

MIF

R. V. Form No. 563  
 Owner **Great Northern Railway Company**  
 Operating Company **GN**  
 Division **State Washington**  
 Valuation Section No. **Washington 14**  
 From **M.P. 1674.80** to **M.P. 1784.53**  
**108.066** Miles Main Line, **155.893** Miles all Tracks.\*

INTERSTATE COMMERCE COMMISSION  
 BUREAU OF VALUATION

Date of inventory as of **June 30** 19 **18**  
 Date Compiled **Feb. 16** 19 **22**  
 Compiled by **E. K. B. R. A. P.**  
 Correct **Report** Engineer.  
 Approved **Report** Engineer.

SUMMARY SHEET  
 WHOLLY OWNED AND USED

R. and E. Account Number	CLASSES.	ORIGINAL COST TO DATE. (3)	COST OF REPRODUCTION.		R. and E. Account Number	REMARKS
			New. (4)	Less Depreciation. (5)		
<b>I. ROAD:</b>						
1	Engineering,		768,683	768,683	1	
2	Land for transportation purposes,				2	
3	Grading,		5,857,758	5,861,269	3	
4	Underground power tubes,				4	
5	Tunnels and subways,		3,667,135	3,380,819	5	
6	Bridges, trestles, and culverts,		1,423,531	1,150,415	6	
7	Elevated structures,				7	
8	Ties,		225,661	118,656	8	
9	Rails,		768,019	687,210	9	
10	Other track material,		278,692	197,441	10	
11	Ballast,		267,899	226,724	11	
12	Track laying and surfacing,		348,054	278,445	12	
13	Right-of-way fences,		10,920	6,583	13	
14	Snow and sand fences and snowsheds,		3,065,020	2,816,623	14	
15	Crossings and signs,		195,954	173,739	15	
16	Station and office buildings,		206,066	176,682	16	
17	Roadway buildings,		34,889	24,447	17	
18	Water stations,		65,042	55,012	18	
19	Fuel stations,		37,405	34,091	19	
20	Shops and engine houses,		72,463	65,094	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,		69,316	61,235	27	
28	Power dams, canals, and pipe lines,		487,164	425,171	28	
29	Power plant buildings,		80,667	76,335	29	
30	Power substation building,		7,743	7,052	30	
31	Power transmission systems,		47,111	42,913	31	
32	Power distribution systems,		63,342	49,511	32	
33	Power line poles and fixtures,		52,119	44,353	33	
34	Underground conduits,				34	
35	Miscellaneous structures,		12,728	10,727	35	
36	Paving,		2,622	2,115	36	
37	Roadway machines,		4,047	3,084	37	
38	Roadway small tools,		4,255	3,190	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,		17,670	13,758	44	
45	Power plant machinery,		178,361	144,491	45	
46	Power substation apparatus,		32,673	26,185	46	
47	Unapplied construction material and supplies,				47	
	Total, 1 to 47, inclusive		17,660,521	16,353,010		
<b>II. EQUIPMENT:</b>						
51	Steam locomotives,				51	
52	Other locomotives,				52	
53	Freight-train cars,				53	
54	Passenger-train cars,				54	
55	Motor equipment of cars,				55	
56	Floating equipment,				56	
57	Work equipment,				57	
58	Miscellaneous equipment,				58	
	Total, 51 to 58, inclusive					
<b>III. GENERAL EXPENDITURES:</b>						
71	Organization expenses,				71	
72	General officers and clerks,				72	
73	Law,				73	
74	Stationery and printing,				74	
75	Taxes,				75	
77	Other expenditures—General,				77	
78	Interest during construction,				78	
	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.

MDT

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. Washington, 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks, \*

Approved: G. H. Spencer

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

(1)	CHARACTER OF PROPERTY AND DESCRIPTION. (I. C. C. classification.)	Condition Per Cent.	Per Cent of Cost Row.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)

Acct. No. 3 Title GRADING

M.P. 1674.80 to M.P. 1784.53 - Leavenworth to Everett

<b>All Tracks</b>								
	Clearing	100		Acres	1980.71	135.00	260,646	260,646
	Grubbing	100		"	372.00	330.00	122,760	122,760
	Common excavation	100		Cu.yd.	403685	0.22	88,811	88,811
	" " "	100		"	229892	0.225	51,726	51,726
	Hard pan "	100		"	688227	0.39	268,409	268,409
	" " "	100		"	1127387	0.41	462,229	462,229
	Loose rock "	100		"	119620	0.41	49,003	49,003
	" " "	100		"	454140	0.47	213,446	213,446
	solid rock "	100		"	209641	0.88 <sup>5</sup>	184,484	184,484
	" " "	100		"	1903188	1.06	2,017,379	2,017,379
	Common embankment borrow	100		"	1468448	0.22	323,059	323,059
	" " "	100		"	204489	0.225	46,010	46,010
	Hard pan " "	100		"	44175	0.39	17,228	17,228
	" " " "	100		"	191453	0.41	78,496	78,496
	Loose rock " "	100		"	4786	0.41	1,962	1,962
	" " " "	100		"	42814	0.47	20,123	20,123
	Solid rock " "	100		"	1354	0.88	1,192	1,192
	" " " "	100		"	28201	1.06	29,893	29,893
	Subsidence	100		"	670021	.28 <sup>3</sup>	187,606	187,606
	Team overhaul	100		C.Y.Sta.	11757253	0.0125	146,965	146,965
	Train haul	100		Cu.yd.	1309881		255,439	255,439
<b>Protection of Roadway</b>								
	Common excavation ditches	100		"	16907	0.22	3,500	3,500
	" " "	100		"	3268	0.225	735	735
	Hard pan " "	100		"	5532	0.39	2,157	2,157
	" " " "	100		"	7450	0.41	3,054	3,054
	Dry rubble masonry	86		"	15158	4.60	69,727	69,727
	Rubble masonry in mortar	86		"	240	6.99	2,158	2,158
	Rock filling in cribs	50		"	21587	2.00	43,114	43,114
	Timber in cribs, untreated	50		M.B.M.	1133.473	18.50	20,969	20,969
	Piling " " "	50		Lin.ft.	19452	0.34	6,274	6,274
	Logs " " "	50		"	256354	0.165	42,298	42,298
	Iron " " "	50		Cwt.	1182.16	5.00	5,911	5,911
	Brush filling	90		Cu.yd.	4089	0.90	3,662	3,662
	" " "	90		Cords	850	4.30	3,655	3,655
	Common excavation for cribs	50		Cu.yd.	2451	0.50	1,225	1,225
	Hard pan " " "	50		"	5128	0.75	3,846	3,846
	Loose rock " " "	50		"	9299	0.75	6,974	6,974
	solid " " " "	100		"	858	1.50	837	837
	Sodding embankment clover	100		Sq.rod	6080	0.23	1,398	1,398
	Kirrap, loose	100		Cu.yd.	145074	1.25	181,343	181,343
	" hand laid	100		"	52958	2.00	105,916	105,916
	Ballast material 24" to 42" below tie	100		"	62967	0.22	18,253	18,253
	Sundry items	90		"			3,885	3,497
<b>Total for Valuation Section</b>						<b>99</b>	<b>5,367,788</b>	<b>5,281,269</b>

account 5 - TUNNELS AND SUBWAYS

Tunnel 13, Cascade Tunnel - M.P. 1706.23 - 1.873 ft. long;

all concrete lined, built 1897-1900

	solid rock excavation	100		Cu.yd.	321356	5.25	1,687,119	1,687,119
	Backfilling rock	73		"	50830	2.25	114,368	83,489
	" cordwood	73		Cords	2166	7.00	15,162	11,066
	Main concrete lining	73		Cu.yds.	84200	6.75	736,750	537,826
	Timber lining	73		Cord	6855.1	7.00	47,986	35,030
	Iron	73		Cwt.	994.00	4.65	4,622	3,374
	Switch back - 12.053 miles long	89		"			242,375	215,714
<b>Total</b>						<b>90</b>	<b>2,848,382</b>	<b>2,573,622</b>

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

MDT

B. 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. Washington 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

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

(1)	Condition Per Cent.	Per Cent. of Cost Rep.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
					Per Unit.	New, Total.	Less Depreciation.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	
Account No. <u>5</u> Title <u>TUNNELS AND SUBWAYS</u> (I. C. C. classification.)							
<u>Tunnel 13.1, Windy Point Tunnel - M.P. 1713.55 - 1241 ft. long; all concrete lined; built 1913</u>							
Solid rock excavation	100		Cu.yd.	84488	3.60	232,157	232,157
Backfilling sand	98		"	2467	1.10	2,714	2,660
" cordwood	98		Cords	762	7.00	5,334	5,227
Plain concrete lining	98		Cu.yd.	10815	9.50	97,993	96,033
Reinforced concrete lining	98		"	1546.5	11.00	17,012	16,672
Reinforcing steel	98		Cwt.	1498.32	2.40	3,596	3,524
Timber lining	98		Cord	907.5	7.00	6,353	6,225
Iron	98		Cwt.	174.05	5.00	870	853
Labor placing reinforcing steel	98		"	1498.32	.82	1,229	1,204
Sundry items	99					1,137	1,131
Total						368,395	365,687
<u>Tunnel 14: M.P. 1716.02 - 291 ft. long; timber lined</u>							
Solid rock excavation	100		Cu.yd.	5521	3.35	18,495	18,435
Backfilling rock	77		"	590	2.35	1,175	905
Timber lining	77		M.B.M.	134.100	31.00	5,707	4,394
Sundry items	77					275	212
Total						25,652	24,006
<u>Tunnel 15, Martin Creek Tunnel - M.P. 1716.85 - 1512 ft. long; 134 ft. timber lined</u>							
Solid rock excavation	100		Cu.yd.	23952	3.35	80,239	80,239
Timber lining	80		M.B.M.	101.286	31.00	5,138	2,510
Switch back; 0.542 miles long	99					6,351	8,247
Sundry items	78					139	108
Total						91,847	91,104
<u>Tunnel 16, M.P. 1733.03; 2269.3 ft., long; concrete lined; built 1900</u>							
Hard pan excavation	100		Cu.yd.	56275	3.60	203,663	203,663
Plain concrete	98		"	11163	9.50	106,049	100,747
Cordwood backfilling	95		Cord	564	7.00	3,948	3,781
Timber lining	35		"	2594.4	7.00	18,175	17,266
Iron	95		Cwt.	204.88	5.00	1,024	973
Total						332,859	326,400
Total for Valuation Section						5,667,135	5,380,819

Account 6 - BRIDGES, TRUSTLES AND CULVERTS

Approved: F. B. Schetz

Steel Bridges:

Bridge 374 - Mile 1683; single track; length 257'; built 1906

Substructure: Two abutments, one pier

Concrete	91		Cu.yd.	852	8.99	7,559	6,970
Masonry bridge seats	91		"	6.2	27.00	167	152
Excavation, under water	91		"	738	4.00	2,952	2,586
Riprap loose	91		"	120	1.25	150	137
" hand placed	91		"	80	2.00	160	145
Timber	91		M.B.M.	3.900	30.30	118	103
Iron	91		Lb.	10200	0.04	408	371
Superstructure: One thru riveted span truss							
175' long, steel	80	82	Lb.	360200	0.047	16,929	15,682
One thru plate girder span 80' long, steel	80	82	"	131900	0.043	5,633	4,619
Sundry items	91					118	107
Total						34,291	29,175

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

MDE

B. V. Form No. 551

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner Great Northern Railway Company

Approved: F. B. Scheetz

Val. Section No. Washington 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

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)	New, Total. (5)	Less Depreciation. (6)
Acct. No. <u>6</u>	Title <u>BRIDGES, TRUSTLES AND GILVERTS (Continued)</u> (I. C. C. classification.)						\$	\$	\$

Steel Bridges; (Continued)

Bridge 375 - Mile 1684; single track; length 141';  
built 1911

Substructure: Two abutments, one pier

Concrete	96		Cu.yd.	403	8.99	3,625	3,478
Masonry bridge seats	96		"	3.8	27.00	103	99
Excavation, under water	96		"	184	4.00	744	714
" common	96		"	280	0.50	140	134
Timber cofferdam	96		M.B.M.	9,300	30.30	282	271
" common	96		"	2,600	30.30	79	76
Iron	96		Lb.	6800	0.04	272	261

Superstructure: One thru plate girder span 60'  
long

One thru plate girder span 60' long	90	91	Lb.	227050	0.043	9,763	8,894
Steel	96					69	66
Sundry items							

Total 93 15,075 15,983

Bridge 382 - Mile 1696; single track; length 124';  
built 1901

Substructure: Two abutments

Concrete	85		Cu.yd.	395	8.99	3,551	3,018
Masonry bridge seats	85		"	3.5	27.00	95	81
Excavation, under water cofferdam	85		"			1,000	850
" solid rock	85		"	645	1.50	968	823
" common	85		"	15	0.50	8	7
Timber	85		M.B.M.	2,600	30.30	79	67
Iron	85		Lb.	10600	0.04	424	380

Superstructure: One thru riveted truss span, 120'  
long

One thru riveted truss span, 120' long	70	75	Lb.	209900	0.047	9,855	7,201
Steel	85					60	51
Sundry items							

Total 78 16,050 12,458

Bridge 385 - Mile 1698; single track; length 240';  
built 1901

Substructure: Two abutments, eight pedestals

Concrete	85		Cu.yd.	500	8.99	4,495	3,821
Masonry bridge seats	85		"	8.2	27.00	221	188
Excavation, under water	85		"	36	4.00	144	122
" common	85		"	300	0.50	150	128
" solid rock	85		"	245	1.50	368	310
Timber	85		M.B.M.	3,600	30.30	109	93
Iron	85		Lb.	14900	0.04	596	507

Superstructure: Two deck plate girder spans 52' long

Two deck plate girder spans 52' long	70	75	Lb.	353550	0.042	13,169	9,513
Two deck plate girder spans 48' long; one deck plate girder span 80' long on steel towers, steel	85					124	105
Sundry items							

Total 77 19,375 14,667

Bridge 395 - Mile 1709; double track; length 24';  
built 1900

Substructure: Two abutments

Concrete	85		Cu.yd.	254	8.99	2,283	1,941
Masonry bridge seats	85		"	3.9	27.00	105	89
Excavation, under water	85		"	238	4.00	952	809
" common	85		"	150	0.50	75	64
" loose rock	85		"	120	0.75	90	77
Riprap, loose	85		"	15	1.25	19	16

Superstructure: One deck plate girder span 24' long

One deck plate girder span 24' long	70	75	Lb.	24250	0.041	994	726
Steel	85					207	176
Sundry items							

Total 82 4,725 3,898

Revised page prepared by direction  
of the commission Jan. 5, 1928.

MDE

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. Washington, 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks, \*

Approved: F. S. Schmitt

LOCATION.

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

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

Acct. No. 5 Title BRIDGES, TRESTLES AND CULVERTS (Continued)  
(I. C. C. Classification.)

Steel Bridges (Continued)

Bridge 398 - Mile 1715; single track; length 146'; built 1905

Substructure: Two abutments, two piers

Concrete	90			Cu. yd.	398	8.99	3,576	3,220
Masonry bridge seats	90			"	8.1	27.00	219	197
Excavation, solid rock	90			"	500	1.50	750	675
" common	90			"	180	0.50	90	81
Timber	90			M. B. M.	2,500	30.30	70	65
Iron	90			Lb.	6100	0.04	244	220

Superstructure: Two deck plate girder spans 32' long

One deck plate girder span 80' long; steel	70	75		Lb.	122150	0.041	5,007	3,655
Sundry items	90						102	92

Total 81 10,060 8,238

Bridge 400 - Mile 1717; single track; length 256'; built 1900

Substructure: Two abutments, eight pedestals

Concrete	85			Cu. yd.	540	8.99	5,754	4,891
Masonry bridge seats	85			"	8.50	27.00	230	196
Excavation, common	85			"	593	0.50	297	252
" loose rock	85			"	853	0.75	640	546
" solid "	85			"	561	1.50	842	715
" under water cofferdam	85			"			1,344	1,142

Rock in crib	85			"	70	2.00	140	119
Steel casing	85			Lb.	5000	0.045	230	196
Timber	85			M. B. M.	27,700	30.30	839	713
Iron	85			Lb.	16100	0.04	644	547

Superstructure: Two deck plate girder spans, 52' long -

One deck plate girder span, 48' long	70	75		Lb.	275540	0.042	11,699	8,540
One deck plate girder span 64' long	85						153	113
One deck plate girder span 80' long on steel towers								

Steel	70	75		Lb.	275540	0.042	11,699	8,540
Sundry items	85						153	113

Total 79 22,792 17,969

Bridge 401 - Mile 1716; single track; length 758'; built 1901

Substructure: Two abutments, twenty-eight pedestals

Concrete	85			Cu. yd.	1525	8.99	13,710	11,654
Masonry bridge seats	85			"	22.9	27.00	618	525
Excavation, common	85			"	1300	0.50	650	553
" loose rock	85			"	1490	0.75	1,110	944
" solid "	85			"	450	1.50	675	574
" under water	85			"			1,635	1,405
" sheeting and pumping five piers	85			"			1,000	850

Riprap hand placed	85			"	752	2.00	1,524	1,295
Timber	85			M. B. M.	4,100	30.30	124	105
Iron	85			Lb.	18500	0.04	732	622

Superstructure: Five deck plate girder spans 32' long

Five deck plate girder spans 48' long, two plate girder spans 64' long, three deck plate girder spans 80' long on steel towers	70	75		Lb.	1327150	0.042	55,740	40,690
Steel	85						357	305
Sundry items								

Total 76 77,896 59,538

Bridge 402 - Mile 1720; single track; length 352'; built 1905

Substructure: Two abutments, twelve pedestals

Concrete	90			Cu. yd.	842	8.99	7,570	6,813
Masonry bridge seats	90			"	11.1	27.00	300	270
Excavation, solid rock	90			"	1800	1.50	2,700	2,430
" loose rock	90			"	1401	0.75	1,051	916
" common	90			"	592	0.50	296	266
Riprap, hand placed	90			"	10	2.00	20	18

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

MLF

E. V. Form No. 551

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner **Great Northern Railway Company**

Approved: **F. H. Schmitt**

Val. Section No. **Washington M** 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.	New, Total.	Less Depreciation.
(1)		(2)	(3)	(4)	(5)	(6)		

Acct. No. **6** Title **BRIDGES, TRESTLES AND CULVERTS (Continued)**  
(I. C. C. Classification)

**Steel Bridges (Continued)**

**Bridge 402 - (Continued)**

Superstructure: Three deck plate girder spans 32' long; four deck plate girder spans 34' long; steel

	70	75	Lb.	295200	0.041	16,203	11,825
Sundry items	90					194	175
<b>Total</b>			<b>80</b>			<b>28,534</b>	<b>23,016</b>

**Bridge 403 - Mile 1721; single track; length 124'; built 1901**

Substructure: Two abutments

Concrete

Masonry square stone

" bridge seats

Excavation, under water

" common

Logs in crib

Timber

Iron

Superstructure: One thru riveted truss span, 120' long

Steel

Sundry items

	85		Cu. yd.	839	8.99	7,543	6,412
	85		"	296	8.99	2,661	2,252
	85		"	4.4	27.00	119	101
	85		"	397	4.00	1,588	1,350
	85		"	87	0.50	44	37
	80		Lin. ft.	360	0.16	154	123
	80		M. B. M.	2,000	30.30	61	49
	80		Lb.	8500	0.04	340	272
	75	75	Lb.	218680	0.047	10,137	7,907
	80					61	49
<b>Total</b>			<b>82</b>			<b>22,708</b>	<b>18,562</b>

**Bridge 404 - Mile 1722; single track; length 212'; built 1901**

Substructure: Two abutments, eight pedestals

Concrete

Masonry square stone

" dim. stone

" bridge seats

Excavation, under water

" solid rock

" loose rock

" common

Timber

Iron

Superstructure: Two deck plate girder spans 26' long; one deck plate girder span 32' long; one deck plate girder span 48' long; one deck plate girder span 80' long, on steel towers

Steel

Sundry items

	85		Cu. yd.	400	8.99	3,596	3,057
	85		"	111	11.15	1,236	1,050
	85		"	111	8.99	998	848
	85		"	8.2	27.00	221	188
	85		"	50	4.00	200	170
	85		"	340	1.50	510	434
	85		"	260	0.75	195	164
	85		"	300	0.50	150	128
	85		M. B. M.	3,400	30.30	103	83
	85		Lb.	17100	0.04	684	581
	75	75	Lb.	213490	0.042	8,925	6,962
	85					155	132
<b>Total</b>			<b>81</b>			<b>16,972</b>	<b>13,804</b>

**Bridge 406 - Mile 1724; single track; length 210'; built 1903**

Substructure: Two abutments, four pedestals

Concrete

Masonry bridge seats

Excavation, solid rock

" loose rock

" common

Timber

Iron

Superstructure: One deck plate girder span 32' long; one deck plate girder span 80' long; two deck plate girder spans 48' long; on steel towers -

Steel

Sundry items

	90		Cu. yd.	445	8.99	4,001	3,601
	90		"	8.7	27.00	235	213
	90		"	795	1.50	1,190	1,071
	90		"	390	0.75	293	244
	90		"	175	0.50	88	79
	90		M. B. M.	2,200	30.30	67	60
	90		Lb.	8500	.04	344	310
	75	75	Lb.	210010	0.042	8,820	6,880
	90					292	263
<b>Total</b>			<b>83</b>			<b>15,330</b>	<b>12,960</b>

Revised page prepared by direction of the Commission Jan. 5, 1926.

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B. V. Form No. 551

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner **Great Northern Railway Company**

Approved: **F. H. Schmitt**

Val. Section No. **Washington 14** Miles Main Line, \_\_\_\_\_ Miles all Trachs.\*

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)	New, Total (8)	Less Depreciation (9)

Acct. No. **4** Title **BRIDGES, TRUSTLES AND CULVERNS (Continued)**  
(U. S. C. classification)

Steel Bridges (Continued)

Bridge 407 - Mile 1725; single track; length 340'; built 1905

Substructure: Two abutments, eight pedestals								
	Concrete	90		Cu. yd.	820	8.99	7,372	6,635
	Masonry bridge seats	90		"	9.1	27.00	248	221
	Excavation, solid rock	90		"	574	1.50	861	505
	" loose rock	90		"	98	0.75	74	67
	" common	90		"	560	0.50	280	252
	Timber	90		M. S. M.	3,300	30.30	100	90
	Iron	90		Lb.	9000	0.04	360	324
Superstructure: Three deck plate girders 32' long; three deck plate girders 48' long; on steel towers,								
	Steel	75	75	Lb.	264270	0.042	11,099	8,657
	Sundry items	90					171	154
Total							20,253	16,905

Bridge 408 - Mile 1725; single track; length 320'; built

Substructure: Two abutments, twelve pedestals								
	Concrete	90		Cu. yd.	450	8.99	3,776	3,328
	Masonry bridge seats	90		"	8.6	27.00	232	209
	Excavation, solid rock	90		"	1341	1.50	2,012	1,811
	" common	90		"	289	0.75	217	195
	" loose rock	90		"	1704	0.50	852	767
Superstructure: Two deck plate girder spans, 64' long, two deck plate girder spans 48' long; three deck plate girder spans 32' long, on steel towers								
	Steel	75	75	Lb.	477560	0.042	20,058	15,645
	Sundry items	90					841	757
Total							27,988	22,782

Bridge 412 - Mile 1727; single track; length 235'; built 1905

Substructure: Two abutments, twelve pedestals								
	Concrete	90		Cu. yd.	642	8.99	5,772	5,195
	Masonry bridge seats	90		"	11.1	27.00	300	270
	Excavation, solid rock	90		"	574	1.50	861	775
	" common	90		"	400	0.50	200	180
Superstructure: Seven deck plate girder spans 32' long, one deck plate girder span 20' long on steel towers								
	Steel	75	75	Lb.	191900	0.042	8,060	6,287
	Sundry items	90					431	368
Total							15,824	13,275

Bridge 417 - Mile 1728; single track; length 129'; built 1915

Substructure: Two pile piers								
	Piling	85		Lin. ft.	1980	0.50	990	842
	Timber	85		M. S. M.	6,450	30.50	198	168
	Iron	85		Lb.	590	0.04	24	20
	Riprap, hand placed	85		Cu. yd.	75	2.00	150	128
	Excavation, solid rock	85		"	10	1.50	15	13
	" loose "	85		"	55	0.75	26	22
	" common	85		"	135	0.50	68	58
Superstructure: One thru riveted truss span 125' long								
	Steel	97	97	Lb.	256500	0.047	12,528	12,152
	Sundry items	85					66	56
Total							14,062	13,457

REPLACED  
IN 1928-  
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B.V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner Great Northern Railway Company

Approved: F. B. Sheets

Val. Section No. Washington 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks, \_\_\_\_\_

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

Acct. No. 8 Title BRIDGES, TREESIES AND CULVERTS (Continued)  
(I. C. C. classification.)

Steel Bridges: (Continued)

Bridge 417.1 - Mile 1728; single track; length 41'; built 1913

UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.			
		Per Unit.	New, Total.	Less Depreciation.	
(2)	(4)	(4)	(3)	(5)	
Substructure: Two abutments					
Concrete	98 Cu.yd.	228	8.99	2,050	2,009
Masonry bridge seats	98 "	2.3	27.00	62	61
Excavation, solid rock	98 "	200	1.50	300	294
" loose rock	98 "	500	0.75	375	368
" common	98 "	300	0.50	150	147
Timber	98 M.B.M.	2,100	30.30	64	63
Iron	98 Lb.	3400	0.04	136	133
Superstructure: One thru plate girder span 40' long					
Steel	95 95 Lb.	50800	0.043	2,184	2,075
Sundry items	96			23	23
<b>Total</b>	<b>97</b>			<b>5,344</b>	<b>5,175</b>

Bridge 418 - Mile 1729; single track; length 624'; built 1901

Substructure: One abutment; twenty-four pedestals					
One pile pier					
Concrete	85 Cu.yd.	479	8.99	4,306	3,660
Masonry sq. stone	85 "	99	11.15	1,102	937
" dim. stone	85 "	316	8.99	2,841	2,415
" bridge seats	85 "	18.3	27.00	494	420
Piling	85 Lin.ft.	600	0.50	300	255
Excavation, under water cofferdam	85 "			1,200	1,020
" solid rock	85 Cu.yd.	1345	1.50	2,018	1,715
" common	85 "	796	0.50	398	338
Timber	85 M.B.M.	5,850	30.30	117	99
Iron	85 Lb.	29270	0.04	1,171	995
Superstructure: One deck truss span 96' long; steel	70 72 "	135000	0.047	6,345	4,632
Four deck plate girder spans 32' long; two deck					
plate girder spans 40' long; four deck plate					
girder spans 48' long; two deck plate girder					
spans 64' long on steel towers Steel	70 73 Lb.	739500	.042	31,059	22,675
Sundry items	85			531	451
<b>Total</b>	<b>76</b>			<b>51,882</b>	<b>39,610</b>

Bridge 419.1 - Mile 1732; single track; length 40'; built 1912

Substructure: Two abutments					
Concrete	97 Cu.yd.	384	8.99	3,452	3,348
Masonry bridge seats	97 "	2.3	27.00	62	60
Excavation, solid rock	97 "	250	1.50	375	364
" loose rock	97 "	140	0.75	105	102
" common	97 "	663	0.50	332	322
Riprap, hand placed	97 "	115	2.00	232	225
" loose	97 "	44	1.25	55	53
Superstructure: One thru plate girder span 40' long					
Steel	95 95 Lb.	45400	0.043	1,995	1,895
Sundry items	97			25	24
<b>Total</b>	<b>96</b>			<b>6,633</b>	<b>6,398</b>

Bridge 423 - Mile 1734; single track; length 190'; built 1907

Substructure: One pier, one abutment					
Concrete	92 Cu.yd.	384	8.99	3,452	3,176
Masonry bridge seats	92 "	4.7	27.00	127	117
Excavation, under water	92 "	112	4.00	448	413
Riprap loose	92 "	430	1.25	538	495
" hand placed	92 "	7	2.00	14	13
Superstructure: One thru riveted truss span 190'					
long					
Steel	85 85 Lb.	513240	0.047	24,122	20,745
Sundry items	90			547	492
<b>Total</b>	<b>87</b>			<b>29,248</b>	<b>25,450</b>

Revised page prepared by direction of the Commission Jan. 8, 1928.



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B. V. Form No. 551

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner Great Northern Railway Company

Approved: F. B. Schests

Val. Section No. Washington 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks, \* \_\_\_\_\_

LOCATION: \_\_\_\_\_  
CHARACTER OF PROPERTY AND DESCRIPTION. \_\_\_\_\_

COST OF REPRODUCTION.

(1)	CONDITION Per Cent.	PER CENT OF COST NEW.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
					Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
	(2)	(3)		(4)	(5)	(6)	
Acct. No. <u>6</u> Title <u>BRIDGES, TRENCHES AND CULVERTS (Continued)</u> (L. C. C. classification)							
<b>Steel Bridges: (Continued)</b>							
Bridge 424 - Mile 1736; single track; length 421' built 1907							
Substructure: One pier and two abutments							
	92		Cu. yd.	624	8.99	5,610	5,161
Concrete	92		"	14.1	27.00	381	351
Masonry bridge seats	92		"	670	8.99	6,023	5,561
Rubble	92		"	353	0.75	268	244
Excavation, loose rock	92		"	2836	0.50	1,418	1,305
" common	92		"	75	2.00	150	138
Riprap, hand placed	92		"	1608	1.25	2,010	1,849
" loose	92		"	5564	2.00	11,128	10,238
Rock fill	92		Lin. ft.	25225	0.16	4,036	3,715
Logs	92		M. B. M.	177,000	30.30	5,363	4,934
Timber cribs	92		Lb.	23750	0.04	950	874
Iron	92						
Superstructure: One steel thru pinned truss span 250' long and one steel thru riveted truss span 144' long							
Steel	85	85	Lb.	978469	0.047	45,988	39,550
Sundry items	60					281	269
Total		89				85,603	74,057
Bridge 432 - Mile 1743; single track; 124' long; built 1907							
Substructure: Two abutments							
Concrete	92		Cu. yd.	410	8.99	3,686	3,391
Masonry bridge seats	92		"	3.4	27.00	97	89
Excavation, under water	92		"	460	4.00	1,840	1,693
Riprap, hand placed	92		"	44	2.00	88	81
Timber	92		M. B. M.	36,400	30.30	1,103	1,015
Logs	92		Lin. ft.	1983	0.16	314	289
Iron	92		Lb.	9700	0.04	388	367
Superstructure: One steel thru riveted truss span 120' long							
Steel	75	77	Lb.	226000	0.047	10,528	8,107
Sundry items	85					150	138
Total		83				18,194	15,150
Bridge 436 - Mile 1747; single track; length 296'; built 1907							
Substructure: Two masonry abutments and one masonry pier							
Concrete	85		Cu. yd.	257	8.99	2,310	1,984
Masonry dim. stone	85		"	228	11.13	2,538	2,157
" rubble	85		"	145	8.99	1,304	1,108
" bridge seats	85		"	10.1	27.00	273	232
Excavation, under water	85		"	200	4.00	1,200	1,020
" common	85		"	380	0.50	175	149
Cofferdam	85		"			400	340
Superstructure: One steel thru pinned truss span 252' long, one steel deck plate girder span 40' long							
Sundry items	55	59	Lb.	614800	0.047	38,296	22,595
	85	60	"	41570	0.041	1,704	1,022
	85					653	555
Total		64				48,653	31,142
Bridge 440 - Mile 1758; single track; length 153'; built 1908							
Substructure: Two masonry abutments							
Concrete	93		Cu. yd.	336	8.99	3,021	2,810
Masonry bridge seats	93		"	3.7	27.00	100	93
Excavation, under water	93		"	280	4.00	1,120	1,042
" solid rock	93		"	105	1.50	158	147
" loose rock	93		"	300	0.75	225	209
Riprap, loose	93		"	334	1.25	418	389
Iron	93		Lb.	10200	0.04	408	379
Superstructure: One steel thru riveted truss span 150' long							
Sundry items	90	91	Lb.	346100	0.047	16,267	14,803
	93					399	371
Total		92				22,116	20,243

Revised page prepared by direction of the Commission Jan. 5, 1928.

111

H. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner **Great Northern Railway Company**

Approved: **F. B. Schmitt**

Val. Section No. **Washington 14** Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

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

Acct. No. **8** Title **BRIDGES, TRESTLES AND CULVERTS (Continued)**  
(I. C. C. classification.)

Steel Bridges: (Continued)

Bridge 441 - Mile 1758; single track; length 178'; built 1907

Substructure: One masonry pier, one masonry abutment	92		Cu.yd.	495	8.99	4,450	4,094
Concrete	92		"	5.8	27.00	108	95
Masonry bridge seats	92		"	325	4.00	1,300	1,194
Excavation, under water	92		"	320	0.50	160	147
" common	92		"	315	1.25	394	362
Riprap, loose	92		Lb.	8200	0.04	328	302
Iron							
Superstructure: One steel thru pinned truss span 175' long	80	82	Lb.	579300	0.047	17,827	14,618
Sundry items	92					94	86
<b>Total</b>						<b>24,656</b>	<b>20,900</b>

Bridge 443 - Mile 1759; single track; length 153'; built 1913

Substructure: One masonry pier, one masonry abutment	98		Cu.yd.	536	8.99	4,819	4,723
Concrete	98		"	3.8	27.00	103	101
Masonry bridge seats	98		"	875	0.50	438	429
Excavation, common	98		M.S.M.	42,200	30.30	1,279	1,253
Timber	98		Lb.	2500	0.04	100	95
Iron	98		Cu.yd.	290	1.25	488	478
Riprap, loose	97	97	Lb.	348500	0.047	16,427	15,934
Superstructure: One steel thru pinned truss 150' long	98					452	443
Sundry items							
<b>Total</b>						<b>24,106</b>	<b>23,489</b>

Bridge 444 - Mile 1760; single track; length 153'; built 1907

Substructure: One masonry pier and one masonry abutment	92		Cu.yd.	726	8.99	6,527	6,005
Concrete	92		"	3.8	27.00	103	95
Masonry bridge seats	92		"	682	4.00	2,728	2,510
Excavation, under water	92		M.S.M.	10,000	30.30	303	279
Timber	92		Lb.	8500	0.04	332	305
Iron	92		Cu.yd.	300	1.25	250	239
Riprap, loose	92		"	52	3.00	104	98
" hand placed	92		Lin. ft.	2100	0.50	1,050	966
Piling							
Superstructure: One steel thru riveted truss span 150' long	80	82	Lb.	207400	0.047	14,448	11,847
Sundry items	85					175	149
<b>Total</b>						<b>26,020</b>	<b>22,482</b>

Bridge 446 - Mile 1766; single track; length 253'; built 1901

Substructure: Two masonry piers	85		Cu.yd.	129	8.99	1,160	984
Concrete	85		"	249	11.15	2,871	2,385
Masonry dim. stone	85		"	11.1	27.00	300	255
" bridge seats	85		"	198	4.00	792	673
Excavation, under water	85		"	88	0.50	44	37
" common							
Superstructure: One steel thru pinned truss span 250' long	70	73	Lb.	718700	0.047	33,403	24,384
Sundry items	85					128	109
<b>Total</b>						<b>38,598</b>	<b>28,799</b>

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

MDP

B. V. Form No. 551

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner Great Northern Railway Company

Approved: F. B. Scheetz

Val. Section No. Washington 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks, \_\_\_\_\_

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Classification Per Cent.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
					Per Unit.	New, Total.	Less Depreciation.
(1)		(2)	(3)	(4)	(5)	(6)	
				\$	\$	\$	

Acct. No. 6 Title BRIDGES, TRUSTLES AND CULVERTS (Continued)  
(I. C. C. classification)

Steel Bridges (Continued)

Bridge 454 - Mile 1774; single track; length 130'; built 1908

Substructure: One masonry pier, two masonry abutments	93	Cu.yd.	608	8.99	5,466	5,084
Concrete	93	"	4	27.00	108	100
Masonry bridge seats	93	"	378	4.00	1,512	1,406
Excavation, under water	93	"	205	0.50	103	96
" common	93	"				
Piling	93	Lin.ft.	3537	0.50	1,769	1,645
Timber	93	M.B.M.	7,300	30.30	221	206
Iron	93	Lb.	7900	0.04	316	294
Riprap, loose	93	Cu.yd.	100	1.25	125	116
Superstructure: One steel thru plate girder span 50' long, one thru plate girder span 80' long	85 88	Lb.	185600	0.043	7,981	6,884
Sundry items	93				147	137
Total					17,748	16,948

Bridge 455 - Mile 1776; single track; length 432'; built 1901, 1908, 1911

Substructure: Nine masonry piers	95	Cu.yd.	947	8.99	8,514	8,068
Concrete	95	"	950	11.13	10,574	10,045
Masonry dim. stone	95	"	28	27.00	756	718
" bridge seats	95	"	665	4.00	2,660	2,527
Excavation, under water	95	"	1000	0.75	750	715
" loose rock	95	"	1007	0.50	504	479
" common	95	"				
" cofferdam	95	"			9,200	8,740
Piling	95	Lin.ft.	9000	0.50	4,500	4,275
" treated	95	"	17030	0.74	12,602	11,972
Timber	80	M.B.M.	253,700	30.30	7,687	6,150
Riprap loose	97	Cu.yd.	4137	1.25	5,171	5,016
Superstructure: One steel thru plate girder span 32' long	97 97	Lb.	38000	0.043	1,634	1,585
Three steel thru riveted truss span 2/120; and 1/150 ft. long	60 65	"	629500	0.047	29,587	16,273
One steel thru pinned truss span 250 ft. long	60 64	"	554100	0.047	26,045	16,688
Machinery	60 62	"	72200	0.08	5,776	3,581
Sundry items	80				3,623	2,898
Total					129,581	99,728

Bridge 456 - Mile 1778; single track; length 60'; built 1906

Substructure: Two masonry abutments	93	Cu.yd.	415	8.99	3,751	3,470
Concrete	93	"	2	27.00	54	50
Masonry bridge seats	93	Lin.ft.	2960	0.50	1,480	1,376
Piling	93	Cu.yd.	146	4.00	584	543
Excavation, under water						
Superstructure: One steel thru plate girder span 80' long	80 91	Lb.	140300	0.043	6,033	5,490
Sundry items	93				529	492
Total					12,411	11,481

Bridge 460 - Mile 1779; single track; length 60'; built 1908

Substructure: Two masonry abutments	93	Cu.yd.	278	8.99	2,499	2,324
Concrete	93	"	2	27.00	54	50
Masonry bridge seats	93	Lin.ft.	2960	0.50	1,480	1,376
Piling						
Superstructure: One steel thru plate girder span 60' long	90 91	Lb.	88000	0.043	3,784	3,445
Sundry items	93				486	452
Total					8,305	7,645

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

111

B. V. Form No. 551

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner Great Northern Railway Company

Approved: F. B. Scheetz

Vaf. Section No. Washington 16 Miles Main Line, \_\_\_\_\_ Miles all Tracks. \*

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

COST OF REPRODUCTION.

(1)	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 Depreciated. (6)
						\$	\$	\$

Acct. No. 5 Title BRIDGES, TRESTLES AND CULVERTS (Continued)  
(I. C. C. classification.)

Steel Bridges (Continued)

Bridge 466 - mile 1784; double track; length 195'; built 1930

Substructure: Ten masonry piers and two masonry abuts.  
Concrete  
Masonry bridge seats  
Piling  
Excavation, common  
Superstructure: Four steel thru plate girder spans  
1/32, 1/32, 1/34 and 1/34" on steel towers  
Sundry items

95		Cu.yd.	1007	8.99	9,053	6,600	
95		"	8	27.00	216	205	
95		Lin.ft.	2380	0.50	1,190	1,131	
95		"	1534	0.50	567	534	
90	91	Lb.	528900	0.043	14,143	12,670	
95					793	753	
<b>Total</b>						<b>26,062</b>	<b>24,193</b>

Bridge 467 - Mile 1784; double track; length 48'; built 1910

Substructure: Two masonry abutments  
Concrete  
Masonry bridge seats  
Piling  
Excavation, common  
Superstructure: One steel deck plate girder span 48'  
long  
Sundry items

95		Cu.yd.	502	8.99	4,513	4,287	
95		"	2	27.00	54	51	
95		Lin.ft.	1230	0.50	615	584	
95		Cu.yd.	574	0.50	287	273	
90	91	Lb.	39700	0.041	1,628	1,481	
95					257	244	
<b>Total</b>						<b>7,354</b>	<b>6,920</b>
<b>Total Steel Bridges</b>						<b>342,755</b>	<b>311,113</b>

Pile and Frame Trestles:

Sixty-four (64) timber trestles - total length 12526.5'  
single track - 12485.5'; double track - 41.0'

Piling  
Stringers  
Other timber  
Iron  
Riprap loose  
" hand placed  
Sundry items

76		Lin. ft.	213440	0.50	109,220	83,007	
76		M.S.M.	1205,300	32.50	39,172	29,771	
76		"	777,300	20.30	25,552	17,900	
76		Lb.	244317	0.04	9,773	7,427	
76		Cu.yd.	4322	1.25	5,403	4,106	
76		"	5715	2.00	13,432	10,205	
76					631	480	
<b>Total Pile and Frame Trestles</b>						<b>201,185</b>	<b>152,699</b>

Masonry Culverts:

48 Masonry Culverts, span 4' or less  
Bubble masonry  
Plain concrete  
Reinforced "  
10 Masonry culverts, span 5' to 8'  
Plain concrete  
Reinforced "  
4 Masonry culverts, span greater than 12'  
Plain concrete  
Reinforced "  
Drainage Tunnels  
Solid rock excavation  
Slab filling  
Common excavation  
Culvert Excavation  
Common excavation  
Hard pan "  
Cedar piling - 12"  
Reinforcing Steel  
Bubble masonry  
Blind drains, loose rock  
Sundry items

76		Cu.yd.	706	8.99	6,347	4,824	
89		"	1794.5	8.99	16,133	14,358	
90		"	171.0	10.49	1,794	1,615	
90		"	1634.4	8.99	14,693	13,234	
90		"	375.3	10.49	3,947	3,552	
90		"	1822.0	8.99	16,380	14,742	
90		"	7323.0	10.49	76,816	69,136	
100		"	943.0	8.35	7,874	7,574	
50		"	541.0	0.25	136	68	
50		"	541.0	5.75	3,111	1,556	
88		"	6528.0	0.50	3,264	2,900	
90		"	2849.0	0.75	2,137	1,923	
90		Lin.ft.	924.0	0.50	462	416	
90		Owt.	6418.55	3.35	21,502	19,352	
78		Cu.yd.	22.3	8.99	200	152	
90		"	447.0	4.60	2,148	1,938	
87					833	733	
<b>Total Masonry Culverts</b>						<b>177,615</b>	<b>158,356</b>

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

MDX

S. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner **Great Northern Railway Company**

Approved: **F. H. Schaetz**

Val. Section No. **Washington 14** Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost of Reproduction.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit.	New, Total.	Less Depreciation.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	

Acct. No. **5** Title **BRIDGES, TRESTLES AND CULVERTS (continued)**  
(I. C. C. classification.)

Pipe and Timber Culverts:

162 Cast iron Pipe Culverts, 6" - 36"	84	M.T.	635,835	45.75	29,089	24,455
1 Wrought iron pipe culvert - 6"	80	Lin. ft.	46	0.75	34	27
1 " " " " 4"	80	"	19	0.48	9	7
1 " " " " 8"	80	"	86	1.00	86	69
1 Corrugated " " " 18"	80	"	83	1.50	124	99
2 " " " " 20"	80	"	200	1.55	465	372
1 Concrete " " " 27"	90	"	32	6.60	211	190
18 " " " " 24"	90	"	655	6.00	3,798	3,418
13 " " " " 30"	90	"	551	7.35	4,050	3,645
8 " " " " 18"	90	"	198	3.95	782	704
8 " " " " 36"	90	"	357	8.75	3,124	2,612
1 " " " " 30" x 36"	90	"	76	7.25	589	505
1 " " " " 24" x 30"	90	"	39	6.00	234	211
8 Vitrified pipe culverts - 4"	80	"	30	0.28	6	6
1 " " " " 12"	80	"	97	1.15	112	90
3 " " " " 30"	80	"	113	4.75	537	450
8 " " " " 36"	80	"	589	3.00	1,747	924
180 Wood box culverts - untreated fir and cedar	50	M.B.M.	896,305	35.75	31,900	15,950
65 Heavy timber culverts - untreated fir	20	Lin. ft.	36908	0.16	9,105	1,821
Iron for Culverts	43	Cwt.	390,05	6.00	1,950	839
Common excavation	60	Cu.yd.	14319	0.50	7,160	4,296
Hard pan "	60	"	4060	0.75	3,045	1,827
Loose rock "	60	"	272	0.75	204	122
Solid " "	100	"	110	1.50	165	165
Bubble masonry	75	"	295.5	8.99	2,657	2,019
Rock paving	85	Sq.yd.	124.7	1.35	168	143
Hand placed riprap	85	Cu.yd.	404	2.00	808	657
Sundry items	77	"			327	175
<b>Total Pipe and Timber Culverts</b>	<b>86</b>				<b>101,778</b>	<b>65,994</b>
<b>Total for Valuation Section</b>	<b>81</b>				<b>1,422,531</b>	<b>1,150,613</b>

Account 8 - TIES

Approved: Louis Hood

Main Track

Cross ties triangle fir treated	50	Each	101	.61	62	51
" #1 " "	50	"	62272	.60	37,365	18,682
" 7x9 sawn fir	50	"	46384	.44	20,409	10,205
" 7x8 " "	50	"	6456	.40	2,582	1,291
" #1 fir	50	"	18824	.41	77,418	38,709
" 7x8 sawn cedar	50	"	2891	.40	1,156	578
" #1 cedar	50	"	19661	.41	8,061	4,051
Bridge ties, fir treated	60	M.B.M.	690,248	15.69	10,820	6,498
" pine fir	50	"	734,181	11.65	8,553	4,277
Switch ties fir treated	50	"	339,355	15.69	5,324	3,088
<b>Total Main Track</b>	<b>51</b>				<b>171,758</b>	<b>87,390</b>

Yard Tracks and Sidings:

Cross ties triangle fir treated	58	58	Each	1543	.61	619	478
" 7x9 sawn fir	58	58	"	2518	.44	1,108	643
" 7x8 " "	58	58	"	13775	.40	5,509	2,795
" 6x8 " "	58	58	"	25	.35	9	5
" #1 fir	58	58	"	72819	.41	29,854	17,516
" #2 " "	58	58	"	25114	.32	8,036	4,661
" 7x8 sawn cedar	58	58	"	278	.40	111	54
" #1 cedar	58	58	"	3538	.41	1,347	793
Bridge ties fir treated	60	M.B.M.	8,028	15.69	126	76	
" " "	58	"	20,568	11.65	240	139	
Crossing ties fir treated	58	"	0,844	15.69	13	8	
Switch ties fir treated	58	"	421,816	15.69	6,616	3,836	
" " "	58	"	7,684	11.65	91	53	
<b>Total Yard Tracks and Sidings</b>	<b>58</b>				<b>53,903</b>	<b>31,266</b>	
<b>Total for Valuation Section</b>	<b>53</b>				<b>225,661</b>	<b>118,656</b>	

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

B. V. Form No. 501

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner **Great Northern Railway Company**

Approved: **G. H. Spenser**

Val. Section No. **Wash. 14** Miles Main Line, \_\_\_\_\_ Miles all Tracks, \_\_\_\_\_

LOCATION (1)	CHARACTER OF PROPERTY AND DESCRIPTION (2)	Condition Per Cent. (3)	Per Cent. At Cost New (4)	UNIT (5)	NUMBER OF UNITS (6)	COST OF REPRODUCTION			
						Per Unit (7)	New, Total (8)	Less Depreciation (9)	
Acct. No. <b>9</b>	Title <b>RAILS</b> (I. C. C. classification.)								
<b>Main Tracks</b>									
	103.066 miles								
	New 90% Open Hearth Rail 1902-1915	75.979 trk. mi.	64 91	Gr. ton	10632.808	39.40	418,235	375,154	
	" 85% " " 1903	10.872 "	8 77	"	1482.154	39.40	57,814	44,085	
	" 85% Bessemer " 1905	28.215 "	51 83	"	2100.358	39.40	122,174	101,404	
	<b>Total Main Track</b>						<b>598,223</b>	<b>520,643</b>	
<b>Yard Tracks &amp; Sidings</b>									
	47.527 miles								
	New 90% Open Hearth Rail 1905-1915: 2,500 "		94 95	"	304.214	39.40	12,074	12,265	
	" 85% Bessemer " 1906-1915: 0.150 "		91 94	"	5.343	39.40	152	143	
	Relay 85% Open Hearth " 1905	8.077 "	100 100	"	811.740	30.50	24,758	24,758	
	" 85% Bessemer " 1891-1907: 24.886 "		91 94	"	2240.575	30.50	123,341	121,291	
	" 60% " " " 3.345 "		74 84	"	307.244	30.50	9,371	7,372	
	<b>Total Yard Tracks &amp; Sidings</b>						<b>175,696</b>	<b>165,837</b>	
	<b>Total for Valuation Section</b>						<b>760,019</b>	<b>687,480</b>	

ACCOUNT 10 - OTHER TRACK MATERIAL

<b>Main Tracks</b>									
	New 90% continuous insulated joints 1902-1915	64 77	joint	144	4.50	619	479		
	" 85% Wolhaupter joints 1905-1915	55 78	"	12354		19,007	14,378		
	" 85% angle bars 1905-1915	54 87	cwt.	1294.08	2.15	20,013	25,232		
	Spikes 1 1/2" x 3/8" - 3/4" screw	80	"	155.88	3.15	525	258		
	" 3/16" x 3/8" - 3/8" drive	50	"	1235.89	2.15	26,365	13,180		
	Bolts 1" x 3/4" - 1" x 1"	59 55	"	2100.40	2.70	7,031	5,050		
	Tie plates	54 84	"	4555.73	2.10	95,880	41,001		
	Anticreepers Standard G. N. Ry.	64 71	"	1687.47	2.50	3,892	2,545		
	Spring frogs 85% - 90%	81 62	each	105		7,336	4,741		
	Rigid " 90% - 91% - 90"	81 65	"	2	84.65	170	111		
	Split switches 85% - 90%	61 65	"	107		6,387	4,598		
	High switch stands	74 77	"	105	12.50	1,313	1,017		
	Switch guard rails	75 80	cwt.	1590.18	4.80	6,354	2,017		
	Relay 85% - 85% bridge & curve guard rail	74 85	gr. ton	62.954	30.05	1,892	1,403		
	Sundry items	60 62				1,371	801		
	<b>Total Main Track</b>					<b>252,985</b>	<b>141,948</b>		
<b>Yard Tracks &amp; Sidings</b>									
	New 90% continuous insulated joints 1905-1915	95 96	joint	52	4.70	244	214		
	" 90% Wolhaupter joint 1905-1915	95 96	"	61	1.90	116	111		
	Relay 85% " " 1905-1907	100 100	"	8391	1.05	6,711	6,711		
	" 85% continuous insulated " 1905-1907	100 100	"	59	2.25	115	115		
	New 90% - 90% angle bars 1905-1915	95 96	cwt.	455.05	2.15	974	335		
	Relay 85% - 85% " " 1885-1907	84 89	"	4355.18	1.50	7,455	6,645		
	" 60% - 60% " " 1880-1882	74 81	"	561.41	1.50	843	442		
	Spikes 3/16" x 3/8" - 3/8" x 3/8"	50	"	3358.79	2.15	6,801	4,351		
	Bolts 1" x 3/4" - 1" x 1"	54 55	"	912.51	2.70	2,462	2,176		
	Tie plates	59 91	"	5275.42	2.10	11,083	10,757		
	Iron rail hangers	85 80	"	1425.52	3.00	4,274	4,492		
	Steel " "	89 91	"	139.82	3.10	433	292		
	Spring frogs 85% - 85%	61 58	"	32		1,974	1,882		
	Rigid " 85% - 85%	61 55	"	99		3,032	3,280		
	" " 85% - 85%	61 55	"	4		105	60		
	Split switches reinforced transit 85% - 90%	61 64	"	120		6,770	4,440		
	" " " " " 85% - 90%	61 63	"	2		103	87		
	" " plain " " 85% - 90%	61 65	"	3		402	265		
	High switch stands	74 77	"	67		835	654		
	Medium " "	75 78	"	18	9.25	163	218		
	Ground throw switch stands	74 74	"	57		689	510		
	Crossing frogs 85% angle 45° - built-up steel	80 84	"	1	162.50	302	206		
	Switch guard rails	75 80	cwt.	1472.25	4.50	6,635	3,822		
	Sundry items	72 78				2,252	1,764		
	<b>Total Yard Tracks &amp; Sidings</b>					<b>69,727</b>	<b>55,395</b>		
	<b>Total for Valuation Section</b>					<b>378,692</b>	<b>197,463</b>		

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

B. V. Form No. 501

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner Great Northern Railway Company

Approved: G. H. [Signature]

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

17-900

LOCATION. (1) CHARACTER OF PROPERTY AND DESCRIPTION. (2) UNIT. (3) NUMBER OF UNITS. (4) COST OF REPRODUCTION. (5) Less Depreciation.

ACCT. NO.	TITLE	UNIT	NUMBER OF UNITS	PER UNIT	NEW TOTAL	LESS DEPRECIATION
<b>ACCOUNT 12 - BALLAST</b>						
<u>Main Tracks:</u>						
	Gravel ballast from House Av. haul 22.7 miles	cu. yd.	43185	.49	211,606	136,454
	" " " Pecharin " 20.0 "	"	20764	.40	83,056	19,987
	" " " Kaiter " 2.0 "	"	10384	.25	2,596	1,306
	" " " Trained " 21.0 "	"	26642	.26	6,927	27,068
	Cinder " " Siphonish " 2.0 "	"	120	.15	18	17
	<b>Total Main Tracks</b>				<b>211,610</b>	<b>156,735</b>
<u>Yard Tracks &amp; Sidings:</u>						
	Gravel ballast from House Av. haul 22.7 miles	cu. yd.	26070	.42	10,929	20,013
	" " " Pecharin " 20.0 "	"	11217	.42	4,721	1,847
	" " " Trained " 21.0 "	"	12122	.28	3,394	1,144
	Cinder " " Various pits " 2.0 "	"	3345	.25	836	778
	<b>Total Yard Tracks &amp; Sidings</b>				<b>19,880</b>	<b>41,801</b>
	<b>Total for Valuation Section</b>				<b>231,490</b>	<b>198,536</b>

ACCOUNT 12 - TRACKLAYING & SURFACING

<u>Main Tracks:</u>						
	Tracklaying & initial surfacing 90¢ to 61¢ rail	mile	100.044	1100.00	110,044	119,875
	" " 90¢ to 61¢ inner guard rail	"	0.562	562.00	316	312
	Placing gravel ballast	cu. yd.	227632	.25	56,908	123,655
	" " cinder "	"	120	.15	18	17
<u>Yard Tracks &amp; Sidings:</u>						
	Tracklaying & initial surfacing 90¢ to 61¢ rail	mile	44.512	900.00	40,061	42,280
	Initial surfacing & tracklaying 80¢ to 60¢ rail	"	1.207	900.00	1,086	1,086
	Placing Gravel ballast	cu. yd.	102125	.25	25,531	24,376
	" " cinder "	"	3345	.15	502	485
	Sundry items					31
<u>All Tracks:</u>						
	Placing turnouts 90¢ to 61¢ with stands	each	250	25.00	6,250	6,250
	" " derails 80¢ split point with stand	"	16	12.00	192	192
	" " tie plates	"	78750	.0125	984	984
	" " anti-croppers	"	9100	.0225	205	205
	" " rail braces	"	11297	.0225	254	254
	" " screw spikes	"	14225	.0025	356	356
	" " & drawing bridge ties	N.B.M.	1222.222	10.50	12,833	12,833
	Sundry items					245
	<b>Total for Valuation Section</b>				<b>243,023</b>	<b>272,645</b>

ACCOUNT 13 - RIGHT-OF-WAY FENCES

Approved: H. J. [Signature]  
Supervising Engineer

<u>All Tracks: 44.929 miles fence</u>						
	3" cedar posts	cu. yd.	12220	0.22	2,688	2,252
	Labor setting posts	"	17122	0.15	2,568	1,340
	Barbed wire 2 point Galv.	cu. yd.	257.05	2.75	707	619
	Longwood posts spaced over 12"	cu. yd.	12220	1.00	12,220	12,220
	Placing lumber	cu. yd.	20,000	0.00	0	0
	Cedar Rail	lin. ft.	10000	0.01	100	64
	Wire stays	each	22215	0.05	1,111	605
	Stay clamps	each	22215	0.05	1,111	61
	Wood gates	each	75	2.00	150	144
	Cattle guards wood surface	"	25	10.70	268	128
	Sundry items				574	405
	<b>Total for Valuation Section</b>				<b>10,223</b>	<b>6,205</b>

Revised page prepared by direction of  
the Commission JAN. 2, 1925

S. 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  
Supervising Engineer

Val. Section No. Wash. 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

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

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)	

Acct. No. 14 Title SNOW & SAND PILES & SNOWSHEDS  
(I. C. C. classification.)

Summary:

Timber, concrete & combination timber & concrete  
28,855.5' total length:

Timber	88	K.B.M.	82,682,000	21.80	1,802,468	987,662
Iron	88	lb.	2,019,879	0.04	80,787	62,477
Reinforcing steel	88	"	4,548,535	0.022	100,068	104,773
Concrete, reinforced	88	Cu. yd.	26,228	10.20	267,336	224,861
" plain mass	88	"	77,342	2.20	170,152	167,400
Dry wall	88	"	1,220	4.00	4,880	5,069
Paving	88	"	871	4.00	3,484	3,545
Fire protection	88	"			28,779	21,787
Excavation, common	88	"	5,885	.50	2,943	1,915
" loose rock	88	"	134,643	.75	101,002	75,282
" solid "	88	"	198,226	1.25	247,783	228,445
Backfill, solid rock	88	"	112,666	.70	78,866	60,404
" other material	88	"	169,911	.40	67,964	72,925
<b>Total</b>	<b>88</b>				<b>3,065,080</b>	<b>2,816,623</b>
<b>Total for Valuation Section</b>	<b>88</b>				<b>3,065,080</b>	<b>2,816,623</b>

ACCOUNT 15 - CROSSINGS AND SIGNS

Approved: O. H. Spencer

Overgrade Crossings:

Overgrade Foot Bridge,  
Wauvenorth to Everett, Sta. 203-14, Mile 1782-

5' wide, 110' long, 3-spans, built 1908:

Timber	78	K.B.M.	8,200	22.80	187	94
Concrete	78	Cu. yds.	10	3.99	40	68
Sundry items	78				14	11
<b>Total</b>	<b>78</b>				<b>241</b>	<b>173</b>

Overgrade Foot Bridge, etc. 212-00, Mile 1781-

5' wide, 111' long, 3 spans, built 1908

Timber	88	K.B.M.	8,800	22.80	199	157
Iron	88	lbs.	220	0.04	9	7
<b>Total</b>	<b>88</b>				<b>208</b>	<b>164</b>

Overgrade Bridge, Hewitt Ave., Everett, Mile 1785-

74' wide, 180' long, 2 thru plate girder spans  
1/70 and 1/80' long; built 1908

Substructure:

Concrete	88	Cu. yd.	6400	8.99	57,336	52,401
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Superstructure:

Timber	88	K.B.M.	82,500	22.80	1,880	1,808
Steel	88	lbs.	28910	0.041	11,922	14,228
Iron	88	"	1720	0.04	69	62
Sundry items	88				2,007	1,806
<b>Total</b>	<b>88</b>				<b>78,380</b>	<b>70,860</b>

78.680

Overgrade Bridge, Broadway Ave., Everett, Mile 1782-

100' wide, 212.4' long, 3 spans, 2/84 and 1/82  
Steel beams on steel bents, built 1915

Substructure:

Filling, treated	88	lin. ft.	1920	0.61	1,171	1,112
Timber	88	K.B.M.	8,200	22.80	231	191
Iron	88	lbs.	510	0.04	20	19
Concrete	88	Cu. yds.	52	8.99	467	432

Superstructure:

Timber, treated	88	K.B.M.	56,000	22.80	1,277	1,201
Steel	88	lbs.	229400	0.041	9,416	10,515
Iron	88	"	1470	0.04	59	55
Sundry items	88				2,077	2,225
<b>Total</b>	<b>88</b>				<b>13,829</b>	<b>14,006</b>

88 Revised page prepared by 18,254 17,572  
direction of the Commission JAN. 5, 1928



V. Form No. 561

INTERSTATE COMMERCE COMMISSION

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

Owner **Great Northern Railway Company**

BUREAU OF VALUATION

Approved: **C. H. Spenser**

Section No. **Wash. 14** Miles Main Line \_\_\_\_\_ Miles all Tracks <sup>9</sup> \_\_\_\_\_

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

Condition Per Cent. (1)  
Per Cent of Cost New. (2)  
UNIT. (3)  
NUMBER OF UNITS. (4)  
COST OF REPRODUCTION.  
Per Unit. (5)  
New, Total. (6)  
Less Depreciation. (7)

Acct. No. **15** Title **CROSSINGS AND SIGNS (Cont'd)**  
(I. C. C. classification)

**Overgrade Crossings, (Continued)**

**Overgrade Bridge, Lombard Ave., Everett, Mile 1783-**  
55' wide, 72' long, one thru pl. girder span; built 1902

**Substructures:**

Timber	65	M.S.M.	3,000	22.60	68	58
Iron	65	Lbs.	150	0.04	6	7
Concrete	90	Cu. yd.	834	8.99	8,087	7,255
" reinforced	90	"	721	16.49	7,663	6,807
Masonry	90	"	173	8.99	1,555	1,400
Reinforcing steel	80	Lbs.	22500	0.632	1,427	1,417

**Superstructures:**

Timber	65	M.S.M.	21,000	22.60	472	407
Steel	65	Lbs.	181200	0.041	5,390	4,299
Iron	65	"	500	0.04	20	17
Sundry items	90				1,434	1,281

**Total** 69 **26,511** **25,256**  
242/1

**Overgrade Bridge, Cakes Ave., Everett, Mile 1784-**  
55' wide, 90' long, 3 deck pl. girder spans, 30' long, on steel bents; built 1902

**Substructures:**

Concrete	90	Cu. yds.	2605	8.99	23,340	22,655
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**Superstructures:**

Timber	65	M.S.M.	25,400	22.60	302	212
Steel	65	Lbs.	129,700	0.041	5,321	4,567
Iron	65	"	200	0.04	8	6
Sundry items	90				772	673

**Total** 69 **27,275** **25,814**

**Total for Overgrade Crossings** 90 **126,455** **127,410**  
/ 63,453

**100 Grade Crossings:**

Common embankment borrow	100	Cu. yd.	70577	0.225	15,679	15,679
Gravel	100	"	2074	0.65	2,468	2,468
Cinder	100	"	1284	0.45	578	578
Common excavation	100	"	2152	0.225	484	484
Loose rock	100	"	450	0.47	212	212
Flanking fix	80	M.S.M.	152,421	20.50	2,545	1,624
Rock paving	85	Sq. Yd.	785	2.25	1,081	902
Riprap, hand placed	100	Cu. yd.	252	2.00	504	504
Iron	80	wt.	109.75	5.00	548	274
Warning signs	75	each	25	4.80	120	120
Bell Tolls	75	"	7	13.50	100	101
Wood box culverts	80	M.S.M.	6,792	28.75	250	122
Highway Bridges	80	"	24,269	28.75	2,572	1,802
Legs - split	80	lin. ft.	2220	0.16	315	108
" plain	20	"	2212	0.16	1,079	274
Sundry items	65				452	162

**Total for Grade Crossings** 81 **21,126** **22,325**

**1708 Signs:**

Mile markers and other signs	65	each	1708		1,209	572
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**Total Signs** 65 **1,209** **572**

**Total for Valuation Section** 90 **128,685** **127,738**  
195,956

Revised page prepared by direction of the Commission JAN. 5, 1928

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner Grant Northern Railway Company

Approved: J. A. Salvin

Val. Section No. Wash. 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks, \_\_\_\_\_

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

(1)	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
			Per Unit. (4)	New Total. (5)	Less Depreciation. (6)
Acct. No. <u>16</u> Title <u>STATION &amp; OFFICE BUILDINGS</u> <small>(I. C. C. classification.)</small>					
<u>Drury, Mile 1690.0-</u>					
Telegraph Operator's Offices: 12'x24' frame, built 1907	75	each	1	761	555
Furniture	70	"		32	32
Platform 222 sq. ft. frame	80	"	1	41	23
" 600 " cinder	80	"	1	34	45
Sundry items	80			134	107
<b>Total</b>	<b>76</b>			<b>1,008</b>	<b>761</b>
Dwellings: 1-story, 12'x22' frame, built 1909	88	"	1	502	427
<b>Total Drury</b>	<b>77</b>			<b>1,504</b>	<b>1,188</b>
<u>Chisankun, Mile 1685.0-</u>					
Passenger & Freight Depots: 1-story 20'x26' frame, built 1911	92	"	1	1,484	1,347
Furniture	90	"		567	519
Platform 1977 sq. ft., frame	90	"	1	871	244
" 2400 " gravel	90	"	1	257	231
Grading 1200 cu. yds. common 125 cu. yds gravel	100			445	445
Sundry items	90			143	133
<b>Total</b>	<b>92</b>			<b>2,153</b>	<b>1,919</b>
Stock Yards: 48'x26' and cmts, built 1909	75	"	1	555	416
<b>Total Chisankun</b>	<b>90</b>			<b>2,707</b>	<b>2,335</b>
<u>Winton, Mile 1687.0-</u>					
Passenger Depots: 1-story 24'x24' frame, built 1911	92	"	1	878	800
Furniture	90	"		110	99
Platform, 1170 sq. ft. cinder	75	"		182	167
Sundry items	90			171	154
<b>Total</b>	<b>92</b>			<b>1,441</b>	<b>1,220</b>
Dwellings: 1-story 20'x22' frame	90	"	1	578	788
Freight Shed: 8'x24' carbody, built 1913	90	"	1	154	139
<b>Total Winton</b>	<b>91</b>			<b>2,470</b>	<b>2,247</b>
<u>Hazen Creek, Mile 1692.0-</u>					
Passenger & Freight Depots: 1-story 24'x24' frame, built 1910	90	"	1	918	828
Furniture	85	"		81	69
Platform 1260 sq. ft. gravel	95	"	1	148	155
Sundry items	90			78	70
<b>Total Hazen Creek</b>	<b>90</b>			<b>1,225</b>	<b>1,122</b>
<u>Merritt, Mile 1694.0-</u>					
Telegraph Operator's Offices: 12'x24', 12'x12' frame, built 1907	88	"	1	741	650
Furniture	90	"		143	116
Platform 1200 sq. ft. gravel	100	"	1	115	115
Sundry items	85			128	109
<b>Total Merritt</b>	<b>86</b>			<b>1,127</b>	<b>990</b>

Form approved Aug. 12, 1915. \* State mileage in thousandths. U. S. GOVERNMENT PRINTING OFFICE: 1915

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. Wash. 14

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

Approved: F. T. Oakley  
Senior Structural Engineer

LOCATION.

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

(1)	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent.	Per Cent. of Cost at Date.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit.	New, Total.	Less Depreciation.
(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	
Acct. No. <u>18</u>	Title <u>STATION &amp; OFFICE BUILDINGS (Cont'd)</u>							
	(L. U. C. classification.)							
<u>Gaymer, Mile 1698.0-</u>								
	Passenger & Freight Depot-							
	1-story 12'x14', frame, built 1907	85		each	1		617	534
	Furniture	80					62	50
	Platform 548 sq. ft.	85		"	1		225	190
	Sundry items	80					258	204
	Total Gaymer		84				1,157	988
<u>Burns, Mile 1702.0-</u>								
	Passenger & Freight Depot-							
	1-story 24'x24', frame, built 1910	90		"	1	953	983	828
	Platform 60 sq. ft. frame	90		"	1	9	9	8
	" 1080 sq. ft. gravel	90				114	114	108
	Piping.....	90				384	384	307
	Sundry items	90				301	301	271
	Total Burns		88			1761	1,761	1,547
<u>Cascade Tunnel - Mile 1709.0-</u>								
	Passenger & Freight Depot-							
	1-story 24'x24', frame, built 1907	75		"	1	1312	1,512	954
	Furniture	70				267	267	187
	Platform 1188 sq. ft. frame	75		"	1	251	251	119
	" 1178 " gravel	75		"	1	124	124	92
	Grading 4780 cu. yds., cement	100				1324	1,324	1,324
	Leans, 19002 sq. ft.	80				644	644	366
	Piping, outside	75				98	98	74
	Sundry items	90				72	72	65
	Total		81			3992	5,922	5,225
	Eating House:							
	2-story 24'x20', 20'x25', 12'x12', frame, built 1910	85		"	1	5774	5,774	4,910
	Furniture	80				546	546	457
	Walks, 1578 sq. ft. frame	85				194	194	165
	Total		85			6,514	6,514	5,532
	Rooming House-							
	1-story 24'x25', frame, built 1901	80		"	1	2445	2,445	1,956
	Furniture	75				52	52	39
	Foot Bridge 6'x25'	90		"	1	152	152	127
	Sundry items	80				391	391	315
	Total		81			3,040	3,040	2,445
	Total Cascade Tunnel		82			13,546	13,546	11,168
<u>Eye, Mile 1711.0-</u>								
	Passenger & Freight Depot-							
	1-story 24'x24', frame, built 1897	80		"	1	2,231	2,231	1,785
	Furniture	75				562	562	422
	Platform 1788 sq. ft. frame	90		"	1	225	225	205
	" 1908 " gravel	90				413	413	372
	Piping, outside	70				1351	1,351	946
	Sundry items	80				628	628	565
	Total		79			5,410	5,410	4,293
	Eating House-							
	2-stories, 24'x25', 1-story 20'x20', lean-to 12'x12', built 1910	85		"	1	6,043	6,043	5,157
	Furniture	80				411	411	329
	Sundry items	85				247	247	210
	Total		85			6,701	6,701	5,696
	Total Eye		82			12,111	12,111	9,869

B. V. Form No. 361

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Great Northern railway

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

Val. Section No. Wash. 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

Approved: F. T. Oakley,  
Senior Structural Engineer

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

(1)	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>16</u>	Title <u>STATION &amp; OFFICE BUILDINGS (Cont'd)</u>		(I. C. C. classification)				
<u>Embo, Mile 1715.0-</u>							
Passenger & Freight Depot- 1-story 12'x54' frame, built 1908	85		each	1	855	855	727
Furniture	80				38	38	30
Platform 912 sq.ft. frame	85		"	1	122	122	104
Sundry items	90				149	149	134
Total		85			1,164	1,164	995
Snow Protection 56'x52' frame	90		"	1	1,512	1,512	1,210
Total Embo		82			2,676	2,676	2,205
<u>Corrae, Mile 1718.0</u>							
Passenger & Freight Depot 1-story 24'x24' frame, built 1910	90		"	1	957	957	861
Furniture	85				72	72	61
Platform 1660 sq.ft. gravel	95				293	293	278
Sundry items	88				122	122	104
Total Corrae		90			1,444	1,444	1,304
<u>Scenic, Mile 1721.0</u>							
Passenger & Freight Depot 1-story 24'x24' frame, built 1909	90		"	1	1,270	1,270	1,148
Furniture	85				382	382	328
Platform 1402 sq.ft. frame	90		"	1	187	187	168
" 7340 " gravel	90		"	1	459	459	418
Sundry items	88				38	38	30
Total Scenic		89			2,336	2,336	2,092
<u>Alpine, Mile 1726.0</u>							
Passenger & Freight Depot 1-story 24'x24' frame, built 1907	85		"	1	911	911	776
Furniture	80				151	151	121
Platform, 210 sq.ft. frame	85		"	1	24	24	20
" 1080 " gravel	85		"	1	82	82	70
Sundry items	90				142	142	125
Total		85			1,310	1,310	1,112
Portable Telegraph Office 24'x24' frame, built 1910	90		"	1	537	537	485
Total Alpine		86			1,847	1,847	1,597
<u>Tonga, Mile 1728.0</u>							
Passenger & Freight Depot 1-story 12'x24' and beams 10'x18' frame	80		"	1	905	905	784
Furniture	75				43	43	32
Walks - 222 sq.ft. frame	80				27	27	23
Sundry items	80				135	135	108
Total Tonga		80			1,110	1,110	947
<u>Skykomish, Mile 1735.0</u>							
Passenger & Freight Depot 1-story 24'x50' frame, built 1900	75		"	1	1,576	1,576	1,382
Furniture	70				516	516	461
Platform 1188 sq.ft. frame	75		"	1	154	154	136
" 3432 "	80				286	286	172
Sundry items	70				184	184	159
Total Skykomish		72			2,716	2,716	2,302

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Great Northern Railway

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

Val. Section No. Wash. 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

Approved: J. A. Galvin

LOCATION. Where but a single percentage is stated it represents both per cents.  
(1) CHARACTER OF PROPERTY AND DESCRIPTION. Condition Per Cent. Per Cent of Cost New. UNIT. NUMBER OF UNITS. COST OF REPRODUCTION. Per Unit. New, Total. Less Depreciation.

Acct. No. 16 Title STATION & OFFICE BUILDINGS (Cont'd)  
(I. C. C. classification.)

Berlin, Mile 1734.0

Shelter Shed

8'x18' frame 80 each 1 45 35  
Platform 600 sq.ft. gravel 80 " 1 204 179  
Sundry items 85 24 20

Total Berlin 80 235 235

Grotto, Mile 1737.0

Sundry items

85 66 66  
Total Grotto 85 66 66

Barring, Mile 1740.9

Shelter Shed

10'x16' frame 90 " 1 62 56  
Furniture 85 38 32  
Platform 1800 sq.ft. gravel 90 " 1 206 185  
Sundry items 75 79 75

Total 90 385 345

Freight House

1-story 8'x35', frame, built 1911

90 " 1 155 140  
Total Barring 90 340 305

Halford, Mile 1742.0

Passenger & Freight Depot:

2-story 16'x32' frame, built 1908 70 " 1 662 649  
Furniture 85 48 31  
Grading, 237 cu.yds. 7 cu.yds. riprap 100 188 183  
Sundry items 70 8 8

Total Halford 76 851 819

Haybrook, Mile 1745.0

Shelter Shed

11'x16' frame 85 " 1 57 54  
Platform 332 sq.ft. frame 90 63 57  
" 225 " cinder 90 32 29  
Sundry items 85 30 28

Total Haybrook 82 152 176

Index, Mile 1747.0

Passenger & Freight Depot

1-story 24'x48' frame, built 1897 70 " 1 1,409 984  
Furniture 70 535 575  
Platform 1044 sq.ft. frame 70 129 93  
" 2124 " cinder 70 270 259  
Sundry items 70 39 33

Total Index 75 2,352 1,779

Reiter, Mile 1752.0

Shelter Shed

10'x17' frame 70 " 1 48 31  
Sundry items 75 56 42

Total Reiter 75 104 73

Gold Bar, Mile 1756.0

Passenger & Freight Depot

1-story 50'x36' frame, built 1912 85 " 1 2,191 2,021

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

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Great Northern Railway

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

Val. Section No. Wash. 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

Approved: J. A. Calvin

12-460

(1)	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>15</u>	Title <u>STATION &amp; OFFICE BUILDINGS (Cont'd)</u>							
	(I. C. C. classification.)							
<u>Gold Bar, Mile 1756.0</u>								
	Passenger & Freight Depot (continued)							
	Furniture	90					674	607
	Platform 2540 sq. ft. frame	95		each	1		361	333
	" 3000 " gravel	95		"	1		307	292
	Grading 1157 cu. yds. gravel	100					335	335
	Piping, outside	90					292	265
	Sundry items	90					24	22
	Total						3,672	3,401
	Eating House							
	1-story 24'x50' frame, built 1912	95		"	1		331	337
	Furniture	90					114	103
	Total						392	340
	Total Gold Bar						8,567	8,341
<u>Start-up, Mile 1758.0</u>								
	Passenger & Freight Depot							
	1-story 12'x18' frame, built 1908	90		"	1		365	779
	Furniture	85					114	97
	Platform 1800 sq. ft. gravel	90		"	1		175	158
	Sundry items	90					101	91
	Total Start-up						1,255	1,125
<u>Sultan, Mile 1762.0</u>								
	Passenger & Freight Depot							
	1-story 24'x105' frame, built 1908	90		"	1		2,210	1,939
	Furniture	85					92	78
	Platform 3338 sq. ft., frame	90		"	1		403	353
	" 2400 " gravel	90		"	1		701	631
	Sundry items	90					127	102
	Total Sultan						3,533	3,103
<u>Monroe, Mile 1769.0</u>								
	Passenger & Freight Depot							
	1-story 30'x115' frame, built 1910	90		"	1		4,357	4,461
	Furniture	85					764	649
	Platform, 1800 sq. ft. frame	95		"	1		1,353	1,390
	" 7500 " gravel	90		"	1		672	608
	Piping, outside	75					199	169
	Sundry items	85					24	20
	Total						8,469	7,274
	Stock Yards							
	40'x25' built 1908	70		"	1		241	99
	Total Monroe						8,610	7,373
<u>Spokane, Mile 1776.0</u>								
	Passenger & Freight Depot							
	1-story 32'x36' frame, built 1903	85		"	1		2,915	1,337
	Furniture	85					643	405
	Platform 3828 sq. ft. frame	85		"	1		449	393
	" 4104 " gravel	85		"	1		1,110	899
	Grading 725 cu. yds. gravel	100					330	330
	Sundry items	85					96	60
	Total						5,463	3,814
	Stock Yards							
	40'x30', 24'x26', built 1910	80		"	1		347	750
	Log Hollways length 45'	75		"	1		605	605

Revised page prepared by direction of  
the Commission  
JAN. 5, 1932

1733

J

S. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Great Northern Railway

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

Val. Section No. Wash. 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

Approved: J. A. Galvin

12-980

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>16</u>	Title <u>STATION &amp; OFFICE BUILDINGS (Continued)</u> (I. C. C. classification.)					\$	\$	\$
<u>Snohomish, Mile 1776.0 (Continued)</u>								
	Engine Platform 220 sq.ft.	75		each	1		226	226
	Total Snohomish		99				7,635	5,489
<u>Lowell, Mile 1782.0</u>								
	Platform 2700 sq.ft. cinder	80		"	1		124	197
	Plankings 35000 sq.ft.	60					4,826	2,808
	Sundry items	60					27	14
	Total Lowell		61				4,997	3,025
<u>Everett, Mile 1784.0</u>								
	Passenger Depot							
	1-story, 44'x256' brick, built 1908 with partial							
	2-story and tower	90		"	1		79,744	71,870
	Furniture	85					5,186	4,408
	Sidewalks, 26889 sq.ft. concrete	90					1,544	1,409
	Retaining wall, concrete	95					2,222	2,111
	Grading	100					3,178	3,178
	Platform, 4200 sq.ft. frame	90		"	1		680	612
	Piping, outside	80					608	482
	Parking, 28720 sq.ft.	90					1,272	1,145
	Shelter Shed, 14'x2970'	80					4,674	3,759
	Planking	75					235	175
	Total		90				91,267	83,139
	Freight House							
	1-story 50'x187' brick, built 1905	90		"	1		9,617	8,670
	Furniture	85					1,746	1,408
	Platform, 6750 sq.ft. frame	70		"	1		1,408	991
	" 1900 " cinder	70		"	1		217	152
	Loading crane	90		"	1		229	209
	Planking, 6100 sq.ft.	70					662	483
	Sundry items	70					90	65
	Sewer piping	70					5,747	2,823
	Total		85				17,809	14,784
	Stock Yard 48'x18' built 1907	70		"	1		650	455
	Total Everett		69				117,616	104,519
	Station Signs							
	Located at Grotto and Rether	90		"	2		18	18
	Total for Valuation Section		84				206,066	176,688

ACCOUNT 17 - ROADWAY BUILDINGS

Mile 1676.0

Watchman's Houses								
18'x16', 10'x16' and 15'x15' with lean-to								
10'x16' and porch, 6'x16' frame, (1905)	80			"	3		514	411
Total Mile 1676			80				514	411

Drury, Mile 1680.0

Bunk House								
8'x27' carbody 1907	75			"	1		121	91
Sundry items	70						284	185
Total Drury			72				405	276

Revised page prepared by direction of  
the Commission JAN. 2, 1928

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner Great Northern Railway Company

Approved: J. A. Selvin

Val. Section No. Wash. 14 Miles Main Line \_\_\_\_\_ Miles all Tracks \_\_\_\_\_

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

(1) \_\_\_\_\_ (2) \_\_\_\_\_ (3) \_\_\_\_\_ (4) \_\_\_\_\_ (5) \_\_\_\_\_ (6) \_\_\_\_\_  
UNIT. NUMBER OF UNITS. Per Unit. New Total. Less Depreciation.  
Condition Per Cent. Per Cent. by Cost. Here.

Acct. No. 17 Title ROADWAY BUILDINGS (continued)  
(I. C. C. classification.)

Chiwaukum, Mile 1684.0

Section House 1 1/2-story 30'x30' frame, built 1891	60	each	1	1,205	777
Bank House 1-story, 16'x24' frame, built 1899	75	"	1	294	225
Bank House 8'x28' carbody 1908	75	"	1	124	100
Tool " 12'x20' frame, built 1892	80	"	1	124	76
Sundry items	60			765	459
<b>Total Chiwaukum</b>	<b>25</b>			<b>1,802</b>	<b>1,778</b>

Merritt, Mile 1694.0

Section House 1 1/2-story 30'x30'; frame, built 1898	60	"	1	1,801	781
Bank House 1-story 16'x24' frame, built 1902	75	"	1	278	221
Sundry items	60			312	187
<b>Total Merritt</b>	<b>25</b>			<b>1,998</b>	<b>1,249</b>

Gaynor, Mile 1697.0

Bank Houses 8'x28' carbodies, built 1907	80	"	2	405	324
Sundry items	80			185	126
<b>Total Gaynor</b>	<b>20</b>			<b>590</b>	<b>450</b>

Mile 1704.0

Watchman's House 16'x22', frame, built 1910	75	"	1	91	68
<b>Total Mile 1704</b>	<b>75</b>			<b>91</b>	<b>68</b>

Cascade Tunnel, Mile 1709.0

Section House 1-story 24'x24', frame, built 1907	84	"	1	1,875	1,156
Bank House 1-story 16'x24' frame, " 1899	70	"	1	439	307
Tool House 12'x20' frame, built 1893	84	"	1	119	67
Powder Houses 1-story 12'x21' concrete, built 1910	25	"	1	628	400
Sundry items	80			276	180
<b>Total Cascade Tunnel</b>	<b>25</b>			<b>2,337</b>	<b>1,910</b>

Eye, Mile 1711.0

Section House 1 1/2-story, 30'x30' with porch, 6'x4', frame, built 1893	68	"	1	1,323	850
Bank House: 8'x28' carbody, built 1907	75	"	1	239	174

Revised page prepared by  
direction of the Commission  
JAN. 5, 1933



B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner Great Northern Railway Company

Approved: J. A. Calvin

Val. Section No. Wash. 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks, \*

LOCATION. (1) CHARACTER OF PROPERTY AND DESCRIPTION. Condition Per Cent. (2) Per Cent. of Cost at Date. (3) UNIT. (4) NUMBER OF UNITS. (5) COST OF REPRODUCTION. Per Unit. (6) New Total. (7) Less Depreciation. (8)

Acct. No. 17 Title ROADWAY BUILDINGS (Continued)  
(I. C. C. classification.)

Eye, Mile 1711.0 (Continued)

Tool Houses: 18'x26' and 12'x18' frame, built 1899-1910	70	each	2	477	354
Sundry items	85			508	453
<b>Total Eye</b>	<b>70</b>			<b>1,575</b>	<b>1,795</b>

Hubro, Mile 1715.0

Watchman's Houses 8'x26' and 8'x28', carbodies, built 1905	75	"	2	497	365
Sundry items	75			208	186
<b>Total Hubro</b>	<b>75</b>			<b>695</b>	<b>520</b>

Carea, Mile 1716.0

Watchman's House 8'x20' carbody, built 1910	85	"	1	284	241
Carbody 8'x22'	85			221	188
<b>Total Carea</b>	<b>85</b>			<b>505</b>	<b>429</b>

Scenic, Mile 1721.0

Section House: 1 1/2-story, 20'x20' with lean-to 18'x20' and porch 10'x20' frame, built 1898	85	"	1	1,577	848
Bunk Houses 18'x24' and 12'x16' frame, built 1899	70	"	2	560	392
Bunk Houses 8'x20' and 8'x24' carbodies, built 1905	70	"	2	556	375
Tool Houses 18'x20' frame, and 8'x26' carbody, built 1899-1905	85	"	2	374	243
Sundry items	70			311	217
<b>Total Scenic</b>	<b>84</b>			<b>3,158</b>	<b>2,095</b>

Alpine, Mile 1724.0

Watchman's House 1-story 8'x20' frame, built 1900	70	"	1	125	108
<b>Total Alpine</b>	<b>70</b>			<b>125</b>	<b>108</b>

Mile 1726.0

Watchman's House 1-story 8'x26' frame, built 1905	70	"	1	124	87
<b>Total Mile 1726</b>	<b>70</b>			<b>124</b>	<b>87</b>

Tonga, Mile 1728.0

Watchman's House 8'x16' with lean-to 4'x16' frame, 1905	75	"	1	112	84
<b>Total Tonga</b>	<b>75</b>			<b>112</b>	<b>84</b>

Mile 1730.0

Watchman's House: 8'x16' with lean-to 6'x16' frame, built 1900	70	"	1	126	89
<b>Total Mile 1730</b>	<b>70</b>			<b>126</b>	<b>89</b>

Revised page prepared by direction of the Commission. JAN 20 1928

V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner Great Northern Railway Company

Approved: J. A. Galvin

Divisional Section No. Wash. 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

12-1950

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>17</u>	Title <u>ROADWAY BUILDINGS (Continued)</u> (I. C. C. classification)					\$	\$	\$

Mile 1730.0

Watchman's Houses 12'x15'; 10'x12' and 8'x15' with lean-to 6'x 12'; frame; built 1905-07-09	75	each	3			375	129
<b>Total Mile 1730</b>	<b>75</b>					<b>375</b>	<b>129</b>

Skykomish, Mile 1735.0

Section House 1 1/2-story, 80'x30' with porch, 6'x30'; frame built 1898	65	"	1			1,365	575
Bank Houses 1-story 16'x22'; frame, built 1895-1905	65	"	2			1,120	722
Bank Houses 8'x28' carbody, built 1905	70	"	2			511	358
Tool House: 12'x20' frame, built 1898	65	"	1			88	56
Sundry items	65					316	193
<b>Total Skykomish</b>	<b>64</b>					<b>3,400</b>	<b>2,195</b>

Halford, Mile 1742.0

Bank Houses 1-story 19'x20' and 15'x22' with lean-to 6'x12' and porch 6'x8'; frame, built 1902	65	"	2			405	262
Bank Houses: 8'x28' carbody, built 1905	70	"	1			269	188
Tool House: 12'x16' frame, built 1902	70	"	1			180	91
Rock Quarry Crusher shed, 24'x24' frame, built 1902	50	"	1			825	188
Platform 24'x34' frame	50	"	1			149	75
Hoist engine	70	"	1			990	599
Derricks, frame	60	"	2			305	435
Equipment	60					195	117
<b>Total</b>	<b>62</b>					<b>2,472</b>	<b>1,537</b>
Sundry items	80					1,896	1,547
<b>Total Halford</b>	<b>82</b>					<b>4,368</b>	<b>3,435</b>

Index, Mile 1747.0

Section House 1 1/2-story 50'x30' with two porches 6'x12' and 8'x12', frame, built 1898	55	"	1			1,345	755
Bank House: 1-story 16'x24' frame, built 1902	70	"	1			288	267
Tool House: 12'x20' frame, built 1898	55	"	1			141	78
Sundry items	55					200	112
<b>Total Index</b>	<b>59</b>					<b>2,074</b>	<b>1,212</b>

Mile 1751.0

Watchman's Houses 10'x12' and 8'x15'; frame, built 1905	60	"	2			115	68
<b>Total Mile 1751</b>	<b>60</b>					<b>115</b>	<b>68</b>

Revised page prepared by direction of the  
Commission JAN. 2, 1950

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner Great Northern Railway Company

Approved: J. I. Galvin

Val. Section No. Wash. 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

LOCATION. (1) CHARACTER OF PROPERTY AND DESCRIPTION. Where but a single percentage is stated, it represents both per cent.   
 Condition Per Cent. Per Cent. Per Cent. UNIT. NUMBER OF UNITS. COST OF REPRODUCTION. Per Unit. New Total. Less Depreciation.

Acct. No. 17 Title ROADWAY BUILDINGS (Continued)  
(I. C. C. classification.)

Reiter, Mile 1752.0

Bunk House 1-story, 11'x24'; frame, built 1905	80	each	1	277	277
Watchman's Houses 8'x10' and 8'x8' frame, built 1905	70	"	2	59	42
<b>Total Reiter</b>	<b>78</b>			<b>336</b>	<b>319</b>

Goldbar, Mile 1756.0

Section Houses 1-story 24'x24' and 25'x28', with porch 5'x7' frame, built 1900-05	80	"	2	1,468	1,170
Bunk Houses 2-story 14'x24' and 1-story 12'x24'; frame and 8'x10' - 1-story frame, built 1912	90	"	2	355	329
Tool House 10'x17' frame, built 1905	75	"	1	122	92
Sundry items	75			58	49
<b>Total Goldbar</b>	<b>80</b>			<b>2,003</b>	<b>1,640</b>

Sultan, Mile 1762.0

Section House 1 1/2-story 15'x22' with locants, 15'x16' and porch, 4'x8'; frame, built 1902	75	"	1	1,174	829
Bunk House 1-story 16'x24' frame, built 1899	88	"	1	274	236
Tool House 12'x12' frame, built 1902	74	"	1	85	62
Sundry items	74			281	230
<b>Total Sultan</b>	<b>78</b>			<b>1,814</b>	<b>1,357</b>

Spokane, Mile 1776.0

Bunk House 1-story 16'x24', frame, built 1900	70	"	1	417	352
Tool House: 12'x20' frame, built 1900	70	"	1	157	112
Sundry items	70			216	164
<b>Total Spokane</b>	<b>70</b>			<b>790</b>	<b>628</b>

Lowell, Mile 1782.0

Tool Houses: 10'x11' frame, built 1905	80	"	1	29	20
<b>Total Lowell</b>	<b>80</b>			<b>29</b>	<b>20</b>

Everett, Mile 1784.0

Section House: 1-story 18'x26' frame, built 1905	70	"	1	236	157
Bunk Houses: 1-story 10'x22' and 18'x20' with locants 7'x5' 10'x12' and 8'x12'; frame, built 1898-1905	85	"	2	244	206
Bunk Houses: 11'x22' carbody built 1905	80	"	1	457	340
Tool House: 8'x12' frame, built 1905	80	"	1	84	67
Sundry items	70			475	308
<b>Total Everett</b>	<b>71</b>			<b>1,496</b>	<b>1,078</b>

**Total for Valuation Section**

**76** **24,305** **24,447**

Revised page prepared by direction of the Commission JAN. 2, 1928

S. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner Great Northern Railway Company

Approved: F. H. Scherwin

Val. Section No. Block 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks, \_\_\_\_\_

12-200

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Per Cent. (1)	Per Cent. (2)	UNIT.	NUMBER OF UNITS. (3)	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. <u>14</u> Title <u>WATER STATIONS</u> (I. C. C. classification.)								
<u>Chivassan, Mile 1694.0</u>								
	Tank 36" dia. x 16" high; wood tub on 16" wood tower; concrete foundation, built 1905	90		each	1		1,700	1,594
	Pipe Lines and Intake 4" wood pipe	90		"			1,867	1,494
	Total Chivassan		90				3,567	3,088
<u>Harritt, Mile 1694.0</u>								
	Tank 30" dia. x 20" high, wood tub on 30" wood tower; concrete foundation, built 1915	100		"	1		2,928	2,528
	Column 10" Sheffield, built 1915	100		"	1		327	327
	Pipe Line and Intake 4 1/2" wood pipe	100		"			5,032	5,032
	Total Harritt		100				6,287	6,287
<u>Berne, Mile 1702.0</u>								
	Tank 36" dia. x 16" high; wood tub on 30" wood tower; concrete foundation, built 1911	90		"	1		1,850	1,736
	Column 10" Sheffield, built 1911	90		"	1		355	355
	Pipe Line and Intake 4 3/4" wood pipe	90		"			2,891	2,408
	Total Berne		90				5,096	4,509
<u>Cascade Tunnel, Mile 1709.0</u>								
	Tank 36" dia. x 16" high; wood tub on wood sills; no tower; built 1908	95		"	1		780	665
	Columns 10" Sheffields, built 1906-1911	90		"	2		1,940	1,116
	Pipe Line and Dam 4 3/4" wood pipe	90		"			3,155	2,532
	Total Cascade Tunnel		95				5,875	4,313
<u>Tye, Mile 1711.0</u>								
	Column 10" Sheffield, built 1910	90		"	1		506	506
	Pipe Line and Dam 1 7/8" wood pipe; log and rock fill dam	90		"			2,795	2,518
	Total Tye		90				3,301	3,024
<u>Rahrs, Mile 1715.0</u>								
	Column 10" Sheffield, built 1909	90		"	1		432	432
	Reservoir and Pipe Line Rubber reservoir 6 1/2" wood pipe	90		"			322	767
	Total Rahrs		90				754	1,209

Revised page prepared by direction  
of the Commission JAN. 3, 1920

I. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Great Northern Railway Company

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

Val. Section No. Wash. 14 Miles Main Line \_\_\_\_\_ Miles all Tracks \*

Approved: H. T. Oakley  
Senior Structural Engineer

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent.	Per Cent of Cost at Rev.	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciation (6)
Acct. No. <u>18</u>	Title <u>WATER TANKS (Continued)</u>					\$	\$	\$
<u>Scenic, Mile 1721.0</u>								
	Tanks: 24' dia. x 16' high wood tub on 12' wood tower wood foundation, built 1907	85		each	1		1,760	1,408
	Pipe Lines & Intakes: 2351' wood pipe	85					1,368	1,339
	Tanks: 24' dia. x 16' high, wood tub on 12' wood tower, concrete foundation, built 1907	85		"	1		1,525	1,296
	<b>Total Scenic</b>		85				<b>4,653</b>	<b>4,133</b>
<u>Alpine, Mile 1726.0</u>								
	Tanks: 24' dia. x 16' high wood tub on 14' wood tower wood foundation, built 1908	85		"	1		1,174	938
	Pipe Lines: 828' iron pipe	85					378	354
	<b>Total Alpine</b>		81				<b>1,552</b>	<b>1,292</b>
<u>Skykomish, Mile 1735.0</u>								
	Column: 10' Sheffield, built 1907	80		"	1		482	394
	Pipe Lines: 1661' iron pipe; 1818' wood pipe	80					3,308	3,116
	Tank: 24' dia. x 16' high, wood tub on 30' wood tower concrete foundation & extra track apron; built 1908	75		"	1		2,480	1,968
	<b>Total Skykomish</b>		78				<b>4,270</b>	<b>3,568</b>
<u>Halford, Mile 1742.0</u>								
	Tanks: 24' dia. x 16' high, wood tub on 35' wood tower concrete foundation, built 1905	75		"	1		3,148	2,611
	Column: 10' Sheffield, built 1912	85		"	1		638	549
	Pipe Lines: 2124' iron pipe, 292' wood pipe	80					2,742	2,724
	<b>Total Halford</b>		80				<b>6,528</b>	<b>5,884</b>
<u>Reiter, Mile 1752.0</u>								
	Tanks: 24' dia. x 16' high, wood tub on 14' wood tower stone foundation; built 1908	85		"	1		1,516	1,269
	Pipe Line & Dam: 1888' wood pipe; log dam	85					1,217	1,034
	<b>Total Reiter</b>		85				<b>2,733</b>	<b>2,303</b>
<u>Gold Bar, Mile 1756.0</u>								
	Tanks: 30' dia. x 20' high, wood tub on 30' wood tower stone foundation, built 1912	75		"	1		3,928	3,728
	<b>Total Gold Bar</b>		75				<b>3,928</b>	<b>3,728</b>

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. Wash. 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks, \_\_\_\_\_

Approved: F. T. Oakley  
Senior Structural Engineer

LOCATION: \_\_\_\_\_ Where but a single percentage is stated it represents both per cents.  
CHARACTER OF PROPERTY AND DESCRIPTION. (1) Original Per Cent. (2) Per Cent. at Date of Valuation (3) UNIT. (4) NUMBER OF UNITS. (5) Per Unit. (6) New, Total. (7) Less Depreciation.

Acct. No. 18 Title WATER STATIONS (Cont'd)  
(I. C. C. classification.)

Kenrose, Mile 1769.0

CHARACTER OF PROPERTY AND DESCRIPTION	Original Per Cent.	Per Cent. at Date of Valuation	UNIT.	NUMBER OF UNITS.	Per Unit.	New, Total.	Less Depreciation.
Tanks: 24" dia. x 16" high, wood tub on 22" wood tower; concrete foundation, built 1910	90		each	1		2,345	2,095
Columns: 10" Otto	90		"	1		495	444
" 10" Pease; built 1910	90		"	1		309	284
Pipe Lines & Dams: 1630' iron pipe; 7127' wood pipe; earth & concrete dam	90					8,296	7,508
<b>Total Kenrose</b>	<b>90</b>					<b>11,445</b>	<b>10,331</b>
<b>Total for Valuation Section</b>	<b>97</b>					<b>62,042</b>	<b>59,024</b>

ACCOUNT 19 - FUEL STATIONS

Cascade Tunnel, Mile 1709.0

Oil Unloading Sheds: 20'x130' frame, locate 15'x21', frame, built 1911	90		each	1		1,745	1,571
Equipment	100					3,455	3,127
Grading	100					880	880
Outside piping	90					1,290	1,157
<b>Total</b>	<b>91</b>					<b>7,370</b>	<b>6,635</b>
Tanks: 30" dia. x 25" steel; built 1911	90		"	1		1,345	1,229
Oil Columns: 8" pipe; concrete pit; built 1911	90		"	1		409	421
Oil Sump & Unloaders: 22" dia. x 8" deep; concrete, built 1911	90		"	1		975	880
<b>Total Cascade Tunnel</b>	<b>91</b>					<b>10,727</b>	<b>9,865</b>

Eye, Mile 1711.0

Mechanical Coaling Plant: Frame, 250 tons capacity, 2-bucket hoist, 50 ton concrete hopper; two gates feeding two tracks; frame engine house; built 1910	90		"	1		10,280	9,255
<b>Total Eye</b>	<b>90</b>					<b>10,280</b>	<b>9,255</b>

Skybonish, Mile 1758.0

Pump Houses: 20'x22' frame, built 1910	90		"	1		725	631
Equipment	90					1,075	954
Outside piping	90					1,207	1,080
<b>Total</b>	<b>85</b>					<b>3,007</b>	<b>2,665</b>
Oil Sheds: 20'x129' frame, built 1910	90		"	1		1,090	981
Oil Tank: 30" dia. x 30" high, steel on 30" steel tower, built 1910	90		"	1		5,554	5,274
Oil Columns: 8" pipe, concrete pit; built 1910	90		"	1		442	390
Oil Sumps: 24" dia. x 11" deep; 2 concrete unloading	90		"	1		1,511	1,360
<b>Total Skybonish</b>	<b>92</b>					<b>14,509</b>	<b>13,066</b>

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

V. Form No. 561

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

Great Northern Railway Company

Approved: F.T. Oakley  
Senior Structural Engineer 12-100

Wash. 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

Section No. \_\_\_\_\_  
Where but a single percentage is stated it represents both per cents.  
CHARACTER OF PROPERTY AND DESCRIPTION.

COST OF REPRODUCTION.

ACCT. NO.	TITLE	CONDITION PER CENT.	PER CENT. OF COST REPR.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.	
						PER UNIT.	NEW, TOTAL.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
12	FUEL STATIONS (Cont'd)						
<u>Gold Bar, Mile 1756.0</u>							
	Oil Tanks:						
	6" dia. x 20'; steel on 15' wood tower, built 1912	95		each	1	789	702
	Pump and Piping	95				86	86
	Total		95			1,125	1,070
	Oil Sumps 25'x25'x9' deep; timber, built 1912	90		"	1	927	824
	Total Gold Bar		95			2,052	1,894
	Total for Valuation Section		91			27,402	24,021

ACCOUNT 20 - SHOPS & ENGINE HOUSES

Cascade Tunnel, Mile 1709.0

	Engine Houses:						
	50'x123' frame, built 1908	80		"	1	1,542	1,260
	Outside piping	88				545	476
	Total		80			1,987	1,736
	Turntable Sheds: 102'x102' frame, built 1910	90		"	1	8,012	7,211
	Grading	100				927	927
	Total		91			8,939	8,138
	Furnishers:						
	92' thru truss; concrete pit; gasoline tractor built 1910	92		"	1	9,228	8,152
	Car Shops:						
	22'x120'; 1-story; frame, with all 22'x20'; 2-story frame, built 1910	85		"	1	3,285	2,808
	Furniture	85				125	102
	Grading	100				247	247
	Total		86			4,657	3,257
	Store Houses: 11'x25' frame, built 1910	80		"	1	187	150
	Oil						
	12'x21', frame, built 1920	80		"	1	197	157
	Furniture & equipment	80				80	64
	Total		80			277	221
	Sundry items	85				212	185
	Total Cascade Tunnel		90			25,822	23,172

Eye, Mile 1711.0

	Show Flaw Shed:						
	22'x154' and 50'x21' frame, built 1912	90		"	1	6,522	5,975
	Outside piping	90				822	742
	Total		90			7,344	6,717
	Sand Houses:						
	12'x20' frame, built 1911	90		"	1	509	472
	Total Eye		90			7,853	7,189

Skyway, Mile 1722.0

	Round Houses:						
	5-stall; 92' long, frame, built 1905	80		"	1	3,741	3,275
	Furniture	80				192	156
	Total		80			3,933	3,431
	Cinder pits: 50' long, timber; brick floor, built 1905	85		"	1	205	177

V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner **Great Northern Railway Company**

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

Divisional Section No. **Wash. 14** Miles Main Line, \_\_\_\_\_ Miles all Tracks, \_\_\_\_\_

Approved: **F.T. Oakley**  
**Senior Structural Engineer**

LOCATION. \_\_\_\_\_  
CHARACTER OF PROPERTY AND DESCRIPTION. \_\_\_\_\_

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

Acct. No. **80** Title **SHOPS & ENGINE HOUSES (Cont'd)**  
(L. O. C. classification)

Skykomish, Mile 1733.0 (Cont'd)

<b>Sand Houses:</b>						
	16'x23' frame, built 1908	70	each	1	459	520
	Sand bin, 15'x23' frame	70	"	1	161	114
	<b>Total</b>	<b>70</b>			<b>620</b>	<b>634</b>
<b>Car Repair Sheds:</b>						
	13'x19' frame, built 1908	70	"	1	161	104
	" " Sheds					
	34' carbody, built 1908	70	"	1	372	150
	<b>Sundry items</b>	<b>80</b>			<b>229</b>	<b>134</b>
	<b>Total Skykomish</b>	<b>70</b>			<b>10,429</b>	<b>4,222</b>

Gold Bar, Mile 1756.0

<b>Engine House &amp; Repair Shop:</b>						
	90'x204' and 55'x70' frame, built 1912	95	"	1	16,767	15,529
	Furniture	95			789	760
	Outside piping	80			2,547	2,420
	<b>Total</b>	<b>94</b>			<b>20,103</b>	<b>18,709</b>
<b>Store Houses:</b>						
	30'x72' frame, built 1912	95	"	2	2,712	2,574
	Covered Shed 30'x31' frame	95	"	1	615	595
	Platform 4196 sq. ft. "	95	"	1	919	878
	Scrap bin; 25'x50' "	95	"	1	307	294
	Furniture	95			279	265
	<b>Total</b>	<b>95</b>			<b>4,825</b>	<b>4,606</b>
<b>Oil Houses: 20'x23' ; frame with concrete basement</b>						
	built 1912	95	"	1	1,477	1,402
	Equipment	95			1,536	1,517
	<b>Total</b>	<b>95</b>			<b>3,013</b>	<b>2,919</b>
<b>Sand Houses:</b>						
	12'x20' frame, built 1912	95	"	1	329	305
	Furniture	95			76	72
	Sand bin 12'x20' frame	90	"	1	84	75
	<b>Total</b>	<b>94</b>			<b>479</b>	<b>452</b>
	<b>Total Gold Bar</b>	<b>94</b>			<b>28,576</b>	<b>26,671</b>
	<b>Total for Valuation Section</b>	<b>90</b>			<b>72,485</b>	<b>68,224</b>

**ACCOUNT 27 - SIGNALS & INTERLOCKERS**

<b>Staff Block System</b>						
	From Leavenworth to Skykomish with track circuits	90			64,292	57,922
<b>Mechanical Interlocking Plant</b>						
	at Skykomish, protecting drawbridges; 4 working levers installed 1914					
	Interlocking	95			2,284	2,170
	Platform	95			69	66
	<b>Total</b>				<b>2,353</b>	<b>2,236</b>
<b>Staff Block System</b>						
	From Everett Jct. to Pacific Ave., Everett, Wash.	90			828	745
<b>Signal Maintainer's Carbody Houses:</b>						
	At Scenic, Winton & Cascade	80	each	3	252.00	457
<b>Steel Hemisphere Type Train Order Signals</b>						
	At Belford, Gold Bar, Monroe, Snohomish & Everett	90	"	5	194.00	370
<b>Swift Type Train Order Signals</b>						
	At Skykomish, Index & Sultan	90	"	3	19.00	57
	<b>Total for Valuation Section</b>	<b>90</b>			<b>68,516</b>	<b>63,288</b>



B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner Great Northern Railway Company

Approved: J. A. Galvin

Val. Section No. Wash. 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks, \_\_\_\_\_

LOCATION. (1) CHARACTER OF PROPERTY AND DESCRIPTION. (2) UNIT. (3) NUMBER OF UNITS. (4) COST OF REPRODUCTION. (5) Per Unit. (6) New, Total. (7) Less Depreciation.

Acct. No. 38 Title POWER DAMS, CANALS & PIPE LINES  
(I. C. C. Classification)

Power Project, Mile 1679.0

CHARACTER OF PROPERTY AND DESCRIPTION	UNIT	NUMBER OF UNITS	Per Unit	New, Total	Less Depreciation
Clearing & grubbing		100		4,001	4,001
Dams concrete, 805' long, built 1908 gates and housing	each	1	24,225 2,778	24,225 2,778	24,705 2,308
Total		28		26,000	27,016
Penstocks 11632' long; 8'-4" diam; 10000' wood stave, 224' of w.l. steel pipe, built 1908 pipe Grading Accessory structures		75 100 80		180,425 110,000 61,719	143,358 110,000 57,547
Total		84		242,124	200,810
Stand Pipes 30" diam. x 24' high, stave; on 115' steel tower, built 1908		28		44,321	40,348
Total Power Project		27		487,154	425,171
Total for Valuation Section		27		487,154	425,171

ACCOUNT 29 - POWER PLANT BUILDINGS

Power Project, Mile 1679.0

Power Houses 55'x155' and 20'x26' brick, 1-story, built 1908		25		70,500	72,500
Total Power Project		25		70,500	72,500

Cascade Tunnel, Mile 1709.0

Power Houses 32'x41' frame, built 1907		20		1,475	1,180
Total Cascade Tunnel		20		1,475	1,180

Tye, Mile 1711.0

Power Houses 30'x45' frame, built 1900		20		2,557	2,210
Grading		100		224	224
Total Tye		21		2,781	2,434
Total for Valuation Section		21		2,781	2,434

ACCOUNT 30 - POWER SUBSTATION BUILDINGS

Cascade Tunnel, Mile 1709.0

Substation Building 1-story 29'x77' brick; built 1907		20		7,110	6,421
Furniture		20		221	199
Grading		100		615	615
Total Cascade Tunnel		21		7,946	7,235
Total for Valuation Section		21		7,946	7,235

Revised page prepared by  
direction of the Commission  
JAN 3, 1928

V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner **Great Northern Railway Company**

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

Al. Section No. **Track 14** Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

Approved: **John R. Thompson**

CHARACTER OF PROPERTY AND DESCRIPTION. Condition Per Cent. Per Cent of Cost at Time. UNIT. NUMBER OF UNITS. COST OF REPRODUCTION. Per Unit. New Total. Less Depreciation.

Acct. No. **51** Title **POWER TRANSMISSION SYSTEMS**  
(I. C. C. classification.)

Power Transmission System from Leavenworth Power Plant to Cascade Tunnel Substation - two 3-wire circuits (23-71 steel wire; 247750 ft. #2 D.A.S. gauge, hard drawn stranded copper conductor); 88000 volt; including insulators, splices, ties, selective switching equipment, protection baskets, warning signs; installed 1908

85	91			47,111	45,915
<b>Total for Valuation Section</b>		<b>91</b>		<b>47,111</b>	<b>45,915</b>

ACCOUNT 52 - POWER DISTRIBUTION SYSTEMS

Gold Bar

Shop Yards:  
Steam lines to shop buildings; installed 1912, including supports; lagging, valves & fittings

85	85			796	678
----	----	--	--	-----	-----

Air lines to shop buildings & repair tracks, installed 1912, including valves & fittings

85	85			55	53
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<b>Total Gold Bar</b>		<b>85</b>		<b>851</b>	<b>708</b>
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Tunnel Electrification

Cascade Tunnel to Tye:  
6600 volt, 3-phase, 25 cycle distribution system, for main line thru tunnel & yard tracks including rail bonding with connection to sub-station; overhead contact system, consisting of two #4/0 copper contact wires (2500 ft. catenary & remainder simple suspension); flexible trolley supports; trolley anchors; insulators; two wire feeder thru tunnel; installed 1909

74	70			58,787	48,691
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<b>Total Tunnel Electrification</b>		<b>74</b>		<b>58,787</b>	<b>48,691</b>
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Cascade Tunnel:  
Low tension distribution system for serving all facilities; installed 1909-10

80	80			530	429
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Steam lines serving all facilities; including underground concrete conduits; installed 1912

75	75			575	451
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<b>Total Cascade Tunnel</b>		<b>79</b>		<b>1,055</b>	<b>880</b>
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Tye

Steam Lines:  
Serving all facilities; including underground concrete conduits, installed 1910

75	75			1,574	1,190
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Low tension Distribution System:  
serving all buildings; including 3 General Electric Type H, Form G, 25-cycle transformers, volts 6600 & 5700/115-220, 15000 watt; pole supports & miscellaneous items; installed 1910

80	85			1,055	872
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<b>Total Tye</b>		<b>85</b>		<b>1,629</b>	<b>1,062</b>
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<b>Total for Valuation Section</b>		<b>78</b>		<b>62,342</b>	<b>50,511</b>
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ACCOUNT 53 - POWER POLE LINES & FIXTURES

Pole lines for transmission System from Leavenworth Power Plant to Cascade Tunnel Substation, 1185 Western Cedar poles, 80' to 85', including guys, crossarms & pole fixtures; installed 1909 and 1912

80	80			32,482	25,939
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Clearing & grubbing for pole line

100	100	acre	22.5	135.00	12,422	12,322
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Revised page prepared by direction of the Commission JAN. 8, 1928

P. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Great Northern Railway Company

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

Locality Wash. 14 Miles Main Line \_\_\_\_\_ Miles all Tracks.\* \_\_\_\_\_

Approved: John R. Thompson

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

Acct. No.	Title	Conditio Per Cent.	Per Cent of Cost Here.	UNIT	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New Total. (5)	Less Depreciation. (6)
53	<b>POWER POLE LINES &amp; FIXTURES (Continued)</b> <small>(I. C. Classification)</small>							
	Pole Lines for Distribution System (Cascade Tunnel to Eye) 137 Western Cedar poles 18' to 55', one 3-track and two 2- track structural steel anchor bridges; guys, cross arms & pole fixtures, installed 1909; including miscellaneous lighting poles at Eye	82	85				7,015	5,792
	Total for Valuation Section		85				52,119	44,358

ACCOUNT 35 - MISCELLANEOUS STRUCTURES

Approved: J. A. Galpin

Truxwater Power Plants

Work Shop: 18'x24' frame	85	each	1			259	200
Dwellings: 24'x24' "	85	"	2			1,820	1,547
Dwellings: 16'x24' "	85	"	1			548	465
Furniture	85					50	45
Sundry items	85					530	440
Total						1,115	946
Total Truxwater						3,194	2,713

Cascade Tunnel, Mile 1709.0

Dwellings:							
1-story 23'x24' and 24'x25', with lean-to 9'x12' and 10'x11', porch 4'x5'; frame, built 1910-1911	81	"	2			1,547	1,006
" "							
6'x20' and 6'x25'; carbody; with lean- to 9'x23' and 7'x12'; porch 6'x12' and 4'x5' frame, built 1907	75	"	4			1,013	760
Sundry items	85					360	304
Total Cascade Tunnel						2,920	2,166

Eye, Mile 1711.0

Dwellings:							
1-story 24'x24', with lean-to 6'x12' and porch 6'x24' built 1910	90	"	4			3,547	3,021
Sundry items	90					477	400
Total Eye						3,824	3,421

Skykomish, Mile 1733.0

Bunk Houses:							
1-story 16'x24', 10'x12', 12'x15', 10'x12'; frame, built 1910 - 1911	85	"	5			630	535
Lineman's Sheds:							
9'x25' carbody, built 1908	85	"	1			208	181
Total Skykomish						838	670

Halford, Mile 1742.0

Bunk House:							
1-story 15'x25', frame, built 1908	85	"	1			155	107
Total Halford						155	107

Revised page prepared by  
direction of the Commission  
JAN. 5, 1928

B. V. Form No. 501

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner **Great Northern Railway Company**

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

Val. Section No. **Wash. 16** Miles Main Line \_\_\_\_\_ Miles all Tracks \* \_\_\_\_\_

Approved: **J. A. Galvin**

12-1950

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	CLASSIFICATION	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
					Per Unit.	New Total.	Less Depreciation.
(1)		(2)	(3)	(4)	(5)	(6)	
<p>Acct. No. <b>85</b> Title <b>MISCELLANEOUS STRUCTURES (Cont'd)</b> (I. C. Classification)</p>							
<b>Gold Bar, Mile 1756.0</b>							
	Bank House; 10'x40' casbody, built 1912	85	each	1		435	411
	<b>Total Gold Bar</b>	<b>85</b>				<b>435</b>	<b>411</b>
<b>Mile 1768.0</b>							
	Watchman's House:						
	1-story 28'x31' frame, built 1909	80	"	1		354	309
	Sundry items	80				158	158
	<b>Total Mile 1768.0</b>	<b>87</b>				<b>512</b>	<b>467</b>
<b>Everett, Mile 1768.0</b>							
	Storehouses:						
	2-story 25'x35' frame, built 1904	75	"	1		597	538
	Furniture	75				148	109
	Flanking, 2650 sq. ft.	75				230	185
	<b>Total</b>	<b>75</b>				<b>975</b>	<b>832</b>
	<b>Total Everett</b>	<b>75</b>				<b>975</b>	<b>832</b>
	<b>Total for Valuation Section</b>	<b>85</b>				<b>12,725</b>	<b>10,727</b>

ACCOUNT 86 - PAVING

Approved: **H. J. Saunders**  
Supervising Engineer

4" brick paving	78	sq. yd.	220.0	2.50	550	725
6"x12" concrete curb	88	lin. ft.	422.0	0.25	105	151
Concrete walk	88	sq. yd.	380.0	1.10	418	370
Flanking, untreated fir	80	M.L.F.	18,000	17.25	310	152
Iron	80	wt.	5.00	5.00	25	14
Concrete retaining wall	86	cu. yd.	42.0	5.00	210	275
5" concrete base, 8" wearing surface	80	sq. "	212.0	1.50n	318	250
<b>Total for Valuation Section</b>	<b>81</b>				<b>2,322</b>	<b>2,118</b>

ACCOUNT 87 - ROADWAY MACHINES

Approved: **C. H. Mueller**  
Senior Mechanical Engr.

<b>Road Cars:</b>							
8-whe capacity	70	70	each	17	28.50	484	532
12- " "	70	70	"	4	44.17	176	150
<b>Total Road Cars</b>						<b>660</b>	<b>682</b>
Push Cars: 5000# capacity	80	80	"	26	21.80	566	304
Tricycles: #1 Sheffield	70	70	"	5	27.25	136	110
Motor Cars: N-1; Hoist-Adapt	80	80	"	2	178.50	357	331
Rail Handling Machine: Franklin	80	80	"	1	325.75	325	275
Tie " " "							
Hydraulic engine; cylinders 7"x10"; double drums; vertical boiler 28"x24"; American; built by Great N. Ry. Co.	80	80	"	1	1011.52	1,011	1,024
Tower Cars: Telescoping type	80	80	"	1	68.12	68	62
Rigid type	70	70	"	1	45.84	45	32
<b>Total Tower Cars</b>	<b>70</b>					<b>113</b>	<b>94</b>
<b>Total for Valuation Section</b>	<b>78</b>					<b>4,067</b>	<b>3,064</b>

Revised page prepared by  
direction of the Commission JAN. 3, 1952

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

V. Form No. 501

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

Owner Great Northern Railway Company

Approved C.H. Kessler

Val. Section No. Wash. 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks, \_\_\_\_\_

Approved Senior Mechanical Engineer

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

Appt. No. 89 Title ROADWAY SMALL TOOLS  
(I. C. C. classification.)

M.P. 1674.50 to M.P. 1784.53

CHARACTER OF PROPERTY AND DESCRIPTION	Classification	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
				Per Unit	New, Total	Less Depreciation
Section Tools in Tool Houses	70	set	18	116.70	2,101	1,671
Extra gang tools in tool cars	70	"	8	817.50	652	652
Signal tools in Maintainer's House	85	"	7	182.70	1,272	1,087
Lineman's tools at Cascade Tunnel	80	"	1	220.65	221	174
<b>Total for Valuation Section</b>	<b>78</b>				<b>4,255</b>	<b>3,190</b>

ACCOUNT 44 - SHOP MACHINERY

Skaykanish

Engine Houses						
Tools & devices, hand & portable miscellaneous lot	70	71			1,105	721
<b>Total Skaykanish</b>		71			<b>1,105</b>	<b>721</b>

Cold Bar

Engine House & Shop							
Boilers; locomotive type; oil fuel; 60"x22'-0"; 125 H.P.; 110# working pressure; Pennsylvania Boiler Works, 1918; including stack, breeching, lagging, blowoff and accessories	86	88	each	2	1337.00	2,734	2,439
Engines; vertical; cylinders 7"x2", Clark, 1918; including piping & accessories	85	88	"	1	206.00	206	182
Air Compressor; straight line (originally 2-stage Hand gas compressor; new in 1903; rebuilt by Great Northern Ry. Co., in 1918, by supplying new subbase & new air-cylinder; cylinder 10"x16"x14"; including 2 receivers 22"x2'-0" and piping	100	100	"	1	1601.00	1,601	1,601
Lathe; gap; 18"x22"x12'-0"; belt drive; Bennett, 1922	80	80	"	1	1239.00	1,239	1,120
Shaper; traversing head; 18"x22'-0"; belt drive; Bennett 1922	87	88	"	1	1849.00	1,849	780
Drill press; vertical, 28"; belt drive, Aurora, 1912	82	89	"	1	515.00	515	377
Grinder; angle; 18"x22", No. 8; belt drive, Safety Heavy Wheel Co., 1912	83	82	"	1	84.00	84	72
Blower; pressure; No. 4, belt drive; New York Blower Co., 1912	85	84	"	1	77.00	77	58
Wagon, built by Gr. No. Ry. Co., 1912, including piping	88	89	"	1	46.00	46	41
Drop Pit Jacks for driving wheels, built by Great Northern Ry. Co., 1912	90	91	"	2	176.00	352	319
Pump, duplex, cylinders 6"x2"x2"; Smith-Taylor; including piping	50	51	"	1	194.00	194	63
Pump, single; cylinders 5 1/2"x2-1/4"x2", Wells, including piping	50	51	"	1	185.00	185	94
" duplex, cylinders 18"x2"x12", Gardner; 1912	88	89	"	1	564.00	564	501
Steam piping; high & low pressure; installed 1912; including valves and fittings	85	85				337	287
Shafting, hangers & pulleys; installed 1912	83	83				119	106
Tools & devices, hand & portable, miscellaneous lot	70	71				2,519	1,781
<b>Total Cold Bar</b>	<b>82</b>					<b>11,909</b>	<b>9,768</b>

\* State railroads in thousands.

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. Waba 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks. \*

Approved: G. H. Kessler  
Senior Mechanical Engr. 12-900

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Classification 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)		
Acct. No. <u>44</u>	Title <u>SHOP MACHINERY (Cont'd)</u>							
<b>Cascade Tunnel:</b>								
	Motor Shop:							
	lathes, engine, 18"x22"-0", belt drive, Miles 1891	36	37	each	1	501.00	501	239
	Drill press; vertical; 22" " Ballard	35	37	"	1	91.00	91	36
	Shaper; rack type, 20" stroke, " Handy	37	58	"	1	703.00	703	405
	Air compressor set; duplex, geared type; including motor, Gen'l Electric; 1909; including wiring; two 16"x24"-0" receivers, valves and piping	60	80	"	1	565.00	565	324
	Crane; overhead; 19'-0" span; hand traversed, Whiting; 1909; including 10 ton triplex hoist	90	90	"	1	723.00	723	357
	Forge, grinder, buffer & grindstones; miscellaneous lot	75	75				51	24
	Motor, induction, 20 H.P., Gen'l Electric, 1911 including wiring	75	75	"	1	287.00	287	113
	Shafting, hangers & pulleys	85	87				81	39
	Balting, leather, miscellaneous lot	75	75				45	20
	Tools & devices, hand & portable, miscellaneous lot	70	71				1,445	1,019
	<b>Total Cascade</b>		69				4,485	2,177
	<b>Total for Valuation Section</b>		78				17,670	11,758

ACCOUNT 45 - POWER PLANT MACHINERY

Approved: John R. Thompson

Cascade Tunnel:

Power Plant:

	Boiler, locomotive type, 60"x22'-4", 100# working pressure; 100 H.P., oil fuel, rebuilt 1910, including stack, lagging and jacket	60	60	"	1	1,439.00	1,439	653
	Pump, duplex; cylinders 6"x24"x5"; Fairbanks-Morse; 1913 including lubricator	60	60	"	1	141.00	141	65
	Piping, steam, oil, water; miscellaneous lot; including gauges, tanks, traps, valves & fittings	80	80				427	242
	Tools & devices, hand & portable, miscellaneous lot	70	70				16	11
	<b>Total Cascade Tunnel</b>		64				1,923	1,051

Eye:

Power Plant:

	Boilers, locomotive type, 66"x22'-4"; 100# working pressure; 125 H.P.; including stacks, lagging & jacket	75	75	"	2	1,461.00	2,922	2,162
	Pump, duplex, including lubricator	75	76	"	1	140.00	140	106
	Piping, steam & water; miscellaneous lot, including gauges, tanks, traps, valves & fittings installed 1910	80	80				442	254
	Tools & devices, hand & portable; miscellaneous lot	70	70				34	24
	<b>Total Eye</b>		76				5,498	2,646

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. Wash. 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

Approved: John R. Thompson

12-100

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

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

Acct. No. 65 Title POWER PLANT MACHINERY (Continued)  
(I. C. C. classification)

Leavenworth

Main Power Plant (Tumwater Canyon):

Turbine water wheels; Victor Francis type, direct connected to 2000 K.V. generator, size 42", 5720 r.p.m. rated horsepower, units 1 and 2, 4000 H.P. each, unit 3, 4500 H.P., head 70' and 64'; Platt Iron Works, 1909, including draft tubes, gate valves, flanges, tachometers, pressure & vacuum gauges, foundation beams and piping 80 81 each 3 46,966 88,094

Turbine water wheels; Victor Francis type, direct connected to 100 K.V. generators; size 15", 750 r.p.m. rated H.P. 175; head 75'; Platt Iron Works, 1909 including draft tubes, gate-valves, flanges, foundation beams and piping 80 80 " 2 1513.00 5,030 2,430

System of control apparatus for 3 turbine water wheels, including 2 oil pressure pumps each driven by 7 1/2 H.P., direct current "forceless" motor; three type M, size 3, Sturgess governors for main turbine two Type M, size 1, Sturgess governors for exciter turbines; electric control apparatus & wiring; oil piping, valves & fittings; relief valves & piping; Lullier Valve Company 1909 80 80 " 3,298 7,458

Generators; A.C.; direct connected to water-wheels type A.T.B.; form 3; voltage 6600; 575 r.p.m.; spheres 219; 25 cycles; 2500 K.V.; General Electric 1909, (foundations included in water-wheels, above) 80 81 " 3 74,710 80,510

Generators; D.C.; direct connected to water wheels type M.P.; form A; voltage 125; spheres 308; 750 r.p.m.; 100 K.V.; Gen'l Electric; 1909 80 81 " 3 1291.00 2,862 2,086

Generator; D.C.; voltage 125; spheres 308; r.p.m.; 100 K.V.; Northern Electric, not installed 100 100 " 1 661.00 651 651

Main switch board; black marine finish, 3- 18"x30" panels; 2 - 20"x30" panels, 1- 24"x30"; including all instruments for main and exciter generators feeders for transformers, rheostats, etc.; Gen'l Electric, 1909 80 81 " 6,402 5,158

Power Plant wiring; including lightning arrestors; supports & brackets; miscellaneous job, installed 1909 80 81 " 3,754 5,080

Switch & bus oil structure 45'-2" x 25'-3" x 12'-6" hard burned brick; slate barriers; transite doors, 6600 volt buses; 3300 volt buses; conduits & wiring, Gen'l Electric; 1909 80 81 " 1,868 1,501

Transformers; oil insulated; water cooled, type W. G.; form B-1; 25 cycles; 550 K.V.A.; single phase; volts 19100/33000, Y 3300/6600; Gen'l Electric; four 1909, one 1912; including buses & wiring 80 82 " 6 3265.00 16,325 13,378

Repair apparatus for handling transformers, including truck, truck & pedestals 80 81 " 160 130

Air compressor set; motor driven; street car type; 2 cylinder; Gen'l Electric 1909; including receivers & wiring 80 85 " 1 164.00 164 140

Water rheostats for absorbing regenerative load from locomotives; including hydraulic operating mechanism & governing units, each consisting of 5 H.P. single phase vertical motor driving Curtis centrifugal governors; wiring 80 81 " 2 697.00 1,394 1,153

Power plant service transformers; type H, form 3; 25 cycles, voltage 6600/125; 15 K.V.; General Electric, 1909, including wiring 80 85 " 3 267.00 584 459

Revised reproduction of the Commission JAN. 5, 1928

I. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner Great Northern Railway Company

Approved: John R. Thompson

Val. Section No. Wash. 14 Miles Main Line, \_\_\_\_\_ Miles all Tracks,\* \_\_\_\_\_

12-1950

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent.	Per Cent. of Cost Recv.	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>45</u>	Title <u>POWER PLANT MACHINERY (Cont'd)</u> <small>(I. C. Classification)</small>							
<u>Leavenworth, Cont'd</u>								
<u>Main Power Plant, Cont'd</u>								
	Power plant piping, air, oil & water; miscellaneous lot, installed 1909	75	75				558 558	418 418
	Crane, overhead bridge type; electrically operated; 20 tons capacity; span 49'-4"; hoist motor 15 1/2 H.P.; travel motor 19 1/2 H.P.; carriage motor 10 H.P.; Whiting, 1909, including trolleys & wiring	88	89	each	1	3666. 3666.00	3666 3,666	3245 3,245
	Tools & devices, hand & portable, miscellaneous lot	70	71				814 814	573 573
	<b>Total Leavenworth</b>		81			172840	172,840	140,544
	<b>Total for Valuation Section</b>		81			178361	178,361	144,491

ACCOUNT 46 - POWER SUBSTATION APPARATUS

Cascade Tunnel:  
Substations:

	Power transformers; type V.C. form B-1; 25-cycle; 19100/22000, 1 2200/2200; with cast iron roller bases; Gen'l Electric; 1909	80	81	"	4	20423.	20,423	16,347 16,347
	Service transformers, lot of 6 as follows: 1- 25 cycle, single phase, type H, form G volts 6600/2200 capacity 20000 watts; 2 - 25 cycle single phase, type H, form G, volts 575/220, capacity 10,000 watts; 3 - 25 cycle, 3-phase, type H.T., form G, volts 6600/220 - 198 Hydex'l Electric, 1909, including vitrified brick housing	80	81			1750.00	1,750	1,409 1,409
	Switch board & switch board apparatus, including all disconnecting switches, detectors, busses & supporting structures, service transformers, brick cell structure circuit breakers, brick cell structure for remote control switches & permanently mounted instruments; Gen'l Electric; 1909, miscellaneous lot	80	81			7247	7,247	5,834 5,834
	Protective apparatus, including cable coils, lightning arresters, expulsion fuses & supporting rack, guards, resistances & structural steel lightning arrester compartments; Gen'l Electric, 1909, miscellaneous lot	80	81			2362	2,362	1,901 1,901
	Substation wiring, including bushings, insulators & conductors (in substation); Gen'l Electric, 1909, miscellaneous lot	75	77			488	488	376 376
	Apparatus for handling transformers, consisting of truck & track; installed 1909	80	88			121	121	99 99
	Substation piping, air, oil and water; installed 1909, miscellaneous lot	80				140	140	112 112
	Testing instruments; portable, miscellaneous lot	75	76			142	142	108 108
	<b>Total Cascade</b>		80			33673	32,673	26,186
	<b>Total for Valuation Section</b>		80			34673	32,673	26,186

Revised page prepared by  
direction of the Commission  
JAN. 3, 1950