

B. V. Form No. 563

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Date of Inventory as of **June 30**, 19 **15**
Date Compiled **February 16**, 19 **22**

Owner **Great Northern Railway Company**

Operating Company **do**

Division **North Dakota**

Valuation Section No. **North Dakota**

From **M.P. 0.00** to **M.P. 11.733**

11.784 Miles Main Line, **12.427** Miles all Tracks.

SUMMARY SHEET

Compiled by **E.R.F. - H.A.P.**

Correct **Louis Hood** Engineer

Approved **Paul C. Witt** Engineer

WHOLLY OWNED AND USED

| R. and E. Account Number (1) | CLASSES (2) | ORIGINAL COST TO DATE (3) | COST OF REPRODUCTION | | R. and E. Account Number (6) | REMARKS (7) |
|-----------------------------------|---|---------------------------|----------------------|-----------------------|------------------------------|-------------|
| | | | New (4) | Less Depreciation (5) | | |
| I. ROAD: | | | | | | |
| 1 | Engineering | | 4,286 | 4,286 | 1 | |
| 2 | Land for transportation purposes | | | | 2 | |
| 3 | Grading | | 22,873 | 22,873 | 3 | |
| 4 | Underground power tubes | | | | 4 | |
| 5 | Tunnels and sub-ways | | | | 5 | |
| 6 | Bridges, trestles, and culverts | | 5,970 | 3,620 | 6 | |
| 7 | Elevated structures | | | | 7 | |
| 8 | Ties | | 25,853 | 11,045 | 8 | |
| 9 | Rails | | 29,828 | 25,317 | 9 | |
| 10 | Other track material | | 5,106 | 3,276 | 10 | |
| 11 | Ballast | | 127 | 79 | 11 | |
| 12 | Track laying and surfacing | | 13,362 | 8,685 | 12 | |
| 13 | Right-of-way fences | | 302 | 211 | 13 | |
| 14 | Snow and sand fences and snowsheds | | 257 | 180 | 14 | |
| 15 | Crossings and signs | | 1,060 | 786 | 15 | |
| 16 | Station and office buildings | | 2,276 | 1,969 | 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 | | | | 26 | |
| 27 | Signals and interlockers | | 17 | 15 | 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 | | 47 | 31 | 37 | |
| 38 | Roadway small tools | | 85 | 42 | 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 | | 111,447 | 82,606 | | |
| II. EQUIPMENT: | | | | | | |
| 51 | Steam locomotives | | | | 51 | |
| 52 | Other locomotives | | | | 52 | |
| 53 | Freight-train cars | | | | 53 | |
| 54 | Passenger-train cars | | | | 54 | |
| 55 | Motor equipment of cars | | | | 55 | |
| 56 | Floating equipment | | | | 56 | |
| 57 | Work equipment | | | | 57 | |
| 58 | Miscellaneous equipment | | | | 58 | |
| | Total, 51 to 58, inclusive | | | | | |
| III. GENERAL EXPENDITURES: | | | | | | |
| 71 | Organization expenses | | | | 71 | |
| 72 | General officers and clerks | | | | 72 | |
| 73 | Law | | | | 73 | |
| 74 | Stationery and printing | | | | 74 | |
| 75 | Taxes | | | | 75 | |
| 77 | Other expenditure—General | | | | 77 | |
| 76 | Interest during construction | | | | 76 | |
| | Total, 71 to 77, inclusive | | | | | |
| | Grand total, 1 to 77, inclusive | | | | | |
| | Grand total—Other | | | | | |

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

E. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Great Northern Railway Company

Approved: C. H. Spencer

Val. Section No. No. Dak. 6 Miles Main Line, _____ Miles all Tracks.*

| LOCATION. (1) | CHARACTER OF PROPERTY AND DESCRIPTION. (1, U. C. classification) | Condition Per Cent. (2) | Per Cent of Cost New. (3) | UNIT. (3) | NUMBER OF UNITS. (3) | COST OF REPRODUCTION. | | |
|--|---|-------------------------------|------------------------------------|--------------|----------------------------|-----------------------|--------------------|---------------------------|
| | | | | | | Per Unit. (4) | New, Total. (5) | Less Depreciation. (6) |
| 3 | GRADING | | | | | | | |
| M.P. 0.000 to M.P. 11.788 - Addison to Chafes- | | | | | | | | |
| <u>All Tracks</u> | | | | | | | | |
| | Embankment Borrow, common | 100 | | Cu.Yd. | 138625 | 0.165 | 22,875 | 22,875 |
| Total for Valuation Section | | 100 | | | | | 22,875 | 22,875 |

Account 6 - BRIDGES, TRESTLES AND CULVERTS

Approved: P. B. Scheetz.

Pile and Frame Trestles

9 Timber Trestles; total length 437 feet

| | | | | | | | |
|-------------------------------|----|---------|--------|-------|--|-------|-------|
| Piling | 59 | Lin.Ft. | 3528 | 0.56 | | 1,976 | 1,166 |
| Stringers | 59 | M.B.M. | 37.500 | 40.30 | | 1,503 | 887 |
| Other Timber | 59 | " | 25.100 | 38.10 | | 986 | 564 |
| Iron | 59 | Lb. | 7015 | 0.04 | | 281 | 166 |
| Sundry Items | 59 | | | | | 19 | 11 |
| Total Pile and Frame Trestles | | 59 | | | | 4,735 | 2,794 |

Pipe and Timber Culverts

| | | | | | | | |
|--------------------------------------|----|---------|--------|-------|--|-------|-------|
| 2 Wood Box Culverts | 74 | M.B.M. | 3.336 | 39.25 | | 131 | 97 |
| 5 Cast Iron Pipe Culverts, 18" - 24" | 90 | Net Ton | 13.275 | 35.75 | | 475 | 428 |
| 2 Vitrified " " 27" | 80 | Lin.Ft. | 85 | 2.45 | | 208 | 166 |
| Hand Laid Riprap | 80 | Cu.Yd. | 70 | 3.00 | | 210 | 168 |
| Sundry Items | 79 | | | | | 211 | 167 |
| Total Pipe and Timber Culverts | | 85 | | | | 1,235 | 1,026 |
| Total for Valuation Section | | 64 | | | | 5,970 | 3,820 |

Account 8 - TIES

Approved: Louis Hood

Main Track

| | | | | | | | |
|---------------------|----|--------|--------|-------|--|--------|--------|
| Cross ties #1 cedar | 42 | Each | 26098 | .65 | | 16,964 | 7,125 |
| " " #2 " | 42 | " | 10747 | .65 | | 6,771 | 2,844 |
| Bridge ties fir | 75 | M.B.M. | 20.988 | 26.92 | | 564 | 423 |
| Switch ties oak | 42 | " | 1,000 | 27.59 | | 28 | 12 |
| " " fir | 42 | " | 15,621 | 26.92 | | 421 | 177 |
| Total Main Track | | 43 | | | | 24,748 | 10,581 |

Yard Tracks and Sidings

| | | | | | | | |
|-------------------------------|----|--------|-------|-------|--|--------|--------|
| Cross ties #1 cedar | 42 | Each | 745 | .65 | | 485 | |
| " " #1 oak | 42 | " | 76 | .75 | | 57 | |
| " " #2 fir tamarack | 42 | " | 819 | .60 | | 491 | |
| Switch ties fir | 42 | M.B.M. | 2.737 | 26.92 | | 74 | |
| Total Yard Tracks and Sidings | | 42 | | | | 1,105 | 464 |
| Total for Valuation Section | | 45 | | | | 25,853 | 11,045 |

Account 9 - RAILS

Approved: C. H. Spencer

Main Track-11.784 Miles

| | | | | | | | |
|--|----|----|--------|----------|-------|--------|--------|
| New 77.5# Open Hearth Rail, 1902 - 0.021 Track Miles | 67 | 90 | Gr.Ton | 2.514 | 34.30 | 86 | 77 |
| Relay 60# Bessemer " 1887 - 11.316 " " | 74 | 85 | " | 1066.923 | 25.50 | 27,207 | 23,126 |
| " 56# " " 1884 - 0.447 " " | 68 | 81 | " | 39.583 | 25.50 | 1,004 | 813 |
| Total Main Track | | 85 | | | | 28,297 | 24,016 |

Yard Tracks and Sidings - 0.645 Miles

| | | | | | | | |
|---|----|----|--------|--------|-------|--------|--------|
| Relay 60# Bessemer Rail, 1887 - 0.637 Track Miles | 74 | 85 | Gr.Ton | 60.045 | 25.50 | 1,531 | 1,301 |
| Total Yard Tracks and Sidings | | 85 | | | | 1,531 | 1,301 |
| Total for Valuation Section | | 85 | | | | 29,828 | 25,317 |

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

775

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Great Northern Railway Company

Sheet No. _____ of this valuation section.

Val. Section No. N. Dak 6

Miles Main Line, _____ Miles all Tracks.*

Approved: G. E. Spender

| 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 New. | UNIT. (2) | NUMBER OF UNITS. (3) | COST OF REPRODUCTION. | | |
|---|---|------------------------|-----------------------------|--------------|----------------------------|-----------------------|--------------------|---------------------------|
| | | | | | | Per Unit. (4) | Raw, Total. (5) | Less Depreciation. (6) |
| Acct. No. <u>10</u> Title <u>OTHER TRACK MATERIAL</u> (I. C. Classification) | | | | | | \$ | \$ | \$ |
| Main Track | | | | | | | | |
| | Relay 60# Angle Bars, 1884-1887 | 74 | 81 | Cwt. | 1244.50 | 1.55 | 1,929 | 1,560 |
| | Spikes, 9/16" x 5-1/2" | 42 | | " | 920.70 | 1.85 | 1,703 | 715 |
| | Bolts, 3/4" x 3-3/8" to 3/4" x 3-3/4" | 73 | 78 | " | 160.50 | 2.45 | 393 | 505 |
| | Rail Braces | 74 | 78 | " | 44.53 | 2.75 | 122 | 95 |
| | Spring Frogs, 80# - #9 - 15' Steel | 50 | 57 | Each | 1 | 44.50 | 44 | 25 |
| | Rigid " 60# - #9 - 9' " | 50 | 55 | " | 5 | 27.75 | 139 | 77 |
| | Split Switches, 77.5# - 15' " | 50 | 57 | " | 1 | 44.50 | 44 | 25 |
| | Stub " 60# " | 50 | 56 | " | 5 | 14.60 | 73 | 41 |
| | High Switch Stands | 56 | 59 | " | 6 | | 74 | 44 |
| | Switch Guard Rail | 68 | 71 | Cwt. | 47.13 | 3.80 | 179 | 127 |
| | Sundry Items | 61 | 63 | | | | 41 | 26 |
| | Total Main Track | | | | | | 4,741 | 3,040 |
| Yard Tracks and Sidings | | | | | | | | |
| | Relay 60# Angle Bars, 1887 | 74 | 81 | Cwt. | 67.91 | 1.55 | 105 | 85 |
| | Spikes, 9/16" x 5-1/2" | 42 | | " | 57.73 | 1.85 | 107 | 45 |
| | Bolts, 3/4" x 3-3/4" | 74 | 75 | " | 8.01 | 2.45 | 20 | 15 |
| | Rigid Frogs, 60# - #9 - 9' Steel | 50 | 57 | Each | 1 | 27.75 | 28 | 16 |
| | Stub Switches, 60# Steel | 50 | 55 | " | 1 | 14.60 | 15 | 8 |
| | High Switch Stands | 56 | 60 | " | 1 | 10.50 | 10 | 6 |
| | Switch Guard Rail | 65 | 68 | Cwt. | 5.83 | 3.80 | 22 | 15 |
| | Sundry Items | 74 | 79 | | | | 58 | 46 |
| | Total Yard Tracks and Sidings | | | | | | 365 | 236 |
| | Total for Valuation Section | | | | | | 5,106 | 3,276 |
| Account 11 - BALLAST | | | | | | | | |
| Main Track | | | | | | | | |
| | Gravel Ballast | 85 | | Cu. Yd. | 77 | .25 | 19 | 16 |
| | Cinder " | 50 | | " | 430 | .25 | 108 | 54 |
| | Total Main Track | | | | | | 127 | 70 |
| | Total for Valuation Section | | | | | | 127 | 70 |
| Account 12 - TRACKLAYING AND SURFACING | | | | | | | | |
| Main Track | | | | | | | | |
| | Tracklaying and Initial Surfacing 90# to 61# Rail | | | Mile | 0.021 | 1000.00 | | 21 |
| | Tracklaying and Initial Surfacing 60# to 56# Rail | | | " | 11.763 | 950.00 | | 11,175 |
| | Extra for Full Earth Surface | | | " | 11.047 | 100.00 | | 1,105 |
| | Placing Gravel Ballast | | | Cu. Yd. | 77 | .25 | | 19 |
| | Placing Cinder " | | | " | 430 | .20 | | 86 |
| | Total Main Track | | | | | | | 13,386 |
| Yard Tracks and Sidings | | | | | | | | |
| | Tracklaying and Initial Surfacing 60# to 56# Rail | | | Mile | 0.645 | 800.00 | | 514 |
| All Tracks | | | | | | | | |
| | Placing turnouts 60# with stands | | | Each | 6 | 24.75 | | 148 |
| | Placing and Framing Bridge Ties | | | M.S.M. | 20.938 | 10.50 | | 220 |
| | Sundry Items | | | | | | | 74 |
| | Total for Valuation Section | | | | | | 13,362 | 8,685 |

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

B. V. Form No. 561
Great Northern Railway Company

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner No. Dakota 6

Approved: O. H. Spencer

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

12-1920

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

| (1) | Condition Per Cent. | Per Cent. at Cost New. | UNIT. (2) | NUMBER OF UNITS. (3) | COST OF REPRODUCTION. | | |
|---------------------------------------|------------------------|------------------------------|--------------|----------------------------|-----------------------|--------------------|---------------------------|
| | | | | | Per Unit. (4) | New, Total. (5) | Less Depreciation. (6) |
| Acci. No. | Title | | | | \$ | \$ | \$ |
| 13 RIGHT-OF-WAY FENCES | | | | | | | |
| <i>(L. C. C. classification)</i> | | | | | | | |
| <u>All Tracks - 2,276 Miles Fence</u> | | | | | | | |
| | 70 | | Each | 569 | 0.19 | 108 | 76 |
| | 70 | | Cwt. | 15.12 | 2.60 | 39 | 27 |
| | 70 | | " | 21.78 | 2.55 | 56 | 39 |
| | 70 | | " | 0.36 | 2.60 | 1 | 1 |
| | 70 | | Each | 569 | 0.12 | 68 | 48 |
| | 70 | | Wire Mi. | 4.161 | 3.60 | 15 | 10 |
| | 70 | | Fence Mi. | 0.593 | | 15 | 10 |
| Total for Valuation Section | | | | | | 302 | 211 |

Account 14 - SNOW AND SAND FENCES AND SNOWBARRS

All Tracks

| | | | | | | | |
|--------------------------------------|----|--|--------|-------|-------|-----|-----|
| <u>89 Panels Portable Snow Fence</u> | | | | | | | |
| | 70 | | M.B.M. | 7.976 | 31.00 | 247 | 173 |
| | 70 | | Lb. | 202 | 0.05 | 10 | 7 |
| Total for Valuation Section | | | | | | 257 | 180 |

Account 15 - CROSSINGS AND SIGNS

19 Grade Crossings

| | | | | | | | |
|-----------------------|-----|--|----------|-------|-------|-------|-----|
| | 100 | | Cu. Yd. | 2107 | 0.165 | 348 | 348 |
| | 54 | | M. B. M. | 4.753 | 33.50 | 159 | 86 |
| | 59 | | " | 6.450 | 39.25 | 252 | 149 |
| | 67 | | Lin. Ft. | 68 | 1.25 | 85 | 57 |
| | 75 | | Cwt. | 2.52 | 5.00 | 13 | 7 |
| | 75 | | Each | 9 | 4.85 | 44 | 33 |
| | 68 | | | | | 145 | 99 |
| Total Grade Crossings | | | | | | 1,046 | 779 |

Signs

| | | | | | | | |
|-----------------------------|----|--|------|----|--|-------|-----|
| | 50 | | Each | 15 | | 14 | 7 |
| Total Signs | | | | | | 14 | 7 |
| Total for Valuation Section | | | | | | 1,060 | 786 |

Account 16 - STATION AND OFFICE BUILDINGS

Approved: F. T. Oakley
Senior Structural Engineer.

Lynchburg, Mile 8

| | | | | | | | |
|-------------------------|-----|--|------|---|--|-----|-----|
| <u>Platform</u> | | | | | | | |
| | 75 | | Each | 1 | | 64 | 48 |
| <u>Loading Platform</u> | | | | | | | |
| | 100 | | " | 1 | | 487 | 487 |
| Total Lynchburg | | | | | | 551 | 535 |

Chaffee, Mile 12

| | | | | | | | |
|------------------------------------|-----|--|---|---|--|-----|-----|
| <u>Passenger and Freight Depot</u> | | | | | | | |
| | 70 | | " | 1 | | 378 | 265 |
| | 70 | | " | | | 159 | 111 |
| | 70 | | " | 1 | | 70 | 49 |
| | 100 | | " | | | 93 | 93 |
| Total | | | | | | 700 | 518 |

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

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Great Northern Railway Company

Approved: F. T. Oakley
Senior Structural Engineer

Val. Section No. North Dakota 6 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. | UNIT. (3) | NUMBER OF UNITS. (3) | COST OF REPRODUCTION. | | | |
|---------------------------------------|--|------------------------|-----------------------------|--------------|----------------------------|-----------------------|--------------------|---------------------------|--|
| | | | | | | Per Unit. (4) | New, Total. (5) | Less Depreciation. (6) | |
| Acct. No. <u>16</u> | Title <u>STATION AND OFFICE BUILDINGS (Cont'd.)</u> <small>(I.C.C. classification.)</small> | | | | | \$ | \$ | \$ | |
| | <u>Loading Platform</u> 1656 Sq. ft. Timber and earth; built 1914 | 95 | | Each | 1 | | 860 | 817 | |
| | <u>Stock Yards</u> | 60 | | " | 1 | | 165 | 99 | |
| | Total Chaffee | | 83 | | | | 1,725 | 1,434 | |
| | Total for Valuation Section | | 87 | | | | 2,276 | 1,969 | |
| Account 27 - SIGNALS AND INTERLOCKERS | | | | | | | | | |
| | <u>Swift Train Order Signal at Chaffee</u> | 90 | | | | | 17 | 15 | |
| | Total for Valuation Section | | 90 | | | | 17 | 15 | |
| Account 37 - ROADWAY MACHINES | | | | | | | | | |
| | <u>Hand Cars</u> 8 men capacity | 70 | 70 | Each | 1 | 26.76 | 27 | 19 | |
| | <u>Push Cars</u> 5000# capacity | 60 | 60 | " | 1 | 19.69 | 20 | 12 | |
| | Total for Valuation Section | | 66 | | 2 | | 47 | 31 | |
| Account 38 - ROADWAY SMALL TOOLS | | | | | | | | | |
| | <u>Section Sets</u> | 50 | | Set | 1 | 82.90 | 83 | 42 | |
| | Total for Valuation Section | | 50 | | | | 83 | 42 | |

Approved: C. H. Kessler
Senior Mechanical Engineer