENT.	PER CENT. OF COST NEW.	UNITS	NUMBER OF UNITS	COST OF REPRODUCTION		
						PER UNIT	NEW TOTAL	LESS DEPRECIATION
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
TYPE 2-6-0 (MOGUL)								
	Nos. 478, 480; Baldwin; 1889; cylinders 18"x24"; total light weight 55 tons; coal burning; freight service	53	37	Each	2	9484.00	15,928	5,981
	Nos. 300 to 306, 307 to 320, 322 to 324; Rogers; 1887; cylinders 19x24"; total light weight 61 tons; Nos. 304, 305 and 308 oil burning, others coal burning; freight service	29	33	"	33	10168.00	233,664	77,717
	Nos. 325 to 340, 342, 343, 347 to 359; Rogers; 1888; cylinders 19x24"; total light weight 61 tons; coal burning; freight service	29	33	"	31	9847.00	305,257	101,863
	Nos. 344 to 346; Rogers; 1889; cylinders 19x24"; total light weight 61 tons; No. 344 oil burning, others coal burning; freight service	33	37	"	3	9725.00	29,178	10,645
	Nos. 400 to 409, 411, 420; Brooks; 1893; cylinders 19x24"; total light weight 73 tons; Nos. 400, 402 and 420 oil burning, others coal burning; freight service	40	44	"	32	11515.00	158,180	60,505
	Nos. 410, 412 to 416, 418, 419, 421 to 423; Brooks; 1895; cylinders 19x24"; total light weight 73 tons; No. 423 oil burning, others coal burning; freight service	42	46	"	14	11439.00	160,146	73,165
	No. 417 (engine only); same as above; oil burning	42	45	"	1	10165.00	10,165	4,584
	Nos. 450 to 455, 457 to 460; Brooks; 1895; cylinders 19x24"; total light weight 76 tons; Nos. 450, 453 and 457 oil burning, others coal burning; freight service	45	49	"	10	11266.00	119,660	58,038
	Nos. 462 to 472, 474 to 476; Brooks; 1897; cylinders 19x26"; total light weight 76 tons; coal burning; freight service	47	50	"	14	11845.00	165,802	83,581
	No. 473 (engine only); same as above	47	50	"	1	10264.00	10,264	5,134
	Total Type 2-6-0 (Mogul)				41		1,191,442	482,414
TYPE 2-6-2 (PRAIRIE)								
	Nos. 1500 to 1513, 1515 to 1523, 1525 to 1530, 1532 to 1536, 1538 to 1543; Baldwin; 1906; cylinders 22x30"; total light weight 120 tons; coal burning; freight service	70	72	"	45	16801.00	756,045	545,418
	Nos. 1514, 1524, 1531, 1537; Baldwin; 1906; cylinders 23"x30"; total light weight 120 tons; superheater; coal burning; freight service	70	72	"	4	17865.00	70,352	50,685
	No. 1549; Baldwin; 1906; cylinders 23"x30"; total light weight 120 tons; superheater; coal burning; freight service	70	72	"	1	18413.00	18,413	13,249
	Nos. 1551 to 1553, 1557, 1558, 1560 to 1564, 1567, 1568, 1570, to 1572, 1574, 1576, 1578 to 1580, 1584 to 1586, 1588, 1590 to 1592, 1598, 1599, 1602, 1604 to 1612, 1614, 1616 to 1621, 1623, 1625 to 1630, 1632 to 1636, 1638 to 1646; Baldwin; 1907; cylinders 22x30"; total light weight 120 tons; coal burning; freight service	72	74	"	68	17835.00	1,212,780	898,031
	Nos. 1559, 1569, 1569, 1575, 1615, 1624, 1631, 1649; Baldwin; 1907; cylinders 23"x30"; total light weight 120 tons; superheater; coal burning; freight service	72	74	"	3	16540.00	148,480	109,591
	Nos. 1554, 1556, 1582, 1594, 1596, 1618, 1622, 1637; Baldwin; 1907; cylinders 23"x30"; total light weight 120 tons; superheater; coal burning; freight service	72	74	"	3	18667.00	149,336	110,209
	No. 1566; Baldwin; 1907; cylinders 22x30"; total light weight 120 tons; superheater; coal burning; freight service	72	74	"	1	18659.00	18,659	13,770
	Total Type 2-6-2 (Prairie)				73		2,374,065	1,738,988
TYPE 2-8-0 (CONSOLIDATION)								
	Nos. 500 to 504, 506, 508, 511, 513, 514, 516 to 518, 520, 521,							

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Great Northern Railway Company

Approved: W. W. Johnston

Val. Section No. Non-allocated

Miles Main Line, _____ Miles all Tracks.*

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent. of Class Value.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
(1)				(3)	(2)	\$	\$	\$
Acct. No. <u>51</u>	Title <u>STEAM LOCOMOTIVES (Cont'd.)</u>							
	<u>Types 2-8-0 (Consolidation) (Cont'd.)</u>							
	Nos. 523 to 526, 531 to 538, 540 to 545, 547 548, 580 to 580, 582, 565, Brooks; 1892; cylinders 19x26"; total light weight 78 tons; coal burning; freight service	31	36	Each	48	11209.00	538,032	192,723
	Nos. 529 and 563 (engine only); same as above; coal burning	31	35	"	2	9421.00	19,242	8,801
	No. 515; Brooks; 1893; cylinders 19x28"; total light weight 78 tons; coal burning; freight service	34	39	"	1	11331.00	11,331	4,389
	Nos. 595 to 599; Baldwin; 1892; cylinders 19x26"; total light weight 82 tons; coal burning; freight service	35	39	"	5	12079.00	60,395	23,815
	No. 564, Brooks; 1892; cylinders 23x26"; total light weight 78 tons; superheater; coal burning; freight service	50	35	"	1	12048.00	12,048	4,163
	No. 701; Brooks; 1898; cylinders 19x32"; total light weight 94 tons; coal burning; freight service	48	51	"	1	14351.00	14,351	7,378
	No. 806; Brooks; 1898; cylinders 21x34"; total light weight 116 tons; coal burning; freight service	48	52	"	1	17158.00	17,158	8,241
	Nos. 1095 to 1109; Rogers; 1901; cylinders 20x32"; total light weight 112 tons; oil burning; freight service	56	59	"	15	17163.00	257,445	151,588
	Nos. 1115, 1116, 1118, 1121, 1125, 1126; Brooks; 1901; cylinders 20x32"; total light weight 116 tons; coal burning; freight service	58	61	"	6	17540.00	105,240	63,975
	Nos. 1134, 1136, 1137, 1139; Cocks; 1901; cylinders 20"x32"; total light weight 112 tons; coal burning; freight service	58	61	"	4	17064.00	68,256	41,470
	Nos. 1140, 1142, 1144, 1145, 1149, 1156 to 1162, 1167, 1169; Rogers; 1902; cylinders 20x32"; total light weight 115 tons; No. 1167 oil burning, others coal burning; freight service	59	62	"	14	17617.00	246,838	152,140
	Nos. 1150 to 1154; Rogers; 1901; cylinders 20x32"; total light weight 115 tons; coal burning; freight service	56	59	"	5	17533.00	87,665	51,525
	Nos. 1172, 1173, 1181, 1184, 1185, 1188, 1191, 1194, 1197 to 1199; Rogers; 1903; cylinders 20x32"; total light weight 115 tons; coal burning; freight service	63	65	"	11	17483.00	192,313	125,854
	Nos. 1200 to 1214; Rogers; 1905; cylinders 20x32"; total light weight 115 tons; No. 1203 oil burning, others coal burning; freight service	69	71	"	15	17884.00	268,260	187,381
	Nos. 1215 to 1253; Baldwin; 1907; cylinders 20x32"; total light weight 115 tons; Nos. 1246 and 1252 oil burning, others coal burning; freight service	74	76	"	39	17239.00	672,321	509,219
	Nos. 1300 to 1306, 1308 to 1315, 1317 to 1324; Brooks; 1903; cylinders 20x32"; total light weight 115 tons; coal burning; freight service	63	66	"	25	17242.00	396,550	259,657
	Nos. 1110 to 1114, 1117, 1119, 1120, 1122 to 1124, 1127 to 1129; Brooks; 1901; cylinders 26x32"; total light weight 116 tons; superheater; coal burning; freight service	60	63	"	14	18157.00	254,198	159,043
	Nos. 1130 to 1133, 1136, 1138; Cocks; 1901; cylinders 26x32"; total light weight 112 tons; superheater; coal burning; freight service	60	63	"	5	17760.00	106,560	66,624
	Nos. 1141, 1143, 1146 to 1148, 1155, 1153 to 1155, 1163; Rogers; 1902; cylinders 26x32"; total light weight 115 tons; superheater; coal burning; freight service	62	65	"	11	18268.00	200,948	139,343
	Nos. 1170, 1171, 1174 to 1180, 1182, 1183, 1186, 1187, 1189, 1190, 1192, 1193, 1195, 1196; Rogers; 1903; cylinders 26"x 32"; total light weight 115 tons; superheater; No. 1178 oil burning, others coal burning; freight service	65	67	"	19	18515.00	347,985	233,864
	Nos. 1307, 1316; Brooks; 1903; cylinders 26x32"; total light weight 115 tons; superheater; coal burning; freight service	65	67	"	2	18010.00	36,020	24,221
	Total Type 2-8-0 (Consolidation)				68		5,908,588	2,404,098

BM

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Great Northern Railway Company

Approved: W. W. Johnston

Val. Section No. Non-allocated Miles Main Line _____ Miles all Tracks _____

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION.	Classification Per Cent	Per Cent of Cost Repr.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION.		
						Per Unit. (4)	New Total. (5)	Less Depreciation. (6)
Acct. No. <u>51</u> Title <u>STEAM LOCOMOTIVES (Cont'd.)</u> (I. C. C. Classification.)								
<u>Type 2-6-2 (Mikado)</u>								
	Nos. 3000 to 3019; Baldwin; 1911; cylinders 28x32"; total light weight 153 tons; superheater; coal burning; freight service	87	88	Each	20	24420.00	488,400	429,065
	Nos. 3022 to 3044; Baldwin; 1913; cylinders 28x32"; total light weight 153 tons; superheater; Nos. 3025 and 3033 oil burning, others coal burning; freight service	92	93	"	22	24638.00	541,836	524,159
	Nos. 3045 to 3069; Baldwin; 1913; cylinders 28"x32"; total light weight 155 tons; superheater; No. 3066 oil burning, others coal burning; freight service	98	93	"	25	24527.00	613,175	574,121
	Nos. 3020, 3021; (same as above); total light weight 157 tons; oil burning; freight service	92	92	"	2	25198.00	50,396	46,615
	Total Type 2-6-2 (Mikado)		91				1,726,348	1,573,960
<u>Type 4-4-0 (American)</u>								
	No. 103, Baldwin; 1882, cylinders 17x24"; total light weight 49 tons; oil burning; passenger service; (new boiler 1910)	60	62	"	1	9250.00	9,250	5,745
	No. 122; Baldwin; 1882, cylinders 17x24"; total light weight 45 tons; coal burning; passenger service; (new boiler 1906)	58	60	"	1	6819.00	6,819	5,305
	Nos. 125, 126, 130, 131; Schenectady; 1882; cylinders 17x24"; total light weight 48 tons; coal burning; passenger service (new boilers:- Nos. 125 and 126 in 1907, Nos. 130 and 131 in 1910)	60	62	"	4	6956.00	27,824	22,236
	No. 132 (engine only); same as above; (new boiler 1911)	60	62	"	1	7580.00	7,580	4,677
	Nos. 135 to 138; Rhode Island; 1882; cylinders 17x24"; total light weight 51 tons; coal burning; passenger service	24	26	"	4	9530.00	38,120	10,696
	No. 139; New York Locomotive Works, 1890; cylinders 17x24"; total light weight 49 tons; oil burning; passenger service; (new boiler 1908)	66	68	"	1	9322.00	9,322	6,320
	Nos. 141, 142; Baldwin; 1890; cylinders 17x24"; total light weight 59 tons; coal burning; passenger service	36	40	"	2	10583.00	21,166	8,576
	No. 147; Grant; 1882; cylinders 17x24"; total light weight 45 tons; coal burning; passenger service; (new boiler 1907)	52	54	"	1	8796.00	8,796	4,790
	No. 145 (engine only); same as above	13	17	"	1	7610.00	7,610	1,258
	Nos. 152 to 157, 159 to 164, 165 to 175, 177, 178, 180, 182 to 186; Brooks; 1882-1883; cylinders 17x24"; total light weight 49 tons; coal burning; passenger service; (new boilers:- Nos. 159, 163 and 165 in 1908; No. 156 in 1910; Nos. 168 and 169 in 1911; No. 165 in 1914)	51	55	"	30	9159.00	274,770	95,239
	Nos. 187 to 189, 191 to 195; Pittsburg, 1881; cylinders 17"x 24"; total light weight 47 tons; coal burning; passenger service; (new boilers; Nos. 187, 188, 192, 193, 194, 195 in 1905; No. 191 in 1907; No. 189 in 1910)	57	59	"	8	8907.00	71,256	42,219
	Nos. 197 to 206; Rhode Island; 1882-1883; cylinders 16"x24"; total light weight 59 tons; Nos. 202, 203 and 206 oil burning, others coal burning; passenger service	22	25	"	10	10555.00	105,550	27,807
	Nos. 207 to 225; Rogers; 1887; cylinders 18x24"; total light weight 58 tons; Nos. 211 and 212 oil burning, others coal burning; passenger service	28	32	"	19	10897.00	197,543	63,205
	Nos. 226 to 230; Rogers; 1888, cylinders 16x24"; total light weight 58 tons; coal burning; passenger service	35	37	"	5	10439.00	52,195	19,267
	No. 231; Baldwin; 1893; cylinders 16"x24"; total light weight 63 tons; coal burning; passenger service	40	43	"	1	11081.00	11,081	4,808

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. Non-allocated Miles Main Line, _____ Miles all Tracks, _____

Approved: W.W. Johnston

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent 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>51</u>	Title <u>STEAM LOCOMOTIVES (Cont'd.)</u>							
	(I. C. Classification.)							
<u>Type 4-4-0 (American) - (Cont'd.)</u>								
	Nos. 232 to 237; Rogers; 1890; cylinders 17x24"; total light weight 54 tons; coal burning; passenger service	51	55	Each	6	9870.00	59,220	20,577
	Nos. 241, 242; Pittsburg; 1872; cylinders 16x24"; total light weight 41 tons; coal burning; passenger service; (new boilers; No. 241 in 1907; No. 242 in 1906)	47	50	"	2	8217.00	16,434	8,184
	Nos. 245, 250, 252; Baldwin; 1879; cylinders 16x24"; total light weight 44 tons; coal burning; passenger service; (new boilers - all in 1906)	52	54	"	3	8639.00	25,917	14,110
	No. 249 (engine only); same as above; (new boiler 1905)	51	53	"	1	7294.00	7,294	3,870
	No. 248; Rogers; 1875; cylinders 16x24"; total light weight 45 tons; coal burning; passenger service (new boiler in 1906)	52	54	"	1	8667.00	8,667	4,722
	No. 255; Rogers; 1878; cylinders 16x24"; total light weight 48 tons; coal burning; freight service; (new boiler 1906)	55	57	"	1	9129.00	9,129	5,235
	No. 255 (engine only); same as above; (new boiler 1906)	51	53	"	1	7664.00	7,664	4,049
	No. 282; Baldwin; 1880; cylinders 17x24"; total light weight 47 tons; coal burning; freight service; (new boiler in 1907)	55	57	"	1	8985.00	8,985	5,151
	Nos. 288, 289, 291 to 293; Pittsburg; 1880; cylinders 17x24"; total light weight 45 tons; coal burning; (new boilers - No. 288 in 1905; others in 1906;) freight service	55	57	"	5	8869.00	44,445	25,469
	Total Type 4-4-0 (American)		40				1,045,637	413,219
<u>Type 4-4-2 (Atlantic)</u>								
	Nos. 1700 to 1705, 1708, 1709; Baldwin; 1906; cylinders 15" and 25"x26"; total light weight 119 tons; balanced compound; coal burning; passenger service	70	72	"	8	18335.00	146,680	105,542
	Nos. 1706, 1707; Baldwin; 1906; cylinders 15" and 25"x26"; total light weight 119 tons; balanced compound; super-heater; coal burning; passenger service	70	72	"	2	19087.00	38,174	27,428
	Total Type 4-4-2 (Atlantic)		72				184,854	132,980
<u>Type 4-6-0 (10 Wheel)</u>								
	Nos. 900 to 909; Rogers; 1899; cylinders 18x26"; total light weight 84 tons; coal burning; passenger service	54	57	"	10	12218.00	122,180	69,884
	Nos. 925 to 937, 939; Rogers; 1902; cylinders 19x26"; total light weight 97 tons; coal burning; passenger service	59	62	"	14	15092.00	211,288	130,222
	No. 949; Baldwin; 1896; cylinders 18x24"; total light weight 72 tons; coal burning; freight service	50	55	"	1	11111.00	11,111	5,918
	Nos. 950 to 969; Brooks; 1893; cylinders 19x26"; total light weight 78 tons; Nos. 952, 954, 957, 959, 960 and 965 oil burning; others coal burning; passenger service	41	45	"	20	11537.00	230,740	103,843
	No. 971; Baldwin; 1897; cylinders 19x24"; total light weight 78 tons; coal burning; freight service	52	55	"	1	11184.00	11,184	6,190
	Nos. 992, 993; Rogers; 1890; cylinders 16x24"; total light weight 58 tons; coal burning; freight service	35	39	"	2	10408.00	20,816	8,171
	Nos. 998, 999; Baldwin; 1892; cylinders 20x24"; total light weight 81 tons; coal burning; passenger service	40	44	"	2	12158.00	24,316	10,696
	Nos. 1000, 1001, 1006; Brooks; 1896; cylinders 20x30"; total light weight 95 tons; coal burning; passenger service	47	50	"	3	14445.00	43,335	21,884
	No. 1007 (engine only); same as above	45	46	"	1	12314.00	12,314	5,718

B.V. Form No. 501

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Great Northern Railway Company

Approved: W.W. Johnston

Val. Section No. Non-allocated

Miles Main Line, _____ Miles all Tracks, _____

LOCATION, (1)	CHARACTER OF PROPERTY AND DESCRIPTION.	Classification Per Cent.	Per Cent of Cost of Work.	UNIT, (2)	NUMBER OF UNITS, (3)	COST OF REPRODUCTION.		
						Per Unit, (4)	New, Total, (5)	Less Depreciation, (6)
						\$	\$	\$
Acct. No. <u>51</u>	Title <u>STEAM LOCOMOTIVES (Cont'd.)</u> (I. C. C. classification.)							
	<u>TYPE 4-6-0 (10 Wheel) Cont'd.</u>							
	Nos. 1002 to 1005; Brooks; 1898; cylinders 20"x30"; total light weight 95 tons; superheater; coal burning; passenger service	47	50	Each	4	15282.00	61,008	30,696
	Nos. 1008 to 1032; Baldwin; 1909; cylinders 23-1/2"x32"; total light weight 118 tons; superheater; Nos. 1008 to 1014 and 1020 to 1032 oil burning; Nos. 1015 to 1019 coal burning; passenger service	80	81	"	25	19481.00	491,275	398,905
	Nos. 1033 to 1042; Baldwin; 1910; cylinders 23-1/2"x32"; total light weight 122 tons; superheater; coal burning; passenger service	83	84	"	10	20218.00	202,130	169,842
	Nos. 1053 to 1059, 1070 to 1072; Rogers; 1901; cylinders 19"x28"; total light weight 102 tons; Nos. 1053, 1054, 1055, 1058 and 1070 oil burning; others coal burning; passenger service	58	61	"	10	16282.00	162,820	98,736
	Nos. 1060 to 1069; Rogers; 1904; cylinders 19"x28"; total light weight 102 tons; Nos. 1062 and 1064 coal burning; others oil burning; passenger service	65	67	"	10	16274.00	162,740	109,365
	Nos. 1073 to 1092; Baldwin; 1910; cylinders 22"x28"; total light weight 98 tons; superheater; coal burning; passenger service	83	84	"	20	15692.00	322,340	280,483
	No. 296; Schenectady; 1889; cylinders 18"x24"; total light weight 56 tons; oil burning; freight service	34	38	"	1	9876.00	9,876	8,641
	Total Type 4-6-0 (10 Wheel)		89				2,110,573	1,454,154
	<u>TYPE 4-6-2 (Pacific)</u>							
	Nos. 1400 to 1405; Rogers; 1905; cylinders 21"x28"; total light weight 121 tons; coal burning; passenger service	67	69	"	6	17717.00	106,302	73,608
	Nos. 1408, 1409 to 1413, 1415, 1418, 1420 to 1422; Baldwin; 1906; cylinders 22"x30"; total light weight 138 tons; coal burning; passenger service	70	72	"	11	18374.00	202,114	146,694
	Nos. 1407, 1425; Baldwin; 1906; cylinders 23-1/2"x30"; total light weight 128 tons; superheater coal burning; passenger service	70	72	"	2	19187.00	38,374	27,525
	Nos. 1406, 1417 to 1419, 1423, 1424; Baldwin; 1906; cylinders 23"x30"; total light weight 128 tons; superheater; coal burning; passenger service	70	72	"	6	19076.00	114,456	82,418
	Nos. 1414; Baldwin; 1906; cylinders 22"x30"; total light weight 128 tons; superheater; coal burning; pass. service	70	72	"	1	18937.00	18,937	18,574
	Nos. 1428, 1432, 1435, 1436, 1438; Baldwin; 1907; cylinders 22"x30"; total light weight 128 tons; coal burning; pass. service	73	75	"	5	18338.00	91,690	66,458
	Nos. 1426, 1427, 1429, 1431, 1433, 1437, 1439, 1440; Baldwin; 1907; cylinders 23"x30"; total light weight 128 tons; superheater; coal burning; passenger service	73	75	"	8	19136.00	153,088	114,618
	Nos. 1430, 1434; Baldwin; 1907; cylinders 23-1/2"x30"; total light weight 128 tons; superheater; coal burning; passenger service	73	75	"	2	19399.00	38,798	29,012
	Nos. 1441 to 1480; Baldwin; 1909; cylinders 23-1/2"x30"; total light weight 135 tons; superheater; coal burning; passenger service	80	81	"	20	15831.00	316,620	306,612
	Nos. 1461 to 1485; Lima; 1914; cylinders 23-1/2"x30"; total light weight 149 tons; superheater; coal burning; passenger service	86	88	"	25	19103.00	477,575	459,960
	Total Type 4-6-2 (Pacific)		82				1,618,004	1,521,777

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. Non-allocated Miles Main Line, _____ Miles All Tracks, _____

Approved: W.W. Johnston

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. (2)	Condition Per Cent. (3)	Per Cent of Cost New. (4)	UNIT. (5)	NUMBER OF UNITS. (6)	COST OF REPRODUCTION.		
						Per Unit. (7)	Now, Total. (8)	Less Depreciation. (9)
Acct. No. <u>51</u> Title <u>STEAM LOCOMOTIVES (Cont'd.)</u> (I. C. C. classification.)								
<u>TYPE 4-8-0 (12 Wheel)</u>								
	Nos. 600 to 615; Brooks; 1891; cylinders 20x28"; total light weight 86 tons; coal burning; (engine No. 809, cylinders 20x24"; engine No. 610, built 1895); freight service; (No. 600 new boiler, 1915)	34	38	Each	16	12902.00	206,432	79,290
	Nos. 700, 802 to 706, 709 to 715, 717 to 719; Brooks; 1898; cylinders 19x32"; total light weight 94 tons; Nos. 700, 702 to 706, 709 to 712 and 717 oil burning, others coal burning; freight service	48	52	"	18	14351.00	229,616	118,045
	Nos. 721, 724, 726, 728 to 733, 737 to 749, 751 to 759; Rogers; 1899-1900; cylinders 19x32"; total light weight 104 tons; coal burning; freight service	52	55	"	41	15507.00	635,787	251,116
	Nos. 754; Rogers; 1899; cylinders 25 1/2"x32"; total light weight 104 tons; superheater; coal burning; freight service	52	55	"	1	16042.00	16,042	8,842
	Nos. 770 to 779; Brooks; 1900; cylinders 19x32"; total light weight 105 tons; coal burning; freight service	54	57	"	10	15472.00	154,720	86,379
	Nos. 800 to 805, 807; Brooks; 1897-1898; cylinders 21x34"; total light weight 114 tons; coal burning; freight service	50	54	"	7	18633.00	116,431	62,216
	Total Type 4-8-0 (12 Wheel)		52				1,559,028	707,688
<u>TYPE 4-8-2 (Mountain)</u>								
	Nos. 1750 to 1759; Lima; 1914; cylinders 28x32"; total light weight 180 tons; superheater; coal burning; passenger service	97	97	"	10	23913.00	239,130	232,495
	Nos. 1760 to 1764; (same as above); total light weight 183 tons; oil burning	97	97	"	5	23694.00	119,470	116,161
	Total Type 4-8-2 (Mountain)		97				358,600	348,656
<u>TYPE 2-6-6-2 (Mallet Articulated)</u>								
	Nos. 1800 to 1804; Baldwin; 1908; cylinders 20"x31"x30"; total light weight 163 tons; coal burning; freight service	71	73	"	5	24509.00	122,545	89,372
	Nos. 1805 to 1813; 1817 to 1821, 1823, 1827 to 1829; Baldwin; 1907; cylinders 20" & 31"x30"; total light weight 163 tons; Nos. 1808 to 1811, 1817 to 1819 and 1827 oil burning; others coal burning; freight service	66	70	"	18	25401.00	457,218	320,303
	Nos. 1814 to 1816, 1822, 1824 to 1826; Baldwin; 1907; cylinders 20" & 31"x30"; total light weight 163 tons; superheater; No. 1816 oil burning, others coal burning; freight service	68	70	"	7	25989.00	181,923	127,361
	Nos. 1830 to 1841, 1843, 1844; Baldwin; 1906; cylinders 20" & 31"x30"; total light weight 163 tons; No. 1833 oil burning; others coal burning; freight service	71	73	"	14	24531.00	343,434	250,460
	No. 1842; Baldwin; 1908; cylinders 20" & 31"x30"; total light weight 163 tons; superheater; coal burning; freight service	71	73	"	1	25548.00	25,548	18,412
	Nos. 1900 to 1904; Baldwin; 1906; cylinders 21 1/2" & 33"x32"; total light weight 192 tons; oil burning; freight service	64	67	"	5	26701.00	133,505	88,696
	Nos. 1905 to 1921; Baldwin; 1908; cylinders 21 1/2" & 33"x32"; total light weight 192 tons; Nos. 1905 to 1913 and 1917 to 1921 oil burning, others coal burning; freight service	71	73	"	17	27055.00	459,935	356,010
	Total Type 2-6-6-2 (Mallet Articulated)		71				1,724,108	1,231,014

V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Great Northern Railway Company

Sheet No. _____ of this valuation section.

Account Section No. Non-allocated Miles Main Line _____ Miles all Tracks _____

Approved: W.W. Johnston

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent.	Per Cent Accr. Res.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION		
						Per Unit (1)	Now, Total. (2)	Less Depreciation. (3)
Acct. No. <u>51</u>	Title <u>STEAM LOCOMOTIVES (Cont'd.)</u> (I. C. C. classification.)					\$	\$	\$
	<u>Type 2-6-8-0 (Mallet Articulated)</u>							
	Nos. 1950 to 1959; Baldwin; 1909-1910; cylinders 25" & 35"x32" 32"; total light weight 200 tons; superheater; coal burning; freight service	78	79	Each	10	31725.00	317,250	251,848
	Nos. 1960 to 1984; Baldwin; 1910; cylinders 25" & 35"x32"; total light weight 200 tons; superheater; coal burning; freight service	80	81	"	25	31858.00	796,450	647,175
	No. 1999; Baldwin; 1907-1910; cylinders 30" & 35"x32"; total light weight 193 tons; superheater; coal burning; freight service	80	81	"	1	30475.00	30,475	24,765
	Total Type 2-6-8-0 (Mallet Articulated)		81				1,144,175	923,788
	<u>Type 2-8-8-0 (Mallet Articulated)</u>							
	Nos. 2000 to 2016; Baldwin; 1912; cylinders 30" & 42"x32"; total light weight 219 tons; superheater; coal burning; freight service	88	89	"	17	36155.00	614,635	545,542
	Nos. 2017 to 2024; (same as above); total light weight 223 tons; oil burning; freight service	88	89	"	8	36380.00	291,040	258,261
	Total Type 2-8-8-0 (Mallet Articulated)		89				905,675	803,803
	Total Steam Locomotives		89				21,046,893	14,479,977
	<u>Tenders (without engines)</u>							
	Nos. 26, 28, 30, 31, 100, 102, 104, 106, 107, 109, 111, 113, 118, 119, 120, 123, 124, 127, 128 (dupl.), 130, 129, 129 (dupl.), 132, 143, 144, 149, 150, 151, 158, 155, 176, 177, 181, 205, 238, 240, 241, 243, 246, 254, 255, 258, 261, 268, 270, 271, 272, 274, 275, 287, 294, 295, 321, 341, 371, 372, 373, 375, 376, 566, 780, 781, 782. (Total 63)	69	70				84,728	59,277
	Engineers' Hand Tools and Boxes, complete sets	75		Each	1328	5.17	6,866	5,149
	Royalty for Von Bodes-Ingles Oil Burning System, as per contract of June 27, 1911						1,000	1,000
	Total Account 51		89				21,139,487	14,545,403

Acct. 52 - OTHER LOCOMOTIVES.

Electric Locomotives

Nos. 5000, 5001, 5002, 5003; type 0-4-4-0; American Loco. Co., 1909; gear drive; running speed 18 miles per hour; used as helper in tunnel service; transformers (2); 6800/500 volt, 3 phase, 25 cycle, 400 KVA, forced draft cooled; motors (4) General Electric, 250 H.P.; 576 r.p.m.; 3 phase, 25 cycle, 500 volts; multiple control; Sprague, Type N; total light weight 113.5 tons	80	81	Each	4	45785.00	183,140	148,032
Total for Other Locomotives		81				183,140	148,032

Acct. 53 - FREIGHT TRAIN CARS.

Box Cars

Nos. 10000 to 12897; Haskell & Barker; (1) 1899, (1) 1900, (1589) 1901, (1488) 1902; capacity 80,000; wood body and underframe	81	82	Each	2872	697.00	2,006,663	1,158,826
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Box Cars

Nos. 12898 to 13336; Haskell & Barker; 1905; capacity 80,000; wood body and underframe	83	84	"	956	750.00	717,000	438,657
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B. V. Form No. 591

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner, Great Northern Railway Company

Approved: H. W. Johnston

Val. Section No. Non-Allocated

Miles Main Line, _____ Miles all Tracks, *

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New Total. (5)	Less Depreciation. (6)
(1)				(2)	(3)	\$	\$	\$
Aeet. No. <u>53</u> Title <u>FREIGHT TRAIN CARS (Cont'd.)</u> <small>(I. C. C. classified.)</small>								
Box Cars								
	Nos. 13857 to 15309; Haskell & Barker; 1907; capacity 80,000#; wood body and underframe	70	74	Each	1445	759.00	1,125,855	829,575
	Nos. 15310 to 16288; Haskell & Barker; 1909; capacity 80,000#; wood body and underframe	75	81	"	975	743.00	790,048	690,061
	Nos. 16289 to 17276; Haskell & Barker; 1911; capacity 80,000#; wood body and underframe	85	87	"	985	755.00	783,975	629,698
	Nos. 17277 to 18762; Haskell & Barker; 1912; capacity 80,000#; wood body and underframe	89	90	"	1451	727.00	1,076,687	973,691
	Nos. 18763 to 21243; Haskell & Barker; 1913; capacity 80,000#; wood body and underframe	92	93	"	8479	788.00	1,903,872	1,770,601
Auto Cars								
	Nos. 35000 to 35981; Haskell & Barker; 1910; capacity 80,000#; wood body and underframe; double side doors	81	83	"	979	795.00	779,305	649,294
	Nos. 36000 to 36999; Haskell & Barker; 1912-15; capacity 80,000#; wood body and underframe; double side doors and end doors	92	95	"	990	820.00	811,800	754,459
Transfer Box Cars								
	Nos. 49000 to 49049; Great Northern Railway Company; 1898-99; capacity 60,000#; wood body and underframe; double side doors	59	64	"	50	627.00	31,350	20,163
Refrigerator Cars								
	Nos. 50000 to 50496; American Car & Foundry Co., 1909; capacity 60,000#; wood body and underframe; collapsible ice tanks	80	82	"	468	1029.00	601,864	409,227
	Nos. 50497 to 51246; Haskell & Barker; 1912; capacity 60,000#; wood body and underframe; collapsible ice tanks	90	91	"	742	995.00	738,290	670,471
	Nos. 51247 to 53246; Haskell & Barker; 1913-1914; capacity 60,000#; wood body and underframe; collapsible ice tanks	95	95	"	1994	1132.00	2,287,208	2,152,429
Stock Cars								
	Nos. 55000 to 55651; Haskell & Barker; 1898; capacity 60,000#; wood body and underframe	30	40	"	642	585.00	574,284	148,687
	Nos. 56000 to 56105; rebuilt by Great Northern Railway; 1915; double deck; capacity 60,000#; wood body and underframe	97	97	"	106	561.00	58,406	58,911
	Nos. 57000 to 57849; rebuilt by Great Northern Railway; 1915; double deck; capacity 40,000#; wood body and underframe	87	89	"	250	451.00	112,750	130,140
Flat Cars								
	Nos. 60000 to 60462; Haskell & Barker; 1901; capacity 80,000#; wood body and underframe	44	58	"	448	525.00	288,090	159,400
	Nos. 60463 to 60936; Haskell & Barker; 1902; capacity 80,000#; wood body and underframe	46	55	"	457	534.00	266,898	146,458
	Nos. 60937 to 61408; Haskell & Barker; 1903; capacity 80,000#; wood body and underframe	51	59	"	458	536.00	267,472	167,925
	Nos. 61409 to 61600; Haskell & Barker; 1906; capacity 80,000#; wood body and underframe	72	77	"	106	584.00	167,456	83,614
	Nos. 61636 to 63035; Haskell & Barker; 1913; capacity 80,000#; wood body and underframe	91	92	"	1297	634.00	266,498	220,598

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. Non-Allocated Miles Main Line, _____ Miles all Tracks, _____

Approved: W.W. Johnston

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. Where but a single percentage is stated it represents both per cent.	Condition Per Cent.	Per Cent. of Cost of Rep.	UNITS. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION.		
						Per Unit. (4)	New Total. (5)	Less Depreciation. (6)
Acct. No.	Title					\$	\$	\$
Coal Cars								
	Nos. 70000 to 70964; Haskell & Barker; 1907-1908; capacity 100,000#; wood body and underframe; drop bottom	74	78	Each	955	787.00	751,585	585,721
	Nos. 70985 to 71452; Haskell & Barker; 1910; capacity 100,000#; wood body and underframe; drop bottom	81	84	"	479	798.00	382,242	320,446
	Nos. 74800 to 74973; Haskell & Barker; 1900; capacity 80,000#; wood body and underframe; drop bottom	36	46	"	170	730.00	124,100	85,121
Ops Cars								
	Nos. 80000 to 80936; American Car & Foundry Co., 1902; capacity 100,000#; all metal; hopper bottom (even numbers only)	56	63	"	469	849.00	398,181	249,169
	Nos. 80938 to 81488; Cambria Car Co., 1902; capacity 100,000#; all metal; hopper bottom; (even numbers only)	55	61	"	276	1032.00	284,832	174,929
	Nos. 81490 to 83582; American Car & Foundry Co., 1906; capacity 100,000#; all metal; hopper bottom (even numbers only)	68	72	"	1047	973.00	1,018,731	735,267
	Nos. 80001 to 81199 (odd numbers), 81201 to 82199 (odd numbers), 83584 to 84198 (even numbers), 84200 to 84291; American Car & Foundry Co., 1907; capacity 100,000#; all metal; hopper bottom	69	73	"	1497	1008.00	1,504,488	1,097,032
	Nos. 82201 to 84199; Western Steel Car Co., 1910; capacity 100,000#; all metal; hopper bottom; (odd numbers only)	66	68	"	999	804.00	803,188	734,266
	Nos. 84292 to 84791; American Car & Foundry Co., 1911; capacity 100,000#; all metal; hopper bottom	66	68	"	499	796.00	398,202	361,526
	Nos. 84891 to 84990; Pressed Steel Car Co., 1901; capacity 100,000#; all metal; hopper bottom	49	57	"	98	1023.00	100,254	56,671
	Nos. 84991 to 85288; Pressed Steel Car Co., 1905; capacity 100,000#; all metal; hopper bottom	60	66	"	291	942.00	274,122	179,954
	Nos. 85289 to 85777; Pressed Steel Car Co., 1899-1900; capacity 80,000#; all metal; hopper bottom	52	59	"	499	933.00	465,337	266,926
Caboose								
	Nos. 90001, 90003 to 90007, 90015, 90017 to 90021, 90025, 90027 to 90030, 90033 to 90036, 90038, 90039, 90082; builders various, built 1879 to 1888; capacity 40,000#; wood body and underframe	36	44	"	24	749.00	17,976	7,902
	Nos. 90002, 90009, 90013, 90014, 90016, 90022, 90026, 90031, 90032, 90037, 90041, 90050 to 90081, 90084 to 90094, 90097 to 90105; builders various; built 1879 to 1891; capacity 40,000#; wood body and underframe	48	52	"	61	779.00	47,519	24,807
	Nos. 90008, 90010 to 90012, 90063; builders various; built 1879 to 1888; capacity 40,000#; wood body and underframe	35	41	"	5	789.00	3,945	1,615
	Nos. 90023, 90024, 90040, 90042 to 90043, 90095, 90096; builders various; built 1882 to 1889; capacity 40,000#; wood body and underframe	29	36	"	13	769.00	9,997	5,564
	No. 90106; N.H.O.Ry.; 1876; capacity 40,000#; wood body and underframe (Old passenger coach, purchased second hand)	25	36	"	1	500.00	500	181
	Nos. 90108 to 90334; Great Northern Railway; 1907 to 1912; capacity 40,000#; wood body and underframe	78	80	"	219	699.00	153,081	122,439
	Nos. 90335 to 90606; rebuilt by Great Northern in 1909-1910; and converted from 4 wheel to 8 wheel type; capacity 40,000#; wood body and underframe	57	61	"	266	719.00	191,254	117,250

BM

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. Non-allocated

Miles Main Line, _____ Miles all Tracks, _____

Approved: W. W. Johnston

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 of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
							Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
							\$	\$	\$
Freight Train Cars (Cont'd.)									
Box Cars									
	53								
		Nos. 120000 to 122998; Haskell & Barker; 1907; capacity 80,000#; wood body and underframe; drop bottom	69	73	Box	2740	799.00	2,189,260	1,592,132
		Nos. 123149 to 123497; Haskell & Barker; 1902; capacity 80,000#; wood body and underframe; drop bottom	50	54	"	347	804.00	278,988	156,160
		Nos. 123498 to 125303; Haskell & Barker; 1903; capacity 80,000#; wood body and underframe; drop bottom	53	58	"	1797	805.00	1,442,991	845,866
		Nos. 125304 to 125753; Haskell & Barker; 1904; capacity 80,000#; wood body and underframe; drop bottom	59	64	"	449	804.00	360,996	230,650
		Nos. 125754 to 128586; Haskell & Barker; 1906; capacity 80,000#; wood body and underframe; drop bottom	65	70	"	2684	798.00	2,141,832	1,501,215
Ore Cars									
		Nos. 180000 to 180370; Haskell & Barker; 1903; capacity 100,000#; wood body and underframe; hopper bottom; (Car #180368, built 1899; cars #180369 and #180370 built 1910)	45	54	"	356	727.00	258,812	139,766
		Nos. 180371 to 180766; Haskell & Barker; 1911; capacity 100,000#; wood body, composite underframe; drop bottom	64	66	"	389	863.00	335,707	289,400
		Nos. 180767 to 182266; Haskell & Barker; 1912-1913; capacity 100,000#; wood body, composite underframe; drop bottom	87	89	"	1498	719.00	1,077,062	960,218
Coal and Ore Cars									
		Nos. 189000 to 189323; Haskell & Barker; 1900; capacity 80,000#; wood body and underframe; hopper bottom	52	40	"	507	795.00	244,065	98,142
Box Cars									
		Nos. 200002 to 204509; builders various; built 1881 to 1897; capacity 40,000#; wood body and underframe	15	26	"	8083	490.00	1,510,670	391,695
		Nos. 205000 to 208452; Haskell & Barker; 1898-1900; capacity 60,000#; wood body and underframe; (Car #208452 built 1904)	41	50	"	3400	825.00	1,785,000	894,356
		Nos. 208454 to 209833; Haskell & Barker; 1891 to 1893; capacity 60,000#; wood body and underframe	24	36	"	1382	520.00	709,800	253,581
		Nos. 210000 to 212207; builders various; built 1889 to 1896; capacity 60,000#; wood body and underframe	30	40	"	2168	590.00	1,279,120	506,652
		Nos. 212208 to 212212; Haskell & Barker; 1898; capacity 80,000#; wood body and underframe	45	54	"	5	659.00	3,295	1,775
		Nos. 220000 to 220855; Haskell & Barker; 1897-1898; capacity 60,000#; wood body and underframe; drop bottom	34	44	"	813	547.00	444,711	194,655
Auto Cars									
		Nos. 235000 to 235097; Haskell & Barker; 1891 to 1893; capacity 60,000#; wood body and underframe	30	39	"	97	682.00	64,214	24,764
Beef Cars									
		Nos. 250000 to 250046; Haskell & Barker; 1888; capacity 40,000#; wood body and underframe (Converted from box cars)	27	34	"	43	679.00	29,197	9,861
Beef Cars									
		Nos. 250047 to 250078, 250087 to 250110, 250143 to 250145; builders various; built 1887 to 1890; capacity 60,000#; wood body and underframe	20	28	"	56	768.00	43,008	12,230
Beef Cars									
		Nos. 250079 to 250086, 250111 to 250142; Haskell & Barker; 1890 to 1897; capacity 40,000#; wood body and underframe	25	32	"	58	718.00	27,264	8,616

P. V. Form No. 501

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Great Northern Railway Company

Sheet No. _____ of this valuation section.

Val. Section No. Non-Allocated Miles Main Line, _____ Miles all Tracks, _____

Approved: W. V. Johnston

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent.	Per Cent. of Cost New	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
						Per Unit (1)	New, Total (2)	Less Depreciation (3)
Acct. No. <u>53</u> Title <u>FREIGHT TRAIN CARS (Cont'd.)</u> (I. C. C. classification)								
<u>Refrigerator Cars</u>								
	Nos. 252000 to 252006, 252013 to 252024; builders various; built 1887 to 1890; capacity 60,000#; wood body and underframe	21	29	Each	16	769.00	11,520	3,279
	Nos. 252007 to 252012; Haskell & Barker; 1890; capacity 40,000#; wood body and underframe	25	32	"	4	718.00	2,872	907
	Nos. 253000 to 253046; Haskell & Barker; 1897; capacity 60,000#; wood body and underframe	44	49	"	46	543.00	29,928	19,655
	Nos. 253047 to 253235; Haskell & Barker; 1902; capacity 60,000#; wood body and underframe; door heaters and false floors	64	62	"	188	875.00	164,500	113,747
	Nos. 253300 to 253488; Haskell & Barker; 1906; capacity 60,000#; wood body and underframe; door heaters and false floors	70	73	"	189	985.00	188,168	124,911
<u>Fruit Cars</u>								
	Nos. 254000 to 254010; Haskell & Barker; 1898-1899; capacity 60,000#; wood body and underframe; steam and air signal lines and steel tired wheels. (Converted into fruit cars by Great Northern Railway Co. in 1904-5)	45	48	"	11	919.00	10,109	4,658
<u>Stock Cars</u>								
	Nos. 255000 to 256856; Haskell & Barker; 1887 to 1890; capacity 40,000#; wood body and underframe	11	25	"	1175	489.00	589,325	125,308
<u>Flat Cars</u>								
	Nos. 260002, 260004, 260006, 260008, 260009; builders various; 1879-1880; capacity 30,000#; wood body and underframe	2	18	"	5	293.00	1,465	269
	Nos. 260010 to 261003; builders various; 1879 to 1895; capacity 40,000#; wood body and underframe	36	49	"	432	518.00	137,376	66,674
	Nos. 261005 to 261024; Lackawanna Car Co., 1891-1899; capacity 50,000#; wood body and underframe	50	60	"	12	525.00	3,876	2,534
	Nos. 261100 to 261645; builders various; 1879 to 1899; capacity 60,000#; wood body and underframe	35	45	"	485	515.00	250,260	113,126
<u>Coal Cars</u>								
	Nos. 270000 to 270303; Haskell & Barker; 1882 to 1888; capacity 40,000#; wood body and underframe	20	32	"	175	405.00	70,875	22,732
<u>Crs. Cars</u>								
	Nos. 280000 to 280462; Penn. Car Co., 1898; capacity 50,000#; wood body and underframe; hopper type	29	33	"	816	483.00	182,628	89,069
	Nos. 280467 to 280479; Illinois Car & Foundry Co., 1898; capacity 60,000#; wood body and underframe; hopper type	19	30	"	15	601.00	7,915	2,357
	Total Freight Train Cars		70				58,494,670	26,513,692
	Tools and equipment (less supplies) on cabooses; miscellaneous lot 75 75						43,362	32,521
	Total Account 53		69				58,538,032	26,546,215

Acct. 54 -- PASSENGER TRAIN CARS.

Mail Cars

Nos. 1 to 21; Barney & Smith; 1914; steel body and underframe; length over end sills 60'9"; 8 wheel cast steel trucks; with 36" steel wheels; 5"x9" axles; canopy vestibules; axle lighting system; steam heat; storage batteries	97	97	Each	21	11371.00	238,791	231,965
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RM

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. Non-Allocated Miles Main Line, _____ Miles all Tracks, _____

Approved: W.W. Johnston

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

(1)	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	By Law of State	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less, Depreciation. (6)
Acct. No. <u>54</u>	Title <u>PASSENGER TRAIN CARS (Cont'd.)</u> (I. C. C. class. classification.)					\$	\$	\$
<u>Mail Cars (Cont'd.)</u>								
	Nos. 50 to 57; American Car & Foundry Company; 1899; wood body and underframe; length over end sills 50'9"; 6 wheel composite trucks, with 42" steel tired wheels; 5"x9" axles; stub platforms; oil lights; steam heat (Conforms to Postal Plan #1)	54	53	Each	7	7007.00	49,049	27,443
	Nos. 58 and 59; American Car & Foundry Company; 1902; wood body and underframe; length over end sills 50'8 1/2"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; stub platforms; oil lights; steam heat (Conforms to Postal Plan #1)	63	65	"	2	7007.00	14,014	9,051
	Nos. 60 to 64; American Car & Foundry Company; 1904; wood body and underframe; length over end sills 50'9-5/8"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; stub platforms; gas and oil lights; steam heat; (Underframe reinforced, conforms to Postal Plan #1)	70	71	"	5	6883.00	34,265	24,470
	Nos. 65 to 69; Barney & Smith; 1907; wood body and underframe; length over sills 50'9-5/8"; 6 wheel composite trucks; with 36" steel tired wheels; 5"x9" axles; dummy vestibules; gas, oil and electric lights; steam heat	75	75	"	5	7473.00	37,365	28,434
	Nos. 90 and 91; American Car & Foundry Company; 1913; steel body and underframe; length over end sills 40'9-1/2"; 4 wheel metal trucks, with 36" rolled steel wheels; 5"x9" axles; dummy vestibules; axle lighting system; steam heat; storage batteries	95	95	"	2	10381.00	20,762	19,705
	Nos. 107 to 114; American Car & Foundry Company; 1906; wood body and underframe; length over end sills 50'9 1/2"; 6 wheel composite trucks; with 36" steel tired wheels; 5"x9" axles; stub platforms; oil lights (111 to 114 have electric lights - train system - also); steam heat; (Conforms to Postal Plan #1)	74	75	"	8	6408.00	51,260	38,454
<u>Barneys and Mail Cars</u>								
	Nos. 300 and 301; Gilbert & Company; 1889; wood body and underframe; length over end sills 45'2"; 4 wheel composite trucks, with 33" cast iron wheels; 4 1/2"x8" axles; open platforms; oil lights; steam heat	26	30	"	2	2830.00	5,660	1,697
	Nos. 302 and 305; St.P.&P.Ry.Co., 1879; wood body and underframe; length over end sills 45'0"; 4 wheel wood frame trucks, with 33" steel tired wheels; 4 1/2"x8" axles; open platforms; oil lights; steam heat	10	14	"	2	3093.00	6,186	903
	No. 350; St.P.&P.Ry.Co., 1879; wood body and underframe; length over end sills 47'0"; 4 wheel wood frame trucks, with 33" steel tired wheels; 4 1/2"x8" axles; stub platforms; oil lights; steam heat	5	10	"	1	3200.00	3,200	309
	No. 400; Barney & Smith; 1883; wood body and underframe; length over end sills 50'0"; 4 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; stub platforms; oil lights; steam heat	11	15	"	1	3250.00	3,250	503
	No. 401; St.P.&P.Ry.Co., 1879; wood body and underframe; length over end sills 50'0"; 4 wheel wood frame trucks, with 33" steel tired wheels; 4 1/2"x8" axles, open platforms; oil lights; steam heat	5	13	"	1	3121.00	3,121	392
	Nos. 402 to 405, 411; Barney & Smith; 1883 to 1888, wood body and underframe; length over end sills 50'0"; 4 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; open platforms; oil lights, steam heat	17	21	"	5	3334.00	16,670	3,510

1851

BM

H. V. Form No. 501

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Great Northern Railway Company

Sheet No. _____ of this valuation section.

Val. Section No. Non-Allocated

Miles Main Line _____ Miles all Tracks _____

Approved: W. W. Johnston

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. Where but a single percentage is stated it represents both per cents.	Condition Per Cent.	Per Cent. of Cost of New	UNIT.	NUMBER OF UNITS. (3)	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
						\$	\$	\$
Acct. No. <u>54</u>	Title <u>PASSENGER TRAIN CARS (Cont'd.)</u> (I. C. C. classification)							
<u>Passenger and Mail Cars (Cont'd.)</u>								
	Nos. 406, 407, 417; Barney & Smith; 1883 to 1887; wood body and underframe; length over end sills 50'0"; 4 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; stub platforms; oil lights; steam heat	18	22	Each	3	3561.00	10,683	2,331
	Nos. 408 and 410; Ohio Falls Car Company; 1880; wood body and underframe; length over end sills 50'1 1/2"; 4 wheel composite trucks, with 33" steel tired wheels; 4 1/2"x8" axles; open platforms; oil lights; steam heat	8	13	"	2	5118.00	6,236	764
	No. 409; Ohio Falls Car Company; 1880; wood body and underframe; length over end sills 50'1 1/2"; 4 wheel wood frame truck, with 33" steel tired wheels; 4 1/2"x8" axles; stub platforms; oil lights; steam heat	6	12	"	1	3250.00	3,250	404
	No. 414; Barney & Smith; 1881; wood body and underframe; length over end sills 50'7 1/2"; 4 wheel composite trucks, with 42" steel wheels; 4 1/2"x8" axles; open platform; oil lights; steam heat	30	34	"	1	3206.00	3,206	1,075
	No. 416; Ohio Falls Car Company; 1881; (Rebuilt by G. N. Ry. Co., 1893); wood body and underframe; length over end sills 50'7 1/2"; 4 wheel composite trucks with 42" steel tired wheels; 4 1/2"x8" axles; stub platforms; oil lights; steam heat	25	27	"	1	3250.00	5,250	872
	Nos. 500 to 506; Barney & Smith; 1893 and 1895; wood body and underframe; length over end sills 50'10"; 6 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; oil lights; steam heat; stub platforms	34	38	"	7	3670.00	25,690	9,816
	Nos. 507 and 508; Barney & Smith; 1895; wood body and underframe; length over end sills 50'9"; 6 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; open platforms; oil lights; steam heat.	32	35	"	2	3670.00	7,340	4,041
	Nos. 600 to 605; American Car & Foundry Company; 1902; wood body and underframe; length over end sills 61'9"; 6 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; stub platforms; oil lights; steam heat; (601 to 604 conform to Postal plan #1)	52	54	"	6	5200.00	31,200	25,705
<u>Passenger, Mail and Express Cars.</u>								
	Nos. 606 to 614; Barney & Smith; 1898; wood body and underframe; length over end sills 55'0"; 6 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; open platforms; oil lights; steam heat.	50	53	"	9	4168.00	37,512	19,601
	Nos. 700 to 717; American Car & Foundry Company; 1904 and 1906; wood body and underframe; length over end sills 70'8-5/8"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and oil lights; steam heat; dummy vestibule or stub platform	70	72	"	18	5317.00	101,072	72,325
	Nos. 721 to 731; Barney & Smith; 1907; wood body and underframe; length over end sills 70'8-5/8"; 6 wheel composite trucks with 36" steel tired wheels; 5"x9" axles; stub platforms; gas, oil and electric lights; steam heat (731 has 35 KW direct current Curtiss turbo-generator set)	76	79	"	10	7493.00	74,930	39,182
	Nos. 733 to 742; American Car & Foundry Company; 1910; wood body and underframe; length over end sills 70'8-5/8"; 6 wheel composite trucks, with 36" steel wheels; 5"x9" axles; stub platforms; electric and oil lights; steam heat; (Cars 733, 734, 736 and 737 have 25 KW direct current Curtiss turbo-generator sets)	85	86	"	9	7673.00	69,057	59,199
	Nos. 743 to 752; Barney & Smith; 1911; wood body and underframe; length over end sills 70' 8-5/8"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; stub platforms; electric and oil lights; steam heat	89	90	"	10	6331.00	63,310	56,730

E. V. Form No. 361

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Great Northern Railway Company

Sheet No. _____ of this valuation section.

Approved: W. W. Johnston

Val. Section No. Non-Allocated Miles Main Line, _____ Miles all Tracks, _____

LOCATION, (1)	CHARACTER OF PROPERTY AND DESCRIPTION, Where but a single percentage is cited it represents both per cent.	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>54</u> Title <u>PASSENGER TRAIN CARS (Cont'd.)</u> (L. C. C. classification)								
<u>Baggage, Mail and Express Cars (Cont'd.)</u>								
	Nos. 800 to 821; American Car & Foundry Company; 1913; steel body and underframes; length over end sills 71'5/8"; 5 wheel all metal trucks, with 36" steel tired wheels; 5"x9" axles; stub platforms; electric and oil lights; steam heat; 25 KW direct current G&Tiss turbo-generator set	95	95	Each	22	11243.00	249,546	237,654
	<u>Photographic Car</u> No. 1000; Haskell & Barker; 1882; wood body and underframes; length over end sills 40'0"; 4 wheel wood trucks; with 33" steel tired wheels; 4-1/4"x8" axles; open platforms; oil lights; steam heat	15	18	"	1	2625.00	2,425	432
	<u>Baggage Car</u> No. 1001; built by St.P.&P.Ry.Co., 1879; wood body and underframes; length over end sills 41'0"; 4 wheel trucks, with 33" cast iron wheels; 4-1/4"x8" axles; open platforms; oil lights; steam heat	18	22	"	1	2815.00	2,615	608
	Nos. 1002 and 1003; St.P.&P.Ry.Co., 1879; wood body and underframes; length over end sills 39'10"; 4 wheel wood frame trucks, with 33" steel tired wheels; 4-1/4"x8" axles; stub platforms; oil lights; steam heat	20	24	"	2	2799.00	5,598	1,520
	No. 1011; built by St.P.&P.Ry.Co., 1879; wood body and underframe; length over end sills 50'0"; 4 wheel composite trucks with 42" steel tired wheels; 4-1/4"x8" axles; stub platforms; oil lights; steam heat	18	25	"	1	2815.00	2,815	634
	Nos. 1013 to 1019; Barney & Smith; 1887-1888; wood body and underframes; length over end sills 50'0"; 4 wheel composite trucks, with 42" steel tired wheels; 4-1/4"x8" axles; stub platforms; oil lights; steam heat	25	30	"	6	3200.00	19,200	5,712
	Nos. 1020 to 1024; Barney & Smith; 1891; wood body and underframes; length over end sills 50'7"; 4 wheel composite trucks; with 42" steel tired wheels; 4-1/4"x8" axles; stub platforms; electric and oil lights; steam heat	30	35	"	4	3469.00	13,876	4,625
	No. 1025; Barney & Smith; 1890; wood body and underframes; length over end sills 50'0"; 4 wheel composite trucks, with 33" steel tired wheels; 4-1/4"x8" axles; open platforms; oil lights; steam heat	27	30	"	1	3327.00	3,327	1,014
	No. 1026; Ohio Falls Car Company; 1881; wood body and underframes; length over end sills 50'7"; 4 wheel composite trucks, with 33" steel tired wheels; 4-1/4"x8" axles; stub platforms; electric and oil lights; steam heat	24	25	"	1	3009.00	3,009	836
	No. 1027; Barney & Smith; 1893; wood body and underframes; length over end sills 50'9"; 4 wheel composite trucks, with 42" steel tired wheels; 4-1/4"x8" axles; stub platforms; oil lights; steam heat	33	36	"	1	3121.00	3,121	1,154
	Nos. 1050 to 1074; Barney & Smith; 1907; wood body and underframes; length over end sills 65'9"; 6 wheel composite trucks; with 36" steel tired wheels; 5"x9" axles; dummy vestibule or stub platforms; gas lights (except 1059 to 1062 and 1068 to 1074 which have gas and electric); steam heat	76	77	"	21	6019.00	126,399	97,585
	Nos. 1075 to 1089; Barney & Smith; 1911; wood body and underframes; length over end sills 65'9"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; stub platforms; electric and oil lights; steam heat	83	89	"	15	5704.00	85,560	75,836
	Nos. 1100 to 1119; American Car & Foundry Company; 1913; wood body and metal underframes; length over end sills 65'9"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; stub platforms; electric and oil lights; steam heat	94	94	"	20	6355.00	127,040	119,860

V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner: Great Northern Railway Company

Sheet No. _____ of this valuation section.

Section No. Non-Allocated Miles Main Line, _____ Miles all Tracks.*

Approved: W.W. Johnston

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

Condition Per Cent.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
			Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)

Acct. No. 54 Title PASSENGER TRAIN CARS (Cont'd.)

Passenger Cars (Cont'd.)

Nos. 1588 and 1589; Barney & Smith; 1907; wood body and underframe; length over end sills 60'9"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; dummy vestibules; electric and oil lights; steam heat; storage batteries; 25 KW direct current Curtiss turbo-generator set	76	77	Each	2	9447.00	18,894	14,545
Nos. 1590 to 1599; Barney & Smith; 1911; wood body and underframe; length over end sills 60'9"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; dummy vestibules; electric and oil light; steam heat; storage batteries; 25 KW direct current Curtiss turbo-generator set	88	89	"	10	9285.00	92,850	82,154

Baggage and Express Cars

Nos. 1600 to 1609; Barney & Smith; 1895-1896; wood body and underframe; length over end sills 60'9"; 6 wheel composite trucks, with 42" steel tired wheels; 4-1/4"x8" axles; stub platforms; gas or oil lights; steam heat	41	45	"	7	4038.00	28,266	12,601
Nos. 1607, 1608 and 1610; Barney & Smith; 1893; wood body and underframe; length over end sills 60'8 1/2"; 6 wheel composite trucks, with 42" steel tired wheels; 4-1/4"x8" axles; open platforms; gas or oil lights; steam heat	28	37	"	3	4168.00	12,504	4,589
Nos. 1611 to 1620; American Car & Foundry Company; 1905; wood body and underframe; length over end sills 60'8"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; stub platforms; Nos. 1611 and 1612 have gas lights, all others gas and electric lights; steam heat	70	72	"	6	5480.00	32,880	23,543
Nos. 1650 to 1653, 1656, 1658, 1664, 1669 to 1672; American Car & Foundry Company; 1908; wood body and underframe; length over end sills 65'9"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; stub platforms; electric and gas lights; steam heat; 25 KW direct current Curtiss turbo-generator set	72	76	"	10	9137.00	91,370	67,788
Nos. 1655, 1657, 1660, 1666 to 1668; American Car & Foundry Company; 1902; wood body and underframe; length over end sills 64'9"; 6 wheel composite trucks, with 42" steel tired wheels; 5"x9" axles; stub platforms; electric and gas lights; steam heat; 25 KW direct current Curtiss turbo-generator set	61	62	"	6	8995.00	53,970	38,841
Nos. 1680 to 1702; Barney & Smith; 1909; wood body and underframe; length over end sills 65'8"; 6 wheel composite trucks with 36" steel tired wheels; 5"x9" axles; dummy vestibules; electric and oil lights; steam heat	82	85	"	18	5612.00	101,016	83,821
Nos. 1673 to 1679; Barney & Smith; 1909; wood body and underframe; length over end sills 65'8"; 6 wheel composite trucks; with 36" steel tired wheels; 5"x9" axles; dummy vestibules; electric and oil lights; steam heat; 25 KW direct current Curtiss turbo-generator set	82	83	"	7	5304.00	37,128	48,112

Express Refrigerator Cars

Nos. 1900 to 1931; Barney & Smith; 1914; Nos. 2000 to 2009; A.C.&F., 1910; Nos. 2010 and 2011; G.N.Ry.Co., 1912; Nos. 2012 to 2046; Barney & Smith; 1912; Nos. 2047 to 2089; Barney & Smith; 1914; wood body and underframe; length over end sills 50'0"; 4 wheel all-metal trucks, with 33" steel tired wheels; 5 1/2"x10" axles; syphon refrigerator system; collapsible tanks	91	94	"	122	2874.00	350,628	330,659
Nos. 1950 to 1979; American Car & Foundry Company; 1907; (except No. 1954 built by G.N.Ry.Co., 1910); wood body and underframe; length over end sills 44'0"; 4 wheel all-metal trucks, with 33" steel tired wheels; 5 1/2"x10" axles; syphon refrigerator system; electric and steam train lines	65	67	"	29	5020.00	145,580	58,277

V. Form No. 501

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Great Northern Railway Company

Sheet No. _____ of this valuation section.

Division Section No. Non-Allocated Miles Main Line, _____ Miles All Tracks.*

Approved: W.W. Johnston

ACQUISITION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	Now, Total. (5)	Less Depreciation. (6)
						\$	\$	\$
Acct. No. <u>54</u>	Title <u>PASSENGER TRAIN CARS (Cont'd.)</u> <small>(I.C.C. classification.)</small>							
<u>Express Refrigerator Cars (Cont'd.)</u>								
	Nos. 2090 to 2096; Barney & Smith; 1905; wood body and underframe; length over end sills 60'0"; 4 wheel all-metal trucks; with 36" steel tired wheels; 5 1/2"x10" axles; syphon refrigerator system; oil lights; steam heat; stub platforms	60	62	Each	7	4833.00	33,831	20,822
<u>Passenger and Baggage Cars</u>								
	Nos. 2100, 2102, 2103; Haskell & Barker; 1882; wood body and underframe; length over end sills 39'11"; 4 wheel wood frame truck, with 33" cast iron wheels; 4 1/2"x8" axles; oil lights; stoves; open platforms	18	21	"	3	1700.00	5,100	1,071
	Nos. 2110 and 2111; Jackson & Sharp; 1879; wood body and underframe; length over end sill 43'11"; 4 wheel wood frame trucks, with 33" cast iron wheels; 4 1/2"x8" axles; oil lights; stoves; open platforms	10	14	"	2	3020.00	6,040	818
	Nos. 2123, 2125 to 2129; Jackson & Sharp; 1882; wood body and underframe; length over end sills 46'0"; (average); 4 wheel wood frame trucks, with 33" cast iron wheels; oil lights; stoves; open platforms	14	19	"	5	2457.00	12,285	2,326
	Nos. 2130 to 2133 and 2147; Barney & Smith; 1879; wood body and underframe; length over end sills 48'0"; 4 wheel wood frame trucks; with 33" steel tired wheels; 4 1/2"x8" axles; oil lights; stoves; open platforms	12	16	"	5	3335.00	16,675	2,648
	Nos. 2134, 2135; Pullman; 1881; wood body and underframe; length over end sills 48'0"; 4 wheel wood frame trucks, with 33" steel tired wheels; 4 1/2"x8" axles; oil lights; steam heat; open platforms	15	19	"	2	3439.00	6,878	1,282
	No. 2137; built by St.P.M.&M.Ry.Co.; 1881; wood body and underframe; length over end sills 49'4"; 4 wheel wood frame truck, with 33" steel tired wheels; 4 1/2"x8" axles; oil lights; steam heat; open platforms	13	17	"	1	3394.00	3,394	580
	Nos. 2140 to 2144; Ohio Falls Car Company; 1880; wood body and underframe; length over end sills 50'0" (average); 4 wheel wood frame trucks, with 33" steel tired wheels; 4 1/2"x8" axles; oil lights; steam heat; open platforms	12	15	"	4	4234.00	16,936	2,574
	Nos. 2145 and 2146; builders various; 1879; wood body and underframe; length over end sills 42'6" and 44'0"; 4 wheel wood frame trucks, with 33" steel tired wheels; oil lights; steam heat; open platforms	10	14	"	2	3432.00	6,864	962
	Nos. 2148 to 2156; Ohio Falls Car Company; 1881-1882; wood body and underframe; length over end sills 50'9"; 4 wheel wood frame trucks, with 33" steel tired wheels; 4 1/2"x8" axles; oil lights; steam heat; open platforms	15	18	"	3	4405.00	35,240	6,340
	Nos. 2161 to 2164; Barney & Smith; 1889-1890; wood body and underframe; length over end sills 52'9"; 4 wheel wood frame trucks; with 42" steel tired wheels; 4 1/2"x8" axles; oil lights; steam heat; open platforms	30	33	"	4	4571.00	18,284	5,981
	No. 2170; Barney & Smith; 1890; wood body and underframe; length over end sills 56'0"; 4 wheel wood frame trucks, with 42" steel tired wheels; 4 1/2"x8" axles; oil lights; steam heat; open platforms	36	39	"	1	4517.00	4,517	1,741
	No. 2180; Pullman; 1882; wood body and underframe; length over end sills 57'11"; 4 wheel wood frame trucks, with 42" steel tired wheels; oil lights; steam heat; open platforms; purchased second hand	18	21	"	1	4563.00	4,563	979
<u>Coaches</u>								
	Nos. 3000 to 3009; builders various; wood body and underframe; length over end sills 44'0" (average); 1879; 4 wheel wood frame trucks, with 33" steel tired wheels; 4 1/2"x8" axles; oil lights, steam heat or stoves; open platforms	11	14	"	3	3401.00	27,208	3,954

SM

V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Great Northern Railway Company

Approved: W.W. Johnston

Al. Section No. Non-Allocated Miles Main Line, _____ Miles all Tracks, ⁴_____

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition For Cent.	Per Cent of Cost Rev.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit.	New Total.	Less Depreciation.
		(1)	(2)	(3)	(4)	(5)	(6)	
Acc't. No. <u>54</u>	Title <u>PASSENGER TRAIN CARS (Cont'd.)</u> (I. C. C. Classification.)							
<u>Coaches (Cont'd.)</u>								
	Nos. 3012 to 3019; Wagon; 1890 and 1897; wood body and underframe; length over end sills 49'0"; 4 wheel wood frame trucks, with 33" cast iron wheels; 4 1/2"x8" axles; oil lights; steam heat; open platforms	41	44	Each	8	3424.00	20,544	8,984
	Nos. 3020 and 3021; Jackson & Sharp; 1897; wood body and underframe; length over end sills 50'0"; 4 wheel wood frame trucks; 4 1/2"x8" axles; oil lights; steam heat; open platforms	53	55	"	2	3424.00	6,848	5,765
	Nos. 3022 and 3023; Gilbert & Company; 1889; wood body and underframe; length over end sills 45'5"; 4 wheel composite trucks; 4 1/2"x8" axles; oil lights; steam heat; open platforms	28	31	"	2	5453.00	4,866	2,130
	Nos. 3037; Billmyer & Smith; 1890; wood body and underframe; length over end sills 45'8"; 4 wheel wood frame trucks, with 33" cast iron wheels; 4 1/2"x8" axles; oil lights; steam heat, open platforms	32	35	"	1	3342.00	3,342	1,158
	Nos. 3038, 3079, 3081, 3082, 3083 to 3085, 3091, 3093, 3095 to 3114, 3226; Barney & Smith; 1887 and 1888; wood body and underframe; length over end sills 50'0"; 4 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; oil lights; steam heat; open platforms	51	33	"	30	5534.00	166,020	54,923
	Nos. 3050 to 3053, 3055 to 3078; Barney & Smith; 1883; wood body and underframe; length over end sills 50'0"; 4 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; oil lights; steam heat; open platforms	20	22	"	28	5631.00	140,775	31,375
	Nos. 3086 to 3089; Barney & Smith; 1890; wood body and underframe; length over end sills 50'0"; 4 wheel composite trucks, with 36" steel tired wheels; 4 1/2"x8" axles; oil lights; steam heat; open platforms	38	40	"	4	5285.00	21,140	8,432
	Nos. 3130 to 3135; Barney & Smith; 1889; wood body and underframe; length over end sills 52'9"; 4 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; oil or gas lights; steam heat; open platforms	32	34	"	4	5825.00	53,138	11,290
	No. 3136; Barney & Smith; 1890; wood body and underframe; length over end sills 50'10"; 4 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; gas lights; steam heat; open platforms	38	40	"	1	5285.00	5,285	2,118
	Nos. 3160 to 3167; Barney & Smith; 1888; (rebuilt from tourist car by G.N.Ry.Co. in 1906 and 1908); wood body and underframe; length over end sills 50'0"; 4 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; oil lights; steam heat; open platforms, except No. 3160, which has wide vestibule	34	36	"	8	5361.00	42,888	15,580
	Nos. 3168; Barney & Smith; 1888; wood body and underframe; length over end sills 50'0"; 4 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; oil lights; steam heat; open platforms	33	35	"	1	5351.00	5,351	1,891
	Nos. 3200 to 3222; Barney & Smith; 1891; wood body and underframe; length over end sills 50'0"; 4 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; oil lights; steam heat; wide vestibules; except 3220 to 3222, which have open platforms	40	42	"	14	5878.00	82,292	34,370
	Nos. 3223 to 3225 and 3227 to 3238; Barney & Smith; 1893; wood body and underframe; length over end sills 51'6"; 4 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; oil lights; steam heat; wide vestibules	45	47	"	15	6078.00	91,170	42,627

I. V. Form No. 501

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Great Northern Railway Company

Sheet No. _____ of this valuation section.

Val. Section No. Non-allocated

Miles Main Line, _____

Miles all Tracks, _____

Approved: W.W. Johnston

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

CHARACTER OF PROPERTY AND DESCRIPTION.

Condition Per Cent.	Per Cent. of Cost to New	UNITS.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
				Per Unit.	New Total.	Less Depreciation.
(1)	(2)	(3)	(4)	(5)	(6)	
			\$	\$	\$	

Acct. No. 54 Title PASSENGER TRAIN CARS (Cont'd.)
(I. C. Classification)

Coaches (Cont'd.)

Nos. 3250 to 3264; Barney & Smith; 1906; wood body and underframes; length over end sills 60'0"; 4 wheel composite trucks; with 36" steel tired wheels; 5"x9" axles; gas lights; steam heat; open platforms

77 78 Each 15 7952.00 119,280 92,767

Smoking Cars

Nos. 3500 to 3524; Barney & Smith; 1905 to 1907; wood body and underframes; length over end sills 60'0"; 4 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules

77 78 " 21 8186.00 171,906 133,715

Nos. 3600 to 3606; Barney & Smith; 1910; wood body and underframe; length over end sills 52'0"; 4 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules

87 88 " 7 8015.00 56,105 49,080

Nos. 3700 to 3724; American Car & Foundry Company; 1913; wood body and steel underframe; length over end sills 62'1"; 4 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules

95 95 " 25 8844.00 221,100 210,490

Coaches

Nos. 4000 to 4012; American Car & Foundry Company; 1889-1900; wood body and underframe; length over end sills 60'10"; 4 wheel composite trucks, with 42" steel tired wheels; 5"x9" axles; oil lights; wide vestibules

80 81 " 15 7445.00 96,785 59,210

Nos. 4013 to 4060; Barney & Smith; 1901-1902; wood body and underframe; length over end sills 60'10"; 4 wheel composite trucks, with 42" steel tired wheels; 5"x9" axles; electric and gas lights (except 4013 to 4031, 4046 and 4058, which have gas only); steam heat; wide vestibules

88 87 " 41 7518.00 307,992 206,732

Nos. 4100 to 4159; Barney & Smith; 1910; wood body and underframe; length over end sills 62'0"; 4 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules

87 88 " 59 8342.00 492,178 450,534

Nos. 4200 to 4217; Barney & Smith; 1902; wood body and underframes; length over end sills 72'6"; 6 wheel composite trucks, with 42" steel tired wheels; 5"x9" axles; electric and gas lights (except 4213 and 4217 which have gas only); steam heat; wide vestibules

88 89 " 17 10667.00 181,369 125,127

Nos. 4250 to 4264; Barney & Smith; 1905; wood body and underframe; length over end sills 72'3"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules

78 76 " 14 9832.00 137,648 104,472

Nos. 4266 to 4287; Pullman; 1905; wood body and underframes; length over end sills 72'5"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules

77 78 " 16 10592.00 190,656 148,267

Nos. 4289 to 4317; Barney & Smith; 1907; wood body and underframe; length over end sills 72'6"; 6 wheel trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules

89 81 " 26 10870.00 277,420 223,772

Nos. 4500 to 4529; Barney & Smith; 1914; metal body and underframe; length over end sills 75'2"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric lights; wide vestibules

95 98 " 30 11435.00 343,050 336,440

Sleeping Car (Tourist)

No. 5501; Pullman; 1881; wood body and underframe; length over end sills 59'10"; 6 wheel composite trucks with 35" steel tired wheels; 4 1/2"x8" axles; oil lights; steam heat; open platforms; 12 sections

11 15 " 1 5930.00 5,930 850

V. Form No. 501

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Great Northern Railway Company

Sheet No. _____ of this valuation section.

Al. Section No. Non-Allocated

Miles Main Line, _____ Miles All Tracks, _____

Approved: W.W. Johnston

LOCATION.

CHARACTER OF PROPERTY AND DESCRIPTION. Where but a single percentage is stated it represents both percents.

Condition Per Cent.	Per Cent. of Cost New	UNIT	NUMBER OF UNITS.	COST OF REPRODUCTION.		
				Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
(1)	(2)	(3)	(4)	(5)	(6)	

Acct. No. 54 Title PASSENGER TRAIN CARS (Cont'd.)

Sleeping Cars (Tourist) (Cont'd.)

Nos. 6520 to 6534; Barney & Smith; 1898; wood body and underframe, length over end sills 55'0"; 4 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; electric and oil lights; steam heat; wide vestibules; 14 sections	56	57	Each	14	7102.00	99,428	57,096
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Nos. 6561 to 6567; Barney & Smith; 1902; wood body and underframe; length over end sills 60'0"; 4 wheel composite trucks, with 42" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules; 14 sections	67	68	"	6	8325.00	49,950	38,975
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Nos. 6568 to 6611; Barney & Smith; 1907 to 1910; wood body and underframe; length over end sills 60'0"; 4 wheel composite trucks, with 38" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules; (6599 to 6611 have storage batteries)	85	85	"	37	10659.00	394,383	336,946
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Dining Cars

Nos. 7002, 7011 to 7013, 7015; Barney & Smith; 1892-1893; wood body and underframe; length over end sills 63'5"; 6 wheel composite trucks with 42" steel tired wheels; 4 1/2"x8" axles; electric and oil lights; steam heat; wide vestibules	42	43	"	5	12177.00	60,885	26,433
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Nos. 7010 and 7014; Barney & Smith; 1888; wood body and underframe; length over end sills 62'8"; 6 wheel composite trucks; with 42" steel tired wheels; 4 1/2"x8" axles; electric and oil lights; steam heat; wide vestibules	38	37	"	2	11855.00	23,910	8,748
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Nos. 7030 to 7041; Barney & Smith; 1902; wood body and underframe; length over end sills 68'8" and 70'0"; 6 wheel composite trucks, with 42" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules and dummy platform	67	68	"	9	14181.00	127,629	86,542
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Nos. 7100 to 7104; Pullman; 1905; wood body and underframe; length over end sills 70'0"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules and dummy platform	75	76	"	5	14704.00	73,520	55,671
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Nos. 7106 to 7110; Barney & Smith; 1906 and 1908; wood body and underframe; length over end sills 70'0"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules and dummy platform; Nos. 7106, 7109 and 7110 have storage batteries	52	52	"	5	15858.00	79,290	65,342
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Nos. 7111 to 7131; Barney & Smith; 1909 to 1911; wood body and underframe; length over end sills 70'0"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules and dummy platforms; storage batteries	87	87	"	20	14268.00	285,360	249,267
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Buffet-Parlor-Cars.

Nos. 7500 to 7502; Barney & Smith; 1889; wood body and underframe; length over end sills 67'4"; 6 wheel composite trucks, with 42" steel tired wheels; axles 4 1/2"x8"; oil lights; steam heat; open platform	24	25	"	5	9582.00	28,145	7,332
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Nos. 7530 to 7537; Barney & Smith; 1893; (rebuilt by G.N.Ry. Co. 1906); wood body and underframe; length over end sills 59'6"; 6 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; gas lights; steam heat; observation platform and wide vestibule	48	49	"	6	11328.00	67,968	33,463
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Nos. 7570 and 7571; American Car & Foundry Company; 1900; wood body and underframe; length over end sills 64'6"; 6 wheel composite trucks, with 42" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; observation platform and wide vestibule	50	51	"	2	10964.00	21,928	15,338
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I. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Great Northern Railway Company

Approved: W. W. Johnston

Class. Section No. Non-Allocated Miles Main Line _____ Miles All Tracks * _____

LOCATION.	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.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Acct. No. <u>54</u>	Title <u>PASSENGER TRAIN CARS (Cont'd.)</u> (I. C. C. classification.)							
<u>Buffet-Parlor Cars (Cont'd.)</u>								
	Nos. 7572 to 7574; Barney & Smith; 1905; wood body and underframes; length over end sills 70'0"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; observation platform and wide vestibule	74	75	Each	3	\$ 10977.00	\$2,931	24,645
	Nos. 7575; Barney & Smith; 1902; (rebuilt by G.N.Ry.Co. 1906); wood body and underframes; length over end sills 62'8"; 6 wheel composite trucks with 42" steel tired wheels; 4 1/2"x8" axles; electric and gas lights; steam heat; observation platform and wide vestibule; storage batteries	38	39	"	1	12075.00	12,075	4,759
<u>Parlor-Observation Cars.</u>								
	Nos. 7577 to 7583; Barney & Smith; 1909-1910; wood body and underframes; length over end sills 72'6"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; observation platform and wide vestibule; storage batteries (except No. 7580)	84	85	"	7	14650.00	102,410	88,430
<u>Parlor Cars</u>								
	Nos. 7500 to 7604; Barney & Smith; 1910; wood body and underframe; length over end sills 72'6"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and oil lights; steam heat; wide vestibules	84	84	"	5	13395.00	66,480	57,620
<u>Sleeping Cars (Standard)</u>								
	Nos. 8000 to 8003; Barney & Smith; 1896; wood body and underframes; length over end sills 55'0"; 6 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; electric and gas lights; steam heat; wide vestibules; storage batteries; 10 sections	52	53	"	4	14412.00	57,648	30,554
	Nos. 8004 and 8005; Barney & Smith; 1891; wood body and underframes; length over end sills 70'0"; 6 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; electric and gas lights; steam heat; wide vestibules; 10 sections	43	44	"	2	15592.00	31,184	13,743
	Nos. 8026, 8027, 8152 and 8153; Barney & Smith; 1886; wood body and underframes; length over end sills 68'0"; 6 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; 8026 and 8027, oil lights; 8152, gas lights; 8153, gas and electric lights; steam heat; wide vestibules; 10 sections	32	33	"	4	13854.00	55,424	18,530
	Nos. 8050 to 8054; Barney & Smith; 1893; wood body and underframes; length over end sills 70'0"; 6 wheel composite trucks with 42" steel tired wheels; 4 1/2"x8" axles; gas lights; (except Nos. 8050 and 8052 which have electric, also); steam heat; wide vestibules; 10 sections	45	45	"	4	15806.00	79,030	58,378
	Nos. 8100 to 8104; Barney & Smith; 1887; wood body and underframes; length over end sills 65'4"; 6 wheel composite trucks with 42" steel tired wheels; 4 1/2"x8" axles; electric and gas lights; steam heat; wide vestibules; 12 sections	35	36	"	5	14872.00	74,360	26,936
	Nos. 8150 and 8151; Barney & Smith; 1883; wood body and underframes; length over end sills 55'0"; 6 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; gas lights; steam heat; wide vestibules; 12 sections	20	21	"	2	14889.00	29,778	6,388
	Nos. 8154 and 8155; Barney & Smith; 1891; (rebuilt by G.N.Ry. Co., 1900); wood body and underframes; length over end sills 69'0"; 6 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; gas lights (8154 has electric, also); steam heat; wide vestibules; 12 sections	40	41	"	2	15176.00	30,352	12,498

V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner: Great Northern Railway Company

Approved: W. W. Johnston

Dist. Section No. Non-allocated Miles Main Line, _____ Miles All Tracks, _____

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Cubical Feet	Per Cent of Cost	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
						Per Unit	New, Total	Less Depreciation
					(3)	(4)	(5)	(6)
						\$	\$	\$
Acct. No. <u>54</u>	Title <u>PASSENGER TRAIN CARS (Cont'd.)</u> <i>(U. S. C. construction)</i>							
<u>Sleeping Cars (Standard) (Cont'd.)</u>								
	Nos. 8203 to 8209; Pullman; 1906; wood body and underframe; length over end sills 72'8"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules; storage batteries (except No. 8208); 12 sections	77	77	Each	7	17978.00	125,846	97,478
	Nos. 8210 to 8221; Barney & Smith; 1907-1908; wood body and underframe; length over end sills 72'6"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules; storage batteries on Nos. 8216 and 8217; 12 sections	81	81	"	12	16658.00	199,896	162,771
	Nos. 8222 to 8251; Barney & Smith; 1910; wood body and underframe; length over end sills 72'8"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules; storage batteries; on Nos. 8259 to 8281; 18 sections	87	87	"	30	16020.00	480,600	419,678
	Nos. 8300; Barney & Smith; 1893; wood body and underframe; length over end sills 68'0"; 6 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; oil lights; steam heat; open platforms; 14 sections	80	21	"	1	18759.00	18,759	2,945
	Nos. 8350 to 8355; American Car & Foundry Co., 1900; wood body and underframe; length over end sills 74'0"; 6 wheel composite trucks, with 42" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules; storage batteries; 12 sections	82	63	"	6	17788.00	106,716	86,908
	Nos. 8400 to 8408; Barney & Smith; 1902; wood body and underframe; length over end sills 74'0"; 6 wheel composite trucks, with 42" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules; storage batteries; 12 sections	87	68	"	9	19470.00	175,230	118,482
	Nos. 8451 to 8453; Pullman; 1905; wood body and underframe; length over end sills 74'0"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules; 16 sections	78	78	"	3	18386.00	55,158	40,965
	Nos. 8454 to 8456; Barney & Smith; 1907; wood body and underframe; length over end sills 74'0"; 6 wheel composite trucks with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; wide vestibules; 16 sections	80	80	"	3	17357.00	52,071	41,884
<u>Compartment Observation Cars</u>								
	Nos. 9001 to 9010; Pullman; 1905-1907; wood body and underframe; length over end sills 72'8"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; observation platforms and wide vestibules	78	76	"	10	18039.00	180,390	136,163
	Nos. 9011 to 9014; Barney & Smith; 1909; wood body and underframe; length over end sills 74'8"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; observation platforms and wide vestibules; storage batteries, except 9014.	88	88	"	4	15479.00	61,916	52,858
	Nos. 9015 to 9035; Barney & Smith; 1911; wood body and underframe (except 9026 which has metal underframe and sheathing); length over end sills 74'8"; 6 wheel composite trucks, with 36" steel tired wheels; 5"x9" axles; electric and gas lights; steam heat; observation platforms and wide vestibules; storage batteries, Nos. 9027 to 9035	90	90	"	21	18018.00	378,378	341,366
<u>Observation Car</u>								
	No. 9100; Barney & Smith; 1895; (rebuilt from old passenger car by G.N.Ry.Co.1915); open type; wood body and underframe; length over end sills 50'; 4 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; open platforms	44	47	"	1	3003.00	3,003	1,414

E. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Great Northern Railway Company

Approved: W. W. Johnston

Val. Section No. Non-Allocated Miles Main Line, _____ Miles all Tracks, *

LOCATION, (1)	CHARACTER OF PROPERTY AND DESCRIPTION, <small>Where but a single percentage is stated it represents both per cents.</small>	Condition Per Cent.	Per Cent. of Cost New.	UNITS, (2)	NUMBER OF UNITS, (3)	COST OF REPRODUCTION,		
						Per Unit, (4)	New Total, (5)	Less Depreciation, (6)
						\$	\$	\$
Acct. No. <u>54</u>	Title <u>PASSENGER TRAIN CARS (Cont'd.)</u> <small>(I. C. C. Classification)</small>							
Passenger and Baggage Car								
	No. 2300; General Electric Co., 1913; gas-electric type; all metal construction; length over end sills 55'5"; electric lights; hot water heating; vestibule front and open rear platforms; side entrances; 6 cylinder 4 cycle gas engines (cyls. 8"x10"); direct connected to main generator; motors (2) 600 volt D.C.; total horse power 200	92	92	Each	1	26557.00	26,557	24,290
Total Passenger Train Cars							9,666,595	7,300,556
Sundry items								
	Linen on Dining and Sleeping Cars; miscellaneous lot	50	50				49,905	24,952
	Equipment on Dining and Sleeping Cars; miscellaneous lot	75	75				113,454	55,113
	Telephones (on Observation cars, and not included in Acct. 25)	100	100				92	92
	Medical cases (and contents)	100	100	Each	174	9.50	1,653	1,653
	Porter's Equipment Boxes (and contents)	75	75	"	235	8.36	1,965	1,474
	Conductor's Train Boxes (and contents)	50	50	"	211	31.36	6,617	3,309
	Train tool boxes	50	50	"	60	6.25	375	188
	New Agents' boxes and equipment; miscellaneous lot	50	50				2,524	1,262
	Vacuum Cleaners	75	75	"	8	214.00	1,712	1,284
	Tail lights - electric	75	75	"	30	30.74	922	691
	Equipment (lists xx-1 to xx-10 inclusive, excepting "Material and Supplies"; miscellaneous lot	75	75				17,981	13,485
Total Sundry Items							197,230	123,603
Total Account 54							9,866,595	7,554,059

Acct. 57 - WORK EQUIPMENT.

Business Car

A-1; built 1882; Pullman; purchased second hand in 1892; remodelled 1898; wood body and underframe. length over end sills 54'0"; 5 wheel composite trucks, with 42" steel tired wheels, axles 5"x9"; electric lighted; axle generator system and 32 cells Willard batteries; steam heat; Standard steel platforms	30	32	Each	1	11841.00	11,841	3,756
A-2; built 1880; Pullman; wood body and underframe; length over end sills 58'0"; 6 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8 1/2" axles; electric and hydro-carbon lights; steam heat; Standard steel platforms	30	32	"	1	13288.00	13,288	4,186
A-3; built 1880; Ohio Falls Car Co., remodeled for present use by Great Northern Railway Company 1898; wood body and underframe; length over end sills 50'0"; 6 wheel composite trucks, with 33" steel tired wheels, axles 4 1/2"x8"; hydro-carbon lights; steam heat; Standard steel platforms	36	38	"	1	6537.00	6,537	2,506
A-4; built 1898; Great Northern Railway Company; wood body and underframe, length over end sills 49'11"; 6 wheel composite trucks, with steel tired wheels; 4 1/2"x8" axles; hydro-carbon lights; steam heat; steel platforms	55	57	"	1	5179.00	5,179	2,955

RM

V. Form No. 551

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Great Northern Railway Company

Approved: W.W. Johnston

Section No. Non-Allocated Miles Main Line _____ Miles all Tracks _____

12-1910

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

UNIT	NUMBER OF UNITS.	COST OF REPRODUCTION.		
		Per Unit.	New, Total.	Less Depreciation.
(2)	(3)	(4)	(5)	(6)
		\$	\$	\$

Acct. No. 57 Title WORK EQUIPMENT (Cont'd.)
(I. C. C. classification.)

Business Car (Cont'd.)

A-5; built 1879; Jackson and Sharp; (remodeled for present use by Great Northern Railway Company 1891); wood body and underframe; length over end sills 45'6"; 4 wheel composite trucks, with 35" steel tired wheels; 4 1/2"x8" axles; hydro-carbon lights; steam heat; Standard steel platforms	29	32	Each	1	4594.00	4,594	1,483
A-6; built 1879; Jackson and Sharp; (remodeled for present use by Great Northern Railway Company 1905); wood body and underframe; length over end sills 45'10"; 4 wheel composite trucks, with 35" steel tired wheels; 4 1/2"x8" axles; hydro-carbon lights; Baker heater; Standard steel platforms	56	39	"	1	4415.00	4,415	1,722
A-7; built 1898; Great Northern Railway Company; wood body and underframe; length over end sills 35'7"; 4 wheel composite trucks, with 35" steel tired wheels; 4 1/2"x8" axles; hydro-carbon lights; Baker heater, Standard steel platforms	56	59	"	1	3740.00	3,740	3,166
A-8; built 1901; Great Northern Railway Company; wood body and underframe; length over end sills 34'8"; 4 wheel composite trucks, with 35" steel tired wheels; 4 1/2"x8" axles; hydro-carbon lights; Baker heater; Standard steel platforms	64	48	"	1	3297.00	3,297	2,160
A-9 to A-15; built 1898-99; Great Northern Railway Company; wood body and underframe; length over end sills 34'5"; 4 wheel composite trucks, with 35" steel tired wheels; 4 1/2"x8" axles; hydro-carbon lights; Baker heater, Standard steel platforms	55	57	"	7	2974.00	20,118	11,534
A-17; built 1879; Jackson & Sharp; (remodeled for present use, by Great Northern Railway Company 1896); wood body and underframe; length over end sills 44'1"; 4 wheel composite trucks, with 35" steel tired wheels; 4 1/2"x8" axles; hydro-carbon lights; Baker heater	29	35	"	1	3454.00	3,454	1,129
A-18; built 1900; American Car Company and Foundry Co.; wood body and underframe; length over end sills 65'0"; 6 wheel trucks, with 42" steel tired wheels; 4 1/2"x8" axles; electric and hydro-carbon lights; axle generator; storage batteries, Baker heater and steam heat; Standard steel platforms	62	43	"	1	18365.00	18,365	11,529
A-19; built 1882; Haskell and Barker; (remodeled for present use by Great Northern Railway Company 1900); wood body and underframe; length over end sills 40'0"; 4 wheel trucks with 35" steel tired wheels; 4 1/2"x8" axles; oil lamps; Baker heater, wood platforms	28	51	"	1	4025.00	4,025	1,236
A-20; built 1879; Jackson and Sharp, (remodeled for present use by Great Northern Railway Company, 1902); wood body and underframe; length over end sills 45'7"; 4 wheel trucks, with 35" steel tired wheels; 4 1/2"x8" axles; oil lamps, Baker heater, wood platforms	54	39	"	1	4222.00	4,222	1,646
A-21; built 1902; Great Northern Railway Company; wood body and underframe; length over end sills 34'7"; 4 wheel wood frame trucks, with 35" steel tired wheels; 4 1/2"x8" axles; oil lamps; Baker heater, wood platforms	66	68	"	1	2874.00	2,874	1,948
A-22; built 1905; Great Northern Railway Company; wood body and underframe; length over end sills 69'0"; 6 wheel composite trucks with 42" steel tired wheels; 4 1/2"x8" axles; electric lights; axle generator, storage batteries; Baker heater and steam heat, open platforms	75	76	"	1	9684.00	9,684	7,341
A-23; built 1882; Barney and Smith; (remodeled for present use by Great Northern Railway Company 1905); wood body and underframe; length over end sills 55'10"; 6 wheel composite trucks, with 35" steel tired wheels; 4 1/2"x8" axles; electric and hydro-carbon lights; Baker heater and steam heat, open platforms	58	40	"	1	3900.00	3,900	3,545

* State mileage to thousand feet.

BM

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. Non-Allocated Miles Main Line, _____ Miles all Tracks, _____

Approved: W.W. Johnston

15-000

(1)	LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Where but a single percentage is stated it represents both per cent.		UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
			Condition Per Cent.	Per Cent. of Cost New.			Per Unit.	New, Total.	Less Depreciation.
(1)			(2)	(3)	(4)	(5)	(6)	(7)	
	Acct. No. <u>57</u>	Title <u>WORK EQUIPMENT (Cont'd.)</u> <small>(I. C. C. classification.)</small>					\$	\$	\$
		<u>Rodger Ballast Cars</u>							
		Nos. 199000 to 199040; Wells and French, 1892; capacity 40,000#; wood body and underframe	20	29	Each	24	560.00	13,440	3,898
		Nos. 199041 to 199465; Wells and French, 1893 and 1894; capacity 60,000#; wood body and underframe	26	35	"	399	562.00	224,238	79,561
		<u>Rotary Snow Plows</u>							
		Nos. 95000 and 95009; Cooke Locomotive Co., 1888, cylinders 17x24", width of cut 10'0"	41	43	"	2	16099.00	32,198	13,855
		Nos. 95001, 95002, 95005; Cooke Locomotive Company, 1893; cylinders 17x24", width of cut 10'0"	50	52	"	3	17698.00	53,094	27,353
		Nos. 95003, 95004; Cooke Locomotive Company, 1893; cylinders 17x24"; width of cut 12'0"	50	52	"	2	18394.00	36,788	18,955
		No. 95006, American Locomotive Company, 1907; cylinders 17x24"; width of cut 10'0"; purchased second hand	82	83	"	1	17867.00	17,867	14,748
		Nos. 95007, 95008, American Locomotive Company; 1907; cylinders 18x26"; width of cut 12'4"	82	83	"	2	21534.00	43,068	35,604
		<u>Russell Snow Plows</u>							
		Nos. 95100 to 95108; 1904 to 1907, 60000# capacity trucks	73	74	"	9	3146.00	28,314	20,656
		<u>Snow Dozers</u>							
		Nos. 95200 to 95251, built by Great Northern Railway Company, from old freight cars, from 1898 to 1910; 40000# capacity trucks, air operated	45	48	"	23	1313.00	30,199	14,424
		<u>Dozer and Drags</u> No. 95252, built by Great Northern Railway Company, 1911, 60000#; capacity trucks, air operated	90	91	"	1	1840.00	1,840	1,656
		No. 95253, built by Great Northern Railway Company; 1904; 60000# capacity trucks; air operated	70	72	"	1	1597.00	1,597	1,148
		<u>Gravel Dozers</u>							
		Nos. 95300 to 95313; built by Great Northern Railway Company, from old freight cars, 1891 to 1907; 40000# capacity trucks	57	59	"	13	1545.00	20,085	11,858
		<u>Snow Drags</u>							
		Nos. 95400 to 95407; built by Great Northern Railway Company from old freight cars, 1896 to 1907, 40000# capacity trucks	41	44	"	8	1132.00	9,056	4,010
		<u>Steam Wreckers</u>							
		Nos. 96000, 96001; Industrial Works, 1892; capacity 35 tons	47	50	"	2	9626.00	19,252	9,564
		Nos. 96002 to 96009, Industrial Works, 1899 to 1903; capacity 60 tons, engines 9"x12"	64	68	"	8	11511.00	92,088	50,746
		Nos. 96010, Industrial Works, 1906, capacity 75 tons, engine 9"x12"	75	76	"	1	10851.00	10,851	8,295
		Nos. 96011 to 96013, Bucyrus, 1907; capacity 100 tons, engine 10x12"	75	76	"	3	13927.00	41,781	31,858
		Nos. 96203, 96204; Industrial Works, 1914; capacity 150 tons, engine 12x12"	97	97	"	2	18134.00	36,268	35,239
		<u>Hand Wreckers</u>							
		Nos. 96100 to 96114, built by Great Northern Railway Company; wood body and underframe; 40000# and 60000# capacity trucks, crane capacity 25 tons	47	49	"	12	2155.00	25,860	12,849

BM

N. Y. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Great Northern Railway Company

Approved: W. W. Johnston

el. Section No. Non-Allocated Miles Main Line, _____ Miles all Tracks, *

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

UNIT	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
		Per Unit (4)	New Total (5)	Less Depreciation (6)

Acct. No. 57 Title WORK EQUIPMENT (Cont'd.)

Business Car (Cont'd.)

A-24; built 1882; Barney and Smith (remodeled for present use by Great Northern Railway Company, 1906); wood body and underframe; length over end sills 59'9"; 6 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; hydro-carbon lights; Baker heater and steam heat; open platforms	42 44	Each	1	8790.00	8,790	3,827
A-25; built 1885; Barney & Smith (remodeled for present use by Great Northern Railway Company, 1908); wood body and underframe; length over end sills 65'0"; 6 wheel composite trucks, with 42" steel tired wheels; 4 1/2"x8" axles; electric and hydro-carbon lights; Baker heater and steam heat; vestibule and observation platforms	44 46	"	1	10956.00	10,956	5,005
A-26; built 1910; Great Northern Railway Company, wood body and underframe; length over end sills 58'9"; 6 wheel composite trucks with steel tired wheels; 5"x9" axles; hydro-carbon lights; Baker heater and steam heat; standard steel platforms	87 87	"	1	10037.00	10,037	8,773
A-27; built 1888; Barney and Smith (remodeled for present use by Great Northern Railway Company, 1912); wood body and underframe; length over end sills 62'8"; 6 wheel composite trucks, with steel tired wheels; 4 1/2"x8" axles; hydro-carbon lights; Baker heater, vestibule and open platforms	42 44	"	1	6674.00	6,674	2,989
A-28; built 1912; Great Northern Railway Company; wood body and underframe; length over end sills 70'0"; 6 wheel composite trucks, with steel tired wheels; 5"x9" axles; electric lights; axle generator; storage batteries; Baker heater and steam heat; vestibule and open platforms	92 92	"	1	15778.00	15,778	14,847
A-30; built 1888; Barney and Smith (remodeled for present use by Great Northern Railway Company, 1913); wood body and underframe; length over end sills 62'8"; 6 wheel composite trucks with steel tired wheels; 4 1/2"x8" axles; electric and hydro-carbon lights; axle generator, storage batteries, Baker heater and steam heat, vestibule and open platforms	53 55	"	1	9614.00	9,614	5,243

Air Brake Instruction Car

No. 299800; built 1882; (remodeled for present use by Great Northern Railway Company, 1900); wood body and underframe; length over end sills 40'0"; 4 wheel trucks with steel tired wheels; hydro-carbon and oil lights; Baker heater and steam heat; steel platforms; including all instruction apparatus	38 41	"	1	4116.00	4,116	1,690
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Ballast Cars

Nos. 190000 to 190599; Hart Convertible type; American Car and Foundry Company; 1913; capacity 100000#; wood body; metal underframe	94 95	"	599	1274.00	762,126	722,729
Nos. 190600 to 190930; Hart Convertible type; Rodgers Ballast Car Company, 1906; capacity 100000#; wood body, metal underframe	71 75	"	330	1218.00	401,940	299,732

Sand Cars

Nos. 195000 to 195063; Haskell and Barker; 1900; capacity 80000#; wood body and underframe; side doors	51 58	"	63	702.00	44,226	25,519
Nos. 195064 to 195540; Haskell and Barker; 1906; capacity 80000#; wood body and underframe; side doors	64 69	"	475	705.00	334,875	230,736
Nos. 195542 to 195736; Haskell and Barker; 1907; capacity 80000#; wood body and underframe; side doors	67 71	"	198	739.00	142,627	101,674
Nos. 198500 to 198841; Haskell and Barker; 1897-98; capacity 60000#; wood body and underframe; side doors	30 42	"	330	484.00	159,720	66,627

1866

P. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Great Northern Railway Company

Approved: W. W. Johnston

Val. Section No. Non-Allocated Miles Main Line, _____ Miles all Trachs, _____

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

ACCT. NO.	TITLE	CLASSIFICATION	COSTS PER UNIT	PER CENT	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
							Per Unit (4)	Net, Total (5)	Less Depreciation (6)
	Hand Trackers								
	Nos. 96115, 96116, rebuilt by Great Northern Railway Company; 1912; wood body and underframe; 40000# capacity trucks, crane capacity 25 tons		80	55	Each	2	592.00	1,184	655
	Pile Drivers								
	No. 97000, Wells and French; 1882; wood body and underframe; 60000# capacity trucks, engine 8 1/2"x10"; 3000# hammer, leads 40'0"		25	27	"	1	4492.00	4,492	1,221
	No. 97001; Wells and French, 1887; wood body and underframe; 60000# trucks, engine 6"x8", 2500# hammer; leads 40'0"; self propelling		40	42	"	1	5001.00	5,001	2,079
	Nos. 97002, 97003, 97004; Wells and French, 1892; wood body and underframe; 60000# capacity trucks, engine 6"x8", 2500# hammer, leads 37'8"; self propelling, except 97003		42	44	"	3	3197.00	9,591	4,256
	No. 97005, Industrial Works, 1899; wood body and underframe; 60000# capacity trucks, engine 9"x16", 4400# hammer; leads 44'0"; self propelling		55	55	"	1	5173.00	5,173	2,823
	No. 97006, Industrial Works, 1900; wood body and underframe; 60000# capacity trucks, engine 8x12"; 2800# hammer, leads 40'0"; self propelling		57	58	"	1	5276.00	5,276	3,064
	No. 97007, Interstate Engr. Company, 1907; composite body and metal underframe, 80000# capacity trucks, engine 9x10", leads 41'5"; self propelling		75	75	"	1	8754.00	8,754	6,553
	No. 97008, Industrial Works, 1913; steel underframe 80000# capacity trucks, engine 8 1/2"x10"; hammer 2500# leads 40'0"; self propelling		95	95	"	1	8716.00	8,716	8,307
	No. 97011, Industrial Works, 1914; steel underframe, 80000# capacity trucks, engine 9x12", hammer 4500#; leads 40'0"; self propelling		94	94	"	1	8077.00	8,077	7,775
	Combination Crane and Pile Driver								
	No. 97010, Industrial Works, 1914; steel underframe, 100000# capacity trucks, engine 9x12"; hammer 8750#; steam hammer, double acting, 4500#, crans 40 tons capacity, leads 40'0"; self propelling		87	87	"	1	12145.00	12,145	11,805
	Lidgerwood Unloaders								
	Nos. 97500, 97503 to 97509; built by Great Northern Railway Company 1897 to 1908; (rebuilt 1909); 80000# capacity trucks, steel underframe, engine 10x12"		72	74	"	8	4387.00	35,096	25,914
	Nos. 97501, 97502; built by Great Northern Railway Company 1908; (rebuilt 1909), 80000# capacity trucks, steel underframe; engine 10x12"		44	45	"	2	4495.00	8,990	6,127
	Nos. 97510 to 97516; built by Great Northern Railway Company 1905-1906; (rebuilt 1909); 80000# capacity trucks, steel underframe, engine 12"x12"		75	75	"	7	6508.00	45,556	33,940
	Steam Shovels								
	Nos. 97600 to 97604; Bucyrus 1896 to 1898; 80000# capacity trucks, steel underframe, engines 7x7" and 10x14"; dipper 2-1/2 cubic yard capacity, 60 ton weight		51	54	"	5	7298.00	36,490	19,786
	Nos. 97605 to 97608; Bucyrus, 1899-1900; 80000# capacity trucks, steel underframe, engine 7"x7" and 10"x14"; dipper 2-1/2 cubic yards capacity, 55 ton weight		56	59	"	4	7631.00	30,524	18,009
	Nos. 97609, 97610; Bucyrus 1905; 80000# capacity trucks, steel underframe, engine 8x8" and 10x14"; dipper 2-1/2 cubic yards capacity, 70 ton weight		70	72	"	2	8591.00	17,182	12,388

S. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Great Northern Railway Company

Approved: W.W. Johnston

Val. Section No. Non-Allocated Miles Main Line, _____ Miles all Tracks.*

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
						\$	\$	\$
Acct. No. <u>87</u> Title <u>WORK EQUIPMENT (Cont'd.)</u> (I. C. C. classification.)								
<u>Steam Shovels (Cont'd.)</u>								
	Nos. 97611 to 97614. Vulcan, 1906; 100000# capacity trucks, steel underframes, engines 8x9" and 12x14"; dipper 3 cubic yards capacity, 95 tons weight	73	75	Each	4	11453.00	45,812	34,238
<u>Steam Shovel Tenders</u>								
	Nos. 97700 to 97712; built by Great Northern Railway Company, 1906; wood body and underframe, capacity 60000#; 4500 gals. water, 5 tons coal	65	75	"	15	348.00	4,784	3,478
<u>Wood Burners</u>								
	Nos. 99960 to 99962, built from old locomotive tenders, by Great Northern Railway Company, 1902 and 1911; outfit includes air compressor, tanks, oil pumps and burners	59	60	"	3	2137.00	6,411	3,844
<u>Ditching Machines</u>								
	No. 99980, built by Great Northern Railway Company, 1910; 2 dippers, wood body and underframe; 80000# capacity trucks, double 6x9" engine	72	75	"	1	3587.00	3,587	2,623
<u>Ballast Spreader</u>								
	Nos. 199900 to 199909, Wells and French, 1892-3; wood body and underframe; 40000# and 60000# capacity trucks	20	31	"	10	623.00	6,230	1,910
<u>Boarding Cars - 28 ft.</u>								
	Nos. 290002 to 290323, 290326 to 290330, 290448; (old 40000# capacity box cars), wood body and underframe	14	24	"	170	530.00	90,100	21,825
<u>Boarding Car - 34 ft.</u>								
	No. 290324, built by Great Northern Railway Company, wood body and underframe; 40000# capacity trucks, open platforms	16	24	"	1	659.00	659	159
<u>Boarding Cars - 35 ft.</u>								
	Nos. 290333, 290335 to 290345, 290349, 290353 to 290358, 290449, 290450; (old 40000# capacity box cars); wood body and underframe	10	20	"	19	590.00	11,210	2,198
<u>Boarding Car - 40'.</u>								
	No. 290354, built by Great Northern Railway Company, wood body and underframe; 4 wheel, wood trucks, with 35" cast iron wheels; 4 1/2"x8" axles, open platforms	37	41	"	1	1114.00	1,114	459
<u>Boarding Cars - 33 ft.</u>								
	No. 290346, 290350 to 290352; built by Great Northern Railway Company, wood body and underframe; 40000# capacity trucks, open platforms	23	31	"	4	621.00	2,484	765
<u>Boarding Cars - 50 ft.</u>								
	Nos. 290345, 290359 to 290370, built by Great Northern Railway Company, 1892, wood body and underframe, 40000# capacity truck, open platforms	23	29	"	12	879.00	8,148	2,382
<u>Boarding Cars - 45 ft.</u>								
	No. 290371, built by Great Northern Railway Company, 1892; wood body and underframe; 40000# capacity trucks, open platforms	20	36	"	1	729.00	729	263
<u>Boarding Cars - 44 ft.</u>								
	Nos. 290372, 290373; (old passenger cars), wood body and underframe; 4 wheel trucks, 3 1/2"x7" axles, open platforms, purchased second hand	21	32	"	2	466.00	932	295

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. Non-Allocated Miles Main Line, _____ Miles all Tracks.*

Approved: W. W. Johnston

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. (2)	Condition Per Cent. (3)	Per Cent. New. (4)	UNIT. (5)	NUMBER OF UNITS. (6)	COST OF REPRODUCTION.		
						Per Unit. (7)	New, Total. (8)	Less Depreciation. (9)
Acct. No. <u>57</u>	Title <u>WORK EQUIPMENT (Cont'd.)</u> <small>(I. C. C. classification.)</small>					\$	\$	\$
<u>Boarding Cars - 40'.</u>								
	Nos. 290374 to 290429; 290441 to 290447; built by Great Northern Railway Company; 1903 to 1908; wood body and underframes; 40000# capacity trucks	62	67	Each	60	501.00	30,060	20,074
<u>Boarding Cars - 50 ft.</u>								
	Nos. 290430 to 290440, built by Great Northern Railway Company, 1908; wood body and underframes, 40000# capacity trucks	72	75	"	11	600.00	6,600	4,846
<u>Store Supply Cars - 35 ft.</u>								
	Nos. 295001 to 295006, 295121, 295122; (old box cars); wood body and underframes; 40000# capacity trucks	15	21	"	8	876.00	6,960	1,472
<u>Store Supply Cars - 40 ft.</u>								
	Nos. 295010 to 295017, built by Great Northern Railway Company, 1907 to 1911; wood body and underframes; 60000# capacity trucks, including oil tanks and equipment	71	75	"	7	606.00	4,242	3,176
<u>Tank Cars, Special</u>								
	Nos. 295007 to 295009; built by Great Northern Railway Company, 1902 to 1906; wood underframes; steel tanks, 60000# capacity, 7000 gals. (including pumps and meters)	62	67	"	3	990.00	2,970	1,991
	Nos. 295015 to 295020, built by Great Northern Railway Company, 1911; wood underframe, steel trucks, 80000# capacity, 10000 gals. including pumps and meters	85	87	"	3	1412.00	4,236	3,666
<u>Supply Car</u>								
	No. 295018, old box car fitted up with oil tanks, stands, etc, wood body and underframe, 40000# capacity	52	39	"	1	976.00	976	582
<u>Carpenter Cars - 53 ft.</u>								
	Nos. 295103, 295104; (old 40000# capacity box cars); wood body and underframes	20	29	"	2	565.00	1,130	327
<u>Carpenter Cars - 28 ft.</u>								
	Nos. 295105, 295107, (old 40000# capacity box cars); wood body and underframes	3	15	"	2	501.00	1,002	152
<u>Carpenter Cars - 40 ft.</u>								
	Nos. 295106, 295108 to 295113; built by Great Northern Railway Company, 1903 to 1907; wood body and underframes; 40000# capacity trucks	63	71	"	7	644.00	4,508	3,207
<u>Tank Cars</u>								
	Nos. 295500 to 295574; Pressed Steel Car Co., 1911, steel tank and underframes; capacity 100000#; 12000 gals.	90	92	"	75	1110.00	83,250	76,290
	Nos. 295575 to 295614; American Car & Foundry Company, 1913; steel tank and underframes; capacity 100000#; 12000 gals.	94	95	"	40	1501.00	60,040	49,354
<u>Water Cars</u>								
	Nos. 296000 to 296025, 296055; wood body and underframes; 40000# capacity; 5400 gals. water	32	40	"	26	537.00	13,962	5,582
	Nos. 296026 to 296051; built by Great Northern Railway Company, 1905 and 1906; wood tank and wood underframes; 80000# capacity; 8000 gals. water	58	63	"	26	865.00	22,490	14,035
	No. 296052; old locomotive tender, steel tank and underframe; 40000# capacity truck, 1800 gals. water	23	30	"	1	736.00	736	225
	Nos. 296054, 296056 to 296065; steel tanks and wood underframes; 40000# capacity trucks, 5000 gals. water	26	39	"	10	595.00	5,950	2,809

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

V. Form No. 561

Sheet No. _____ of this valuation section.

Great Northern Railway Company

Approved: W.W. Johnston

L. Section No. Non-allocated Miles Main Line, _____ Miles all Tracks, _____

CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent. At Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
					Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. <u>57</u> Title <u>WORK EQUIPMENT (Cont'd.)</u> (I. C. C. classification.)							
<u>Cinder Cars - 40 ft.</u>							
Nos. 297000 to 297149; built by Great Northern Railway Company, 1896 to 1913; wood body and underframe; 40000# capacity, side doors	59	55	Each	148	438.00	64,824	42,069
<u>Tool Cars - 30 ft.</u>							
Nos. 298000 to 298003, 298010; wood body and underframe; 40000# capacity trucks, open platforms	14	25	"	4	570.00	2,280	536
<u>Tool Cars - 28 ft.</u>							
Nos. 298004 to 298009, 298012 to 298015; wood body and underframe; 40000# capacity trucks, open platforms	8	17	"	6	550.00	3,300	553
<u>Tool Cars - 33 ft.</u>							
Nos. 298016 to 298025, 298030 to 298051, 298053, 298054, 298056, 298057, 298064 to 298075; wood body and underframe; 40000# capacity trucks	14	24	"	47	515.00	24,205	5,935
<u>Tool Car - 45 ft.</u>							
No. 298026; wood body and underframe, 50000# capacity trucks, open platforms	55	42	"	1	760.00	760	319
<u>Tool Cars - 44 ft.</u>							
Nos. 298027, 298028; wood body and underframe, 50000# capacity trucks, open platforms (old passenger car)	27	30	"	2	1541.00	3,082	924
<u>Tool Car - 40 ft.</u>							
No. 298052; wood body and underframe; 50000# capacity trucks	15	25	"	1	554.00	554	137
<u>Tool Car</u>							
No. 298029; wood body and underframe; length over end sills 45'0" (old passenger car); equalized trucks, 4 1/2"x8" axles; open platforms	17	20	"	1	2177.00	2,177	437
<u>Tool Car - 44 ft.</u>							
No. 298060; built by Great Northern Railway Company, 1903; 50000# capacity trucks	55	63	"	1	511.00	511	322
<u>Tool Car</u>							
No. 298055; built by M.H.&O.Ry., (old passenger car); wood body and underframe; 4 wheel wood frame truck with 35" cast iron wheels; axles 3 1/2"x7"; open platforms	20	26	"	1	782.00	782	207
<u>Tool Car - 40 ft.</u>							
Nos. 298058, 298059; built by Great Northern Railway Company, 1902; wood body and underframe; 40000# capacity trucks, open platforms	51	57	"	2	541.00	1,082	514
<u>Tool Car - 42 ft.</u>							
No. 298061; built by Great Northern Railway Company; 1910; wood body and steel underframe; 50000# capacity trucks, open platforms (built from salvage of foreign car)	81	85	"	1	509.00	509	431
<u>Tool Cars - 47 ft.</u>							
Nos. 298062, 298065; built by Great Northern Railway Company, 1910; wood body and steel underframe; 50000# capacity trucks, open platforms	80	85	"	2	634.00	1,268	1,047
<u>Scale Inspector's Cars</u>							
Nos. 299900 to 299903; (old freight cars) wood body and underframe, 40000# capacity	14	23	"	3	582.00	1,746	407

BM

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

V. Form No. 561

Owner Great Northern Railway Company

Sheet No. _____ of this valuation section.

Al. Section No. Non-Allocated Miles Main Line, _____ Miles all Tracks.*

Approved: W. W. Johnston

ACCT. No.	Title	Condition Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
57	WORK EQUIPMENT (Cont'd.)							
Scale Test Car								
	No. 299902; built by Great Northern Railway Company, 1913; metal body and underframe; 100000# capacity trucks	95	96	Each	1	1096.00	1,096	1,051
	Total Work Equipment		69				3,548,756	2,437,542
Sundry Items								
	Linen on Business Cars; miscellaneous lot	50	50				6,124	3,062
	Equipment on Business Cars; " "	75	75				11,538	8,654
	Medical Cases on Business Cars, " "	100	100	Each	31	9.50	298	295
	Tools on Wrecking Outfits, " "	50	50				73,921	37,330
	Equipment on Boarding Cars, " "	50	50				2,329	1,165
	Small tools, etc. on Work Cars, " "	50	50				5,265	2,659
	Extra parts for Interchangeable Dozers, etc, miscel. lot	75	75				1,479	1,009
	Dope Soaking Vats; miscellaneous lot	75	75				270	205
	Total Sundry Items		54				101,221	54,377
	Total Account 57		88				3,649,977	2,491,919

ACCT. 58 - MISCELLANEOUS EQUIPMENT.

Bay Gelding; weight 1650#; purchased 1905; age 14 years; (Clyde)				Each	1		90	90
Bay Gelding; weight 1450#; purchased 1910; age 8 years (Clyde)				"	1		250	250
Black Gelding; weight 1700#; purchased 1908; age 9 years; (Clyde)				"	1		225	225
Bay Gelding; weight 1400#; purchased 1915; age 6 years; (Clyde)				"	1		260	260
Dray (running gears only); heavy	15	15		"	1	140.00	140	21
Wagon (one horse truck)	65	65		"	1	35.00	35	25
Wagon (two horse); heavy; spring	50	50		"	1	150.00	150	75
Wagon (one horse); medium; spring	50	50		"	1	110.00	110	55
Wagon (one horse); light; spring	50	50		"	1	90.00	90	45
Sleigh	90	90		"	1	24.00	24	22
Sleigh (two horse); heavy bob	50	50		"	1	60.00	60	30
Sleigh (one horse); light bob	50	50		"	3	45.00	135	68
Harness; miscellaneous lot	50	50					180	94
Sundry items	50	50					59	45
Automobile; Oldsmobile "O"; model 53-1914; purchased second-hand April 1915	85	85		"	1	925.00	925	790
Motor car; old 4 wheel street car; seats 24 people; purchased second hand; 1913	50	50		"	1	542.00	542	221
Total Miscellaneous Equipment							3,313	2,574

1872

S. F. Form No. 541

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner: Great Northern Railway

Sheet No. _____ of this valuation section.

Val. Section No. Washington, Non-allocated Miles Main Line, _____ Miles all Tracks, *

Approved: S. F. Conley

11-20

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Quantity Per Unit	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
					Per Unit	New, Total	Less Depreciation

Acct. No. 14 Title STATION AND OFFICE BUILDINGS
(I. C. C. Classification)

Furniture in City Ticket Office Off Line

Location:							
<u>Freemont, Washington</u>		<u>50</u>				<u>152</u>	<u>122</u>
<u>Hotel Washington</u>		<u>50</u>				<u>152</u>	<u>122</u>

Approved: R. E. Gray

Acct. 25 - TELEGRAPH AND TELEPHONE LINES

Telegraph and Telephone Equipment

Office apparatus complete including interior wiring and associated items in 174 offices	<u>55</u>				<u>8,009</u>	<u>6,868</u>
Delta Dispatcher, relay and yard office	<u>25</u>				<u>1,325</u>	<u>1,145</u>
Leavenworth yard office	<u>25</u>				<u>206</u>	<u>175</u>
Seattle - various offices	<u>25</u>				<u>307</u>	<u>261</u>
Spokane " "	<u>25</u>				<u>1,074</u>	<u>923</u>
Total Telegraph and Telephone Equipment	150				10,931	9,372

Pole Lines

25' sawn cedar, Class G Poles	<u>50</u>	<u>Each</u>	<u>1000</u>	<u>2.16</u>	<u>5,500</u>	<u>5,175</u>
25' Western " " B "	<u>25</u>	"	<u>5007</u>	<u>2.20</u>	<u>9,525</u>	<u>5,596</u>
25' " " " G "	<u>75</u>	"	<u>2225</u>	<u>2.20</u>	<u>14,425</u>	<u>10,028</u>
50' " " " B "	<u>25</u>	"	<u>200</u>	<u>5.25</u>	<u>2,625</u>	<u>2,464</u>
25' " " " B "	<u>75</u>	"	<u>222</u>	<u>2.20</u>	<u>1,584</u>	<u>760</u>
Other poles	<u>25</u>	"	<u>7700</u>		<u>20,000</u>	<u>15,507</u>
25' earth settings	<u>25</u>	"	<u>14575</u>	<u>2.75</u>	<u>39,784</u>	<u>25,452</u>
50' " "	<u>25</u>	"	<u>222</u>	<u>2.25</u>	<u>7,525</u>	<u>5,808</u>
Other " "	<u>25</u>	"	<u>1124</u>		<u>3,261</u>	<u>2,475</u>
" settings	<u>75</u>	"	<u>1485</u>		<u>7,504</u>	<u>7,377</u>
Brush treatments	<u>25</u>	"	<u>2250</u>	<u>0.20</u>	<u>1,250</u>	<u>1,554</u>
Guy, type B	<u>25</u>	"	<u>215</u>	<u>2.20</u>	<u>2,020</u>	<u>2,018</u>
Other guys	<u>75</u>	"	<u>1021</u>		<u>1,722</u>	<u>1,530</u>
Anchorage, type A, 3/4"	<u>25</u>	"	<u>200</u>	<u>5.75</u>	<u>6,125</u>	<u>4,295</u>
Other anchorage	<u>75</u>	"	<u>1100</u>		<u>5,250</u>	<u>4,540</u>
Stoppers, type B, fir, 6'	<u>25</u>	"	<u>2222</u>	<u>0.25</u>	<u>5,555</u>	<u>5,721</u>
Other "	<u>25</u>	"	<u>2221</u>		<u>7,448</u>	<u>6,234</u>
Pins, steel	<u>25</u>	<u>100</u>	<u>212.4</u>	<u>4.200</u>	<u>2,122</u>	<u>1,920</u>
Guard wires, various combinations	<u>25</u>	<u>Each</u>	<u>22</u>		<u>722</u>	<u>510</u>
Sundry items	<u>25</u>				<u>5,500</u>	<u>2,440</u>
Total Pole Lines	71				150,332	106,507

Aerial Cable

3 single conductors, #14 B. & S. R ins. lead sheath	<u>15</u>	<u>Foot</u>	<u>18000</u>	<u>0.145</u>	<u>2,625</u>	<u>201</u>
3 pair #14 B. & S., R.W.F.	<u>25</u>	"	<u>2275</u>	<u>0.240</u>	<u>547</u>	<u>260</u>
Other cables	<u>75</u>				<u>122</u>	<u>120</u>
Sundry items	<u>25</u>				<u>224</u>	<u>221</u>
Total Aerial Cable	37				3,142	1,182

Aerial Wire

#6 B.W.G., R.W.F. Gal. Iron	<u>71</u>	<u>Mile</u>	<u>711.04</u>	<u>22.25</u>	<u>15,803</u>	<u>14,955</u>
#7 B. & S. bare copper clad	<u>25</u>	"	<u>252.25</u>	<u>22.74</u>	<u>5,727</u>	<u>50,254</u>
Other aerial wire	<u>25</u>				<u>14,544</u>	<u>9,565</u>
Sundry items	<u>25</u>				<u>1,507</u>	<u>1,479</u>
Total Aerial wire	67				99,621	86,253

Underground conduits

Sundry items	<u>71</u>				<u>277</u>	<u>297</u>
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Total for State of Washington

77 264,305 203,749

SEE DETAIL SHEETS ATTACHED

BM

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner: Great Northern Railway Company

Approved: H. J. Saunders

Val. Section No. Non-Allocated Miles Main Line, _____ Miles all Tracks.*

12-1960

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)	(8)	(9)
						\$	\$	\$
Acct. No. <u>1</u>	Title <u>ENGINEERING.</u> (I. C. C. classification.)							
	4% of reproduction cost new of Accounts 3 - 47, inclusive	100		\$	65892	.04	2,636	2,636
<hr/>								
	<u>ACCOUNTS 71 to 75 and 77 - GENERAL EXPENDITURES.</u>							
	1.5% of Road Accounts 1 to 47, inclusive except Account 2	64		\$	68528	.015	1,028	658
<hr/>								
	<u>ACCOUNT 76 - INTEREST DURING CONSTRUCTION.</u>							
	6% for 3 months on non-allocated property on Accounts 1 to 47, inclusive, except Account 2	64		\$	68528	.015	1,028	658
	6% for 3 months on Accounts 51 to 58	70		\$	73379544	.015	1,100,893	767,520
	6% for 3 months on non-allocated property on Accounts 71 to 75 and 77	64		\$	1028	.015	15	10
	Total Account 76	70					1,101,736	768,188
	Total Accounts 71 to 77, inclusive for Non-allocated	70					1,102,764	768,846

1873

1873