

MDT

B. V. Form No. 563

Owner **Great Northern Railway company**Operating Company **do**Division **Montana**Valuation Section No. **Montana 6**From **M. P. 117.41** to **M. P. 215.25****97.804** Miles Main Line, **116.946** Miles all Tracks.INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATIONSUMMARY SHEET
WHOLLY OWNED AND USEDDate of Inventory as of **June 30** 19**15**Date Compiled **February 16** 19**22**Compiled by **LHA - HAP**Correct **Louis Hood** Report **Engineer**Approved **Carl C. Witt** Engineer

R. and E. Account Number (6)	CLASSES (3)	ORIGINAL COST TO DATE (4)	COST OF REPRODUCTION		R. and E. Account Number (6)	REMARKS (7)
			New (4)	Less Depreciation (5)		
	I. ROAD:	\$	\$	\$		
1	Engineering,		143,581	143,581	1	
2	Land for transportation purposes,				2	
3	Grading,		1,165,028	1,148,549	3	
4	Underground power tubes,				4	
5	Tunnels and subways,		186,257	184,776	5	
6	Bridges, trestles, and culverts,		386,970	336,422	6	
7	Elevated structures,				7	
8	Ties,		253,997	126,999	8	
9	Rails,		426,041	408,059	9	
10	Other track material,		149,242	120,631	10	
11	Ballast,		161,509	134,007	11	
12	Track laying and surfacing,		220,999	176,799	12	
13	Right-of-way fences,		32,581	16,291	13	
14	Snow and sand fences and snowsheds,		3,536	1,768	14	
15	Crossings and signs,		8,986	6,936	15	
16	Station and office buildings,		124,526	108,939	16	
17	Roadway buildings,		24,682	13,854	17	
18	Water stations,		26,708	19,783	18	
19	Fuel stations,		9,611	6,414	19	
20	Shops and engine houses,				20	
21	Grain elevators,				21	
22	Storage warehouses,				22	
23	Wharves and docks,				23	
24	Coal and ore wharves,				24	
25	Gas producing plants,				25	
26	Telegraph and telephone lines,				26	
27	Signals and interlockers,		4,919	4,194	27	
28	Power dams, canals, and pipe lines,				28	
29	Power plant buildings,				29	
30	Power substation buildings,				30	
31	Power transmission systems,				31	
32	Power distribution systems,				32	
33	Power line poles and fixtures,				33	
34	Underground conduits,				34	
35	Miscellaneous structures,				35	
36	Paving,				36	
37	Roadway machines,		3,363	2,555	37	
38	Roadway small tools,		1,702	851	38	
39	Assessments for public improvements,				39	
40	Revenues and operating expenses during const.				40	
41	Cost of road purchased,				41	
42	Reconstruction of road purchased,				42	
43	Other expenditures—Road,				43	
44	Shop machinery,		30	18	44	
45	Power plant machinery,				45	
46	Power substation apparatus,				46	
47	Unapplied construction material and supplies,				47	
	Total, 1 to 47, inclusive		3,334,268	2,961,426		
	II. EQUIPMENT:					
51	Steam locomotives,				51	
52	Other locomotives,				52	
53	Freight-train cars,				53	
54	Passenger-train cars,				54	
55	Motor equipment of cars,				55	
56	Floating equipment,				56	
57	Work equipment,				57	
58	Miscellaneous equipment,				58	
	Total, 51 to 58, inclusive,					
	III. GENERAL EXPENDITURES:					
71	Organization expenses,				71	
72	General officers and clerks,				72	
73	Law,				73	
74	Stationery and printing,				74	
75	Taxes,				75	
76	Other expenditures—General,				76	
	Interest during construction,					
	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. 1263

MDT

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section

Owner Great Northern Railway CompanyApproved: C. H. SpencerVal. Section No. Montana 6

Miles Main Line, _____ Miles all Tracks, _____

LOCATION.

CHARACTER OF PROPERTY AND DESCRIPTION.

Condition
Per Cent.
Per Cent.
New.

UNIT.

NUMBER OF
UNITS.

COST OF REPRODUCTION.

Per Unit.

New, Total.

Less Depreciation.

Acct. No. 3 Title GRADING

(I. C. D. classification.)

M. P. 117.41 to M. P. 215.25 - Great Falls to Helena

All Tracks:

	100	Acres	285.36	33.00	9,417	9,417
Clearing	100	"	44.37	176.50	7,831	7,831
Grubbing	100	Cu. yd.	590,271	.215	126,908	126,908
Excavation - common	100	"	216,364	.33	71,400	71,400
" hard pan	100	"	64,746	.44	28,488	28,488
" loose rock	100	"	358,306	.88	315,309	315,309
" solid "	100	"	166,791	.215	358,601	358,601
Embankment borrow - common	100	C. Y. Sta.	136,803	0.0125	17,100	17,100
Team overhaul - 500' free haul	100	"	10060		2,074	2,074
Train haul						

Protection of Roadway

	50	Lin. ft.	12086	0.24	2,901	1,450
Cribs, filling	50	M. B. M.	395,065	27.75	10,963	5,482
" timber	50	Cu. yd.	9683	1.75	16,945	8,472
" rock filling	50	Cwt.	259.84	5.00	1,299	650
" iron	72	Cu. yd.	273	4.55	1,242	894
Masonry - dry rubble	100	"	59,278	1.50	88,917	88,917
Loose riprap	100	"	52,250	2.00	104,520	104,520
Hand placed riprap	82				433	356
Sundry items	100	Cu. yd.	3164	.215	680	680
Additional ballast material, 24" to 42" below tie						

Total for Valuation Section

99

1,165,028 1,148,549

Account 5 - TUNNELS AND SUBWAYS

Tunnel 1. M. P. 155.5 - 823 ft. long; timber lined

	100	Cu. yd.	7179	3.70	26,562	26,562
Solid rock excavation	100	"	3230	3.70	11,951	11,951
Common	93	M. B. M.	240,022	40.00	9,601	8,929
Timber lining in place	93	Lb.	1760	0.05	89	83
Iron						
Total	99				48,203	47,525

Tunnel 2. M. P. 161.7 - 171 ft. long; unlined

	100	Cu. yd.	2040	3.70	7,548	
Solid rock excavation						
Total	100				7,548	7,548

Tunnel 3. M. P. 164.7 - 570 ft. long; unlined

	100	Cu. yd.	7231	3.70	26,755	
Solid rock excavation						
Total	100				26,755	26,755

Tunnel 4. M. P. 181.5 - 362 ft. long; timber lined

	100	Cu. yd.	5093	3.70	18,844	18,844
Solid rock excavation	93	M. B. M.	22,316	40.00	893	830
Timber lining in place	94				82	77
Sundry items						
Total	100				19,819	19,751

Tunnel 5. M. P. 183.6 - 589 ft. long; concrete over timber lining

	100	Cu. yd.	12500	3.95	49,375	49,375
Solid rock excavation	93	Cord	126.1	7.00	883	821
Timber lining in place	98	Cu. yd.	3216	10.00	32,160	31,517
Concrete lining	98				1,514	1,484
Sundry items						
Total	99				83,932	83,197

Total for Valuation Section

99

186,257

184,776

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of the Commission Jan. 3, 1928.

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MID

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INTERSTATE COMMERCE COMMISSION BUREAU OF VALUATION

Owner Great Northern Railway Company

Sheet No. _____ of this valuation section

Val. Section No. Montana 6 Miles Main Line, _____ Miles all Tracks, *Approved: F. B. Scheetz

12-600

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent. as Rep. New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
(1)			(2)		(3)	\$	\$	\$
Acct. No. <u>6</u>	Title <u>BRIDGES, TRUSTLES AND CULVERTS</u> (I. C. C. classification.)							
Steel and Combination Bridges:								
Bridge 13 - single track; length 50'; built 1900								
Substructure: Two masonry abutments								
	Concrete	85		Cu. yd.	86	9.51	818	695
	Masonry	85		"	175	9.51	1,664	1,414
	" bridge seats	85		"	0.7	27.00	46	39
Superstructure:								
	One steel thru plate girder span - 50' long	75	77	Lb.	52290	0.045	2,353	1,812
	Sundry items	85					107	91
	Total			81			4,988	4,051
Bridge 15 - single track; length 97'; built 1909								
Substructure: One masonry pier and two masonry abts.								
	Concrete	95		Cu. yd.	307	9.51	2,920	
	Masonry bridge seats	95		"	3.5	27.00	97	
	Excavation, dry	95		"	370	0.50	185	
Superstructure: Two steel thru plate girder spans								
	48' long	95	95	Lb.	133550	0.045	6,010	
	Sundry items	95					503	
	Total			95			9,715	9,229
Bridge 20 - single track; length 25'; built 1900								
Substructure: Two masonry abutments								
	Concrete	85		Cu. yd.	40	9.51	380	323
	Masonry	85		"	24	9.51	228	194
	" bridge seats	85		"	1.4	27.00	38	32
Superstructure: One steel thru plate girder spans -								
	24' long	75	77	Lb.	19540	0.045	879	677
	Sundry items	85					115	98
	Total			81			1,640	1,324
Bridge 21 - single track; length 19'; built 1902								
Substructure: Two masonry abutments								
	Concrete	85		Cu. yd.	29	9.51	276	235
	Masonry	85		"	21	9.51	200	170
	" bridge seats	85		"	1.7	27.00	46	39
Superstructure: One steel thru plate girder span -								
	18' long	75	77	Lb.	11490	0.045	517	398
	Sundry items	85					69	59
	Total			81			1,108	901
Bridge 23 - single track; length 537'; built 1909								
Substructure: Six masonry piers and two masonry abts.								
	Concrete	85		Cu. yd.	1763	9.51	16,766	14,251
	Masonry bridge seats	85		"	14.7	27.00	397	337
	Excavation, dry	85		"	860	0.50	430	366
	" below water	85		"	836	4.00	3,344	2,842
	Riprap, loose	85		"	806	1.50	1,209	1,028
	Piling	85		Lin. ft.	3640	0.70	2,548	2,166
Superstructure: Six steel thru plate girder spans -								
	3/40 and 3/70 ft. long	55	59	Lb.	380930	0.045	17,142	10,114
	One steel thru truss span - 200' long	95	95	"	403610	0.049	19,777	18,788
	Sundry items	90					1,773	1,596
	Total			81			63,386	51,488
Bridge 26 - single track; length 71'; built 1909								
Substructure: Two masonry abutments								
	Concrete	95		Cu. yd.	158	9.51	1,503	
	Masonry bridge seats	95		"	2.3	27.00	62	
	Piling	95		Lin. ft.	875	0.70	613	
Superstructure: One steel thru plate girder span -								
	70' long	95	95	Lb.	110110	0.045	4,955	
	Sundry items	95					599	
	Total			95			7,732	7,345

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INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section

Owner Great Northern Railway CompanyApproved: F. B. ScheetzVal. Section No. Montana 6 Miles Main Line, _____ Miles all Tracks.*

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

CHARACTER OF PROPERTY AND DESCRIPTION.

Acct. No. 6 Title BRIDGES, TRESTLES AND CULVERTS (Continued)
(T. C. C. classification.)

Steel and Combination Bridges: (Continued)

Bridge 27 - single track; length 61'; built 1909

Substructure: Two masonry abutments

Concrete

Masonry bridge seats

Excavation, below water

Piling

Superstructure: One steel thru plate girder span -

60' long

Sundry items

Total

Bridge 28 - single track; length 71'; built 1909

Substructure: Two masonry abutments

Concrete

Masonry bridge seats

Excavation, below water

Piling

Superstructure: One steel thru plate girder span -

70' long

Sundry items

Total

Bridge 29 - single track; length 61'; built 1910

Superstructure: Two masonry abutments

Concrete

Masonry bridge seats

Excavation, below water

Piling

Superstructure: One steel thru plate girder span -

length 60'

Sundry items

Total

Bridge 30 - single track; length 125'; built 1910

Substructure: Two timber abutments

Piling

Timber

Superstructure: One thru Howe truss span - 125' long

Timber, painted

Iron

Steel

Sundry items

Total

Bridge 36 - single track; length 88'; built 1910

Substructure: Two timber abutments

Piling

Timber

Superstructure: One thru Howe truss span - 87' long

Timber

Iron

Steel

Sundry items

Total

Bridge 38 - single track; length 209'; built 1900

Substructure: Four masonry piers and two masonry abts.

Concrete

Masonry bridge seats

" sq. stone

" dim. stone

Excavation, below water

Superstructure: Five steel deck plate girder spans -
1/64, 2/48 and 2/24 ft. long

Condition Per Cent	Per Cent to Cost New	UNIT.	NUMBER OF UNITS.	Per Unit.	New, Total.	Less Depreciation.
(1)	(2)	(3)	(4)	(5)	(6)	(7)
				\$	\$	\$
95		Cu. Yd.	244	9.51	2,320	
95		"	2.3	27.00	62	
95		"	139	4.00	556	
95		Lin. ft.	770	0.70	539	
95	95	Lb.	88230	0.045	3,970	
95					221	
	95				7,668	7,205
95		Cu. yd.	318	9.51	3,024	
95		"	2.3	27.00	62	
95		"	209	4.00	836	
95		Lin. ft.	1137	0.70	796	
95	95	Lb.	110320	0.045	4,964	
95					247	
	95				9,929	9,433
95		Cu. yd.	383	9.51	3,642	3,460
95		"	2.3	27.00	62	59
95		"	220	4.00	880	836
95		Lin. ft.	770	0.70	539	512
90	91	Lb.	93500	0.045	4,208	3,829
95					256	243
	93				9,587	8,939
80		Lin. ft.	770	0.70	539	431
80		M.B.M.	2,800	42.00	118	94
85		"	73,900	73.10	5,402	4,592
85		Lb.	38900	0.032	1,245	1,058
85	87		40000	0.032	1,280	1,114
80					173	138
	85				8,757	7,427
80		Lin. ft.	1310	0.70	917	734
80		M.B.M.	5,700	42.00	239	191
85		M.B.M.	48,300	38.10	3,289	2,796
85		Lb.	20000	0.032	640	544
85	87	"	18400	0.032	589	512
80					90	72
	84				5,764	4,849
85		Cu. yd.	222	9.51	2,111	1,794
85		"	7.4	27.00	200	170
85		"	468	9.51	4,441	3,945
85		"	129	10.71	1,382	1,175
85		"	492	4.00	1,968	1,673
75	77	Lb.	145320	0.043	6,249	4,812

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INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section

Owner Great Northern Railway CompanyApproved: P. B. ScheetzVal. Section No. Montana 6 Miles Main Line, _____ Miles all Tracks, _____

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. (2)	Condition Per Cent. (3)	Per Cent. of Cost at New (4)	UNIT. (5)	NUMBER OF UNITS. (6)	COST OF REPRODUCTION.		
						Per Unit. (7)	New, Total. (8)	Less Depreciation. (9)
Acct. No. <u>6</u>	Title <u>BRIDGES, TRESTLES AND CULVERTS (Continued)</u> (I. C. C. classification)					\$	\$	\$
Steel and Combination Bridges: (Continued)								
	Bridge 38 (Continued)							
	Superstructure: (Continued)							
	Steel towers	75	77	Lb.	33100	0.043	1,423	1,096
	Sundry items	85					786	668
	Total			82			18,760	15,333
	Bridge 39 - single track; length 129'; built 1913							
	Substructure: One masonry pier and two masonry abts.							
	Concrete	98		Cu.yd.	548	9.51	5,211	
	Masonry bridge seats	98		"	4.4	27.00	119	
	Excavation, dry	98		"	422	0.50	211	
	" below water	98		"	163	4.00	652	
	Riprap, hand placed	98		"	409	2.00	818	
	Piling	98		Lin.ft.	1570	0.54	848	
	Superstructure: Two steel deck plate girder spans -							
	64' long	98	98	Lb.	124890	0.043	5,370	
	Sundry items	98					341	
	Total			98			13,570	13,299
	Bridge 40 - single track; length 94'; built 1910							
	Substructure: Two timber abutments							
	Piling	80		Lin.ft.	1260	0.70	882	706
	Timber	80		M.B.M.	5.500	42.00	231	185
	Superstructure: One thru Howe truss span - 88' long							
	Timber	85		M.B.M.	53.700	68.10	3,657	3,108
	Iron	85		Lb.	19700	0.032	630	536
	Steel	85	87	"	18600	0.032	595	518
	Sundry items	80					106	85
	Total			84			6,101	5,138
	Bridge 41 - single track; length 94'; built 1910							
	Substructure: Two timber abutments							
	Piling	80		Lin.ft.	1260	0.70	882	706
	Timber	80		M.B.M.	5.600	42.00	235	188
	Superstructure: One thru Howe truss span - 88' long							
	Timber, painted	85		M.B.M.	53.600	73.10	3,918	3,330
	Iron	85		Lb.	19700	0.032	630	536
	Steel	85	87	"	18600	0.032	595	518
	Sundry items	80					107	86
	Total			84			6,367	5,364
	Bridge 42 - single track; length 153'; built 1913							
	Substructure: Two masonry piers and abutments							
	Concrete	98		Cu.yd.	543	9.51	5,115	
	Masonry bridge seats	98		"	6.2	27.00	167	
	Excavation, dry	98		"	419	0.50	210	
	" below water	98		"	410	4.00	1,640	
	Superstructure: Three steel deck plate girder spans							
	1/60 and 2/46 ft. long	98	98	Lb.	132210	0.043	5,685	
	Sundry items	98					575	
	Total			98			14,392	14,104
	Bridge 43 - single track; length 109'; built 1905							
	Substructure: Two masonry piers and abutments							
	Concrete	90		Cu.yd.	143	9.51	1,360	1,224
	Masonry, sq. stone	90		"	191	9.51	1,815	1,634
	" dim. stone	90		"	56	10.71	600	540
	" bridge seats	90		"	5.1	27.00	138	124
	Excavation, dry	90		"	238	0.50	119	107
	" below water	90		"	111	4.00	444	400
	Iron	90		Lb.	10730	0.04	429	386
	Superstructure: Three steel deck plate girder spans							
	1/60 and 2/24 ft. long	85	86	Lb.	78050	0.043	3,356	2,886
	Sundry items	90					244	220
	Total			88			8,506	7,521

Revised page prepared by direction
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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 CompanyApproved: F. B. ScheetzVal. Section No. Montana, 6 Miles Main Line, _____ Miles all Tracks, *

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

(1) CHARACTER OF PROPERTY AND DESCRIPTION. _____

UNIT. _____

NUMBER OF UNITS. _____

Per Unit. _____

Cost of Reproduction. _____

Less Depreciation. _____

Acct. No. 6 Title BRIDGES, TRESTLES AND GILVERTS (Continued)
(I. C. C. classification.)

Steel and Combination Bridges: (Continued)

Bridge 44 - single track; length 198'; built 1913

Substructure: One masonry pier and two masonry abts.

Concrete

Masonry bridge seats

Excavation, dry

" below water

Riprap, hand placed

Piling

Superstructure: Four steel deck plate girder spans -
2/38 and 2/60 ft. long

Sundry items

Condition Per Cent	Per Cent of Cost New	UNIT	NUMBER OF UNITS	Per Unit	New, Total	Less Depreciation
(2)	(3)		(4)	(5)	(6)	(7)
98		Cu.yd.	572	9.51	5,440	
98		"	7.3	27.00	197	
98		"	248	0.50	124	
98		"	286	4.00	1,144	
98		"	68	2.00	136	
98		Lin.ft.	743	0.70	520	
98	98	Lb.	168700	0.043	7,254	
98					344	
Total					15,159	14,856

Bridge 45 - single track; length 108'; built 1905

Substructure: One masonry pier and two masonry abts.

Concrete

Masonry sq. stone

" dim. stone

" bridge seats

Excavation, dry

" below water

Superstructure: One steel deck plate girder span -
80' long

One steel thru plate girder span - 28' long

Sundry items

Condition Per Cent	Per Cent of Cost New	UNIT	NUMBER OF UNITS	Per Unit	New, Total	Less Depreciation
(2)	(3)		(4)	(5)	(6)	(7)
90		Cu.yd.	353	9.51	3,357	3,021
90		"	76	9.51	723	651
90		"	36	10.71	386	347
90		"	4.8	27.00	130	117
90		"	272	0.50	136	122
90		"	219	4.00	876	788
85	86	Lb.	83310	.043	3,582	3,081
85	86	"	30050	.045	1,352	1,163
90					459	413
Total					11,001	9,703

Bridge 46 - single track; length 173'; built 1905

Substructure: Two masonry piers and two masonry abts.

Concrete

Masonry bridge seats

" dim. stone

Excavation, below water

Iron

Superstructure: Three steel deck plate girder spans -
1/80, 1/50 and 1/42 ft. long

Sundry items

Condition Per Cent	Per Cent of Cost New	UNIT	NUMBER OF UNITS	Per Unit	New, Total	Less Depreciation
(2)	(3)		(4)	(5)	(6)	(7)
90		Cu.yd.	800	9.51	7,608	6,847
90		"	36	27.00	97	87
90		"	97	10.71	1,039	935
90		"	502	4.00	2,008	1,807
90		Lb.	17420	0.04	697	627
85	86	"	164730	0.043	7,083	6,091
95					477	453
Total					19,009	16,847

Bridge 47 - single track; length 112'; built 1900

Substructure: One masonry pier and two masonry abts.

Concrete

Masonry bridge seats

" sq. stone

" dim. "

Iron

Excavation - loose rock

Superstructure: Two steel thru plate girder spans -
1/74 and 1/36 ft. long

Sundry items

Condition Per Cent	Per Cent of Cost New	UNIT	NUMBER OF UNITS	Per Unit	New, Total	Less Depreciation
(2)	(3)		(4)	(5)	(6)	(7)
85		Cu.yd.	169	9.51	1,607	1,366
85		"	5.6	27.00	151	128
85		"	186	9.51	1,769	1,504
85		"	92	10.71	985	837
85		Lb.	11510	0.04	460	391
85		Cu.yd.	252	0.75	189	161
75	77	"	145990	0.045	6,570	5,059
85					251	213
Total					11,982	9,659

Bridge 48 - single track; length 81'; built 1905

Substructure: Two masonry abutments

Concrete

Masonry bridge seats

"

Excavation, dry

" below water

Superstructure: One steel thru plate girder span -
80' long

Sundry items

Condition Per Cent	Per Cent of Cost New	UNIT	NUMBER OF UNITS	Per Unit	New, Total	Less Depreciation
(2)	(3)		(4)	(5)	(6)	(7)
90		Cu.yd.	291	9.51	2,767	2,490
90		"	2	27.00	54	49
90		"	68	9.51	647	582
90		"	245	0.50	123	111
90		"	120	4.00	480	432
85	86	Lb.	129040	0.045	5,807	4,994
90					283	255
Total					10,161	8,913

Revised page prepared by direction
of the Commission Jan. 3, 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. **Montana 6** Miles Main Line, _____ Miles all Tracks, *

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)

Acc't. No. **6** Title **BRIDGES, TRESTLES AND CULVERTS (Continued)**
(I. C. C. classification.)

Steel and Combination Bridges - (Continued)

Bridge 49 - single track; length 81'; built 1905

Substructure: Two masonry abutments

Concrete

Masonry bridge seats

"

Excavation, below water

Superstructure: One steel thru plate girder span -

80' long

Sundry items

90	Cu.yd.	75	9.51	713	642
90	"	1.9	27.00	51	46
90	"	108	9.51	1,027	924
90	"	46	4.00	184	166
85	Lb.	119020	0.045	5,356	4,606
90				326	293
				7,657	6,677

Total

87

Bridge 57 - single track; length 33'; built 1899

Substructure: Two masonry abutments

Concrete

Masonry bridge seats

"

Excavation, below water

Superstructure: One steel thru plate girder -

32' long

Sundry items

85	Cu.yd.	27	9.51	257	218
85	"	1.4	27.00	38	32
85	"	25	9.51	238	202
85	"	39	4.00	156	133
70	Lb.	28060	0.045	1,263	922
90				64	58
				2,016	1,565

Total

78

Bridge 58 - single track; length 50'; built 1900

Substructure: Two masonry abutments

Concrete

Masonry bridge seats

"

Excavation, below water

Superstructure: One steel thru plate girder span -

50' long

Sundry items

85	Cu.yd.	38	9.51	361	307
85	"	1.7	27.00	46	39
85	"	81	9.51	770	655
85	"	101	4.00	404	343
75	Lb.	52280	0.045	2,353	1,812
85				90	77
				4,024	3,233

Total

80

Total Steel and Combination Bridges

88

278,979 244,483

Pile and Frame Trestles:

26 Timber Trestles - total length 2560.0'

Single track - 2465.7'

Double " 94.4'

Piling

Stringers

Other timber

Iron

Galvanized iron

Riprap, hand placed

" loose

Sundry items

81	Lin. ft.	21040	0.70	14,728	
81	M.B.M.	281.100	44.20	12,425	
81	"	181.400	42.00	7,619	
81	Lb.	49390	0.04	1,976	
81	"	37740	0.054	2,038	
81	Cu.yd.	1639	2.00	3,278	
31	"	293	1.50	440	
81				152	
				42,656	34,551

Total Pile and Frame Trestles

81

Masonry Culverts:

4 Concrete Culverts - span 6' - 8'

Plain concrete

" " foundation

Lumber - untreated

Cedar piling - untreated

1 Concrete Culvert - span 5'

Reinforced concrete

Plain concrete

Reinforcing steel

92	Cu.yd.	753	9.51	7,161	
92	"	272	9.51	2,587	
92	M.B.M.	15.060	41.00	617	
92	Lin. ft.	2487	0.70	1,741	
92	Cu.yd.	20.0	11.01	220	
92	"	170.0	9.51	1,617	
92	Cwt.	237.0	3.55	841	

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MDT

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section

Owner Great Northern Railway CompanyApproved: F. B. SchaeferVal. Section No. Montana 6 Miles Main Line, _____ Miles all Tracks, _____

LOCATION.

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

CHARACTER OF PROPERTY AND DESCRIPTION.

Condition
Per Cent.
of Cost
New

UNIT.

NUMBER OF
UNITS.

COST OF REPRODUCTION.

Per Unit.

New, Total.

Less Depreciation.

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

Masonry Culverts - (Continued)

1 Concrete Culvert - span 4'	92	Cu.yd.	11.5	9.51	109	
Plain concrete	92	N.T.	0.714	37.50	27	
Mail for rail top						
9 Stone Masonry Culverts - 4'	92	Cu.yd.	67.0	4.55	305	
Dry Masonry	92	"	383.1	9.51	3,643	
Rubble "						
2 Stone Masonry Culverts - 4' - 8'	92	"	110.33	9.51	1,049	
Rubble Masonry (stone)	92	"	6.0	9.51	57	
Plain concrete	92	N.T.	8.756	41.10	360	
Rail for rail top						
22 Blind Drains	92	Cu.yd.	925	4.55	4,209	
Loose rock						
All culverts	92	"	1155	0.50	577	
Common excavation	92				55	
Sundry items						
Total Masonry Culverts	92				25,175	23,161

Pipe and Timber Culverts:

75 Cast Iron Pipe Culverts, 12" - 36"	90	N.T.	458.59		22,222	20,000
16 wood box culverts - untreated	50	M.B.M.	55.055		2,220	1,110
1 concrete pipe culvert - 18"	89	Lin. ft.	25	4.00	100	89
1 " " " 21"	89	"	23.5	5.10	120	107
5 " " " 24"	89	"	150		894	796
4 " " " 30"	89	"	160	7.05	1,128	1,004
3 " " " 36"	89	"	167		1,419	1,263
1 " " " 40"	89	"	70	10.05	704	627
2 vitrified " " 12"	80	"	54	1.05	57	45
31 " " " 18"	80	"	955	1.75	1,671	1,337
33 " " " 24"	80	"	1386	3.00	3,978	3,183
18 " " " 27"	80	"	742.5	3.80	2,822	2,257
1 " " " 28"	80	"	36	4.05	146	117
Hand placed riprap	100	Cu.yd.	246.3	2.00	493	493
Common excavation	82	"	3726	0.50	1,862	1,527
Sundry items	84				324	272
Total Pipe and Timber Culverts	85				40,160	34,227
Total for Valuation Section	87				386,970	336,422

Account 8 - TIES

Approved: Louis Hood

Main Track:

Cross ties triangle pine fir tamarack treated	50	Each	40585	28,655	
" " " " " "	50	"	9609	8,162	
" " cedar treated	50	"	1693	1,140	
" " " " " "	50	"	400	328	
" 7x9 sawn pine fir tamarack treated	50	"	4096	3,596	
" 7x9 " cedar treated	50	"	171	142	
" 7x8 " pine fir tamarack treated	50	"	35424	27,235	
" 7x8 " cedar treated	50	"	1476	1,093	
" #1 pine fir tamarack treated	50	"	16790	14,873	
" #1 cedar treated	50	"	700	571	
" 7x9 sawn pine fir tamarack	50	"	11522	8,403	
" 7x9 " cedar	50	"	480	327	
" 7x9 " oak	50	"	234	206	
" 7x8 " pine fir tamarack	50	"	96975	61,347	
" 7x8 " cedar	50	"	4041	2,434	
" #1 pine fir tamarack	50	"	74603	55,340	
" #1 cedar	50	"	3108	2,046	

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MDF

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section

Owner Great Northern Railway CompanyApproved: Louis HoodVal. Section No. Montana 6

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.	
			\$	\$	\$
Acct. No. <u>8</u> Title <u>TIES - (Continued)</u>					
(I. C. C. Classification)					
Main Track - (Continued)					
Bridge ties fir treated	50	M. B. M.	215.558	4,577	
" fir	50	M. B. M.	196.577	3,381	
Switch ties "	50	"	162.625	2,764	
Total Main Track	50			226,620	113,310
Yard Tracks and Sidings:					
Cross ties triangle fir treated	50	Each	3436	2,252	
" " " "	50	"	244	215	
" 7x9 sawn fir	50	"	1336	843	
" 7x8 " "	50	"	10350	6,296	
" 7x7 " "	50	"	100	65	
" #1 fir	50	"	18329	12,263	
" #2 " "	50	"	18	12	
" culls fir	50	"	8798	3,419	
Switch ties fir	50	M. B. M.	117.583	2,013	
Total Yard Tracks and Sidings	50			27,377	13,689
Total for Valuation Section	50			253,997	126,999

Account 9 - RAILS

Approved: C. H. Spencer

Main Track - 97.304 miles

	Track Miles							
New 90# Open hearth rail	1912	17.186	80	95	G. T.	2430.517	36.70	89,200
" 80# Bessemer	"	6.942	33	83	"	872.773	36.70	32,031
Relay 77.5# "	"	51.762	100	100	"	6303.840	28.00	176,508
" 75# "	"	17.569	96	98	"	2070.600	28.00	57,977
" 68# "	"	3.845	84	91	"	410.897	28.00	11,505
Total Main Track			97					367,221

Yard Tracks and Sidings - 19.642 miles

New 90# Open hearth rail	1912	0.445	96	97	G. T.	62.980	36.70	2,311
" 85#-80# Bessemer	"	1.257	89	93	"	167.299	36.70	6,140
" 40# "	"	0.183	93	95	"	11.488	36.70	422
Relay 77.5# - 68# "	"	7.463	90	94	"	845.264	28.00	23,667
" 56#-60# "	"	10.156	74	85	"	938.564	28.00	26,280
Total Yard Tracks and Sidings			90					58,820
Total for Valuation Section			96					426,041

Account 10 - OTHER TRACK MATERIAL

Main Track

New 80# Wollhaupter Joints, 1905	33	76	Joint	2258	1.55	3,500	2,668
" 80#-90# angle bars, 1905-1912	55	83	Cwt.	7307.98	2.25	16,443	13,659
Relay 68#-77.5# " " 1892-1903	97	98	"	14226.24	1.50	21,339	20,609
Spikes, 9/16"x5 1/2" to 5/8"x6"	50		"	10519.78	2.20	23,144	11,572
Bolts, 3/4"x3 1/2" to 1"x4 1/2"	91	93	"	2218.70	2.75	6,101	5,661
Relay tie plates 4-1/8"x7" to 6"x9 1/2"	90	94	"	14086.35	1.05	45,241	42,699
" " " Goldie	90	94	"	95.04	1.30	124	116
Spring frogs 68#-90# steel	50	56	Each	55		3,219	1,801
Split switches, 68#-90# "	50	56	"	55		3,193	1,791
Switch stands, high	50	55	"	55	12.50	688	381
Guard rails	88	89	Cwt.	650.57	4.50	2,927	2,615
Crossing frogs, 75#-90# steel	50	55	Each	3		840	458
Sundry items	82	84				3,349	2,827
Total Main Track	82					130,108	107,057

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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 CompanyApproved: C. H. SpencerVal. Section No. Montana 6 Miles Main Line, _____ Miles all Tracks, _____

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. (7) Per Unit. (8) New, Total. (9) Less Depreciation.

Acct. No. 10 Title OTHER TRACK MATERIAL - (Continued)
(I. C. C. Classification)Yard Tracks and Sidings

New 80#-85# Wolhaupter joints, 1891-1907	89	91	Joint	411		656	594
" 80#-90# angle bars, 1891-1912	95	96	Cwt.	75.13	2.25	169	162
Relay 68# - 77.5# angle bars, 1891-1904	89	93	"	1602.24	1.50	2,403	2,223
" 60# angle bars, 1877-1890	74	82	"	1211.55	1.50	1,817	1,490
Spikes 9/16" x 5 1/2"	50		"	1856.84	2.20	4,085	2,043
Bolts, 3/4"x3 1/2" to 1"x4 1/2"	80	84	"	326.64	2.75	897	755
Relay tie plates, 4-1/8"x7" to 6"x9-1/4"	82	90	"	1490.09	1.05	1,565	1,406
Rigid frogs, 90#-11-16.5' manganese	50	54	Each	1	93.30	93	50
" " 68#-85# steel	50	56	"	17		810	452
" " 56#-60# "	50	55	"	23		862	476
Split switches, 68#-90# "	50	56	"	19		1,060	593
" " 56#-60# "	50	56	"	18		923	514
Switch stands high	50	55	"	16		200	110
" " low	50	57	"	17		136	77
" " ground throw	50	54	"	12		112	61
Guard rails	74	76	Cwt.	443.07	4.50	1,994	1,510
Sundry items	73	78				1,352	1,058
Total Yard Tracks and Sidings		71				19,134	13,574
Total for Valuation Section		81				149,242	120,631

Account 11 - BALLASTMain Track:

Broken stone ballast from Mitchell, average haul 11.7 mi.	90	Cu.yd.	2525	.46	1,162	1,046
Gravel " " " " " 11.9 "	85	"	159907	.33	52,769	44,854
" " " Portage, " " 39.1 "	85	"	201946	.47	94,915	80,678
Cinder " " Great falls " " 8.7 "	50	"	10569	.28	2,959	1,480
Total main track		84			151,805	128,058

Yard Tracks and Sidings:

Cinder ballast from Great Falls, average haul 36.3 miles	50	Cu.yd.	3523	.43	1,515	
" " " Helena " " 16.7 "	50	"	11541	.35	3,809	
Total Yard Tracks and Sidings		50			5,324	2,662

Ballast Pit Tracks at Mitchell - 0.528 miles

Sundry items		75			4,360	3,267
Total for Valuation Section		85			161,509	134,007

Account 12 - TRACKLAYING AND SURFACINGMain Track:

Tracklaying and initial surfacing, 90#-61# rail	Tr.mi.	97.304	1050.00	102,169
" 90#-61# inner guard rail	"	0.052	595.00	31
Placing ballast, broken stone	Cu.yds.	2525	.28	707
" " cinder	"	10569	.19	2,008
" " gravel	"	361853	.23	83,226

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

MDT

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATIONOwner Great Northern Railway Company

Sheet No. _____ of this valuation section

Val. Section No. Montana 6 Miles Main Line, _____ Miles all Tracks, *Approved: C. H. Spencer

LOCATION.

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

CHARACTER OF PROPERTY AND DESCRIPTION.

Condition
Per Cent.of Cost
at Date
of Rep.

UNIT.

NUMBER OF
UNITS.

COST OF REPRODUCTION.

Per Unit.

New Total.

Less Depreciation.

(1)	(2)	(3)	(4)	(5)	(6)
Acct. No. <u>12</u> Title <u>TRACKLAYING AND SURFACING - (Continued)</u> (I. C. C. classification.)			\$	\$	\$
Yard Tracks and Sidings:					
Tracklaying and initial surfacing, 90#-61# rail		Tr. mi.	9.203	850.00	7,823
" " " " 60#-40# rail		"	6.663	800.00	5,330
Placing ballast, cinders		Cu. yds.	15064	.19	2,862
All Tracks:					
Placing turnouts, 90#-61# with stands		Each	73	35.00	2,555
" " 60#-56# " "		"	19	32.50	618
" 90#-61# crossing frogs		"	3	43.00	129
" tie plates		"	646409	.0135	8,727
" anti creepers		"	9218	.0225	207
" and framing bridge ties		M.B.M.	412.135	10.50	4,327
Sundry items					280
Total for Valuation Section	80			220,999	176,799

Account 13 - RIGHT OF WAY FENCES

Approved: H. J. Saunders
Supervising Engineer

All Tracks - 158.757 Miles Fence

Cedar posts - 7 1/2'	50	Each	55016	0.17	9,353	4,676
Barbed wire	50	Cwt.	2157.72	2.70	5,826	2,913
Woven " 30" - 52"	50	"	320.71	3.00	962	461
Stays, wire	50	Each	124701	0.03	3,741	1,870
Labor setting posts	50	"	55016	0.15	8,252	4,126
" stringing barbed wire, posts spaced over 12'	50	Wire Mi.	612.990	4.60	2,820	1,410
Standard surface cattle guards	50	Each	66	11.75	776	388
Gates, wood 16'	50	"	117	3.00	351	176
Sundry items	50				500	251
Total for Valuation Section	50				32,581	16,291

Account 14 - SNOW AND SAND FENCES AND SNOWSHEDS

All Tracks:

1207 Panels Portable Snow Fence						
Lumber	50	M.B.M.	122.552	28.25	3,462	1,731
Iron	50	Lb.	1484	0.05	74	37
Total for Valuation Section	50				3,536	1,768

Account 15 - CROSSINGS AND SIGNS

Approved: C. H. Spencer

Overgrade Crossings:

Overgrade Bridge, Helena, Mile 214.						
32' wide, 58' long, 3 span frame bridge, built 1905						
Timber	60	M.B.M.	26.100	34.50	900	540
Iron	60	Lbs.	1000	0.04	40	24
Excavation, com.	60	Cu. yds.	13	0.50	7	4
Embankment	100	"	2533	0.49	1,241	1,241
Total	83				2,188	1,809
Total Overgrade Crossings	83				2,188	1,809

Revised page prepared by direction
of the Commission Jan. 3, 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 CompanyApproved: C. H. SpencerVal. Section No. Montana 6

Miles Main Line, _____ Miles all Tracks, _____

LOCATION.

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

CONDITION
PER CENT
OF COST
NOW.

UNIT.

NUMBER OF
UNITS.

Per Unit.

Now, Total.

Less Depreciation.

Acct. No. 15 Title CROSSINGS AND SIGNS (Continued)Undergrade Street Crossing - 1911Excavation common
" solid rock

100	Cu. yd.	864	.215	166	
100	"	919	.88	609	
				995	995

Total Undergrade Crossings

130 Grade Crossings:

Common embankment borrow
" excavation
Planking - untreated
Wood box drainage culverts
Vitrified pipe culverts - 18"
Corrugated iron pipe culverts - 12"
" " " " - 18"
Warning signs
Iron
Concrete sidewalk
Sundry items

100	Cu. yd.	8119	.215	1,746	1,746
100	"	638	.215	137	137
50	M. B. M.	49,594	28.75	1,426	713
50	"	13,904	40.50	563	282
50	Lin. ft.	75	1.75	131	66
50	"	104	1.05	109	54
50	"	39	1.50	58	29
50	Each	39	4.85	189	94
50	Cwt.	16.96	5.00	85	42
90	Sq. yd.	293.7	1.08	317	285
73				33	24
				4,794	3,472

Total Grade Crossings

Signs:

378 Mile Markers and Other Signs
Common embankment - sign berms
Sundry items

50	Each	378		704	355
100	Cu. yd.	1017	0.215	219	219
100				86	86
				1,009	660
				8,986	6,936

Total Signs

Total for Valuation Section

Account 16 - STATION AND OFFICE BUILDINGS

Approved: John A. Galvin

Ulm, Mile 130.0

Portable Depot
One story 12'x34', frame
Furniture
Platform 1164 sq. ft., wood
Sundry items

90	Each	1		692	623
85	"			194	165
75	"	1		185	139
90				101	91
				1,172	1,018
				1,172	1,018

Total

Total Ulm

Cascade, Mile 145.0

Passenger and Freight Depot
One story 30'x76', frame; built 1911
Furniture
Platform 3120 sq. ft., wood
" 2400 " cinders
Sundry items

90	Each	1		2,570	2,313
85	"			558	474
90	"	1		600	540
90	"	1		206	185
65				77	50
				4,011	3,562
				566	283
				4,577	3,845

Total

Stockyards
142'x166'

Total Cascade

Hardy, Mile 153.0

Carbody Depot
Built 1914
Furniture

95	"	1		361	343
90				28	25

Revised page prepared by direction
of the Commission Jan. 3, 1928. 1274

MDT

B. V. Form No. 551

INTERSTATE COMMERCE COMMISSION BUREAU OF VALUATION

Sheet No. _____ of this valuation section

Owner Great Northern Railway CompanyApproved: John A. GalvinVal. Section No. Montana 6

Miles Main Line, _____ Miles all Tracks, _____

LOCATION:

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

Condition
Per Cent.
Per Cent.
Per Cent.
Per Cent.

UNIT.

NUMBER OF
UNITS.

COST OF REPRODUCTION.

Per Unit.

New, Total.

Less Depreciation.

(1)

(4)

(5)

(6)

Acct. No. 16 This STATION AND OFFICE BUILDINGS (Continued)
(1.0, 1.1, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.9, 2.0, 2.1, 2.2, 2.3, 2.4, 2.5, 2.6, 2.7, 2.8, 2.9, 3.0, 3.1, 3.2, 3.3, 3.4, 3.5, 3.6, 3.7, 3.8, 3.9, 4.0, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 4.8, 4.9, 5.0, 5.1, 5.2, 5.3, 5.4, 5.5, 5.6, 5.7, 5.8, 5.9, 6.0, 6.1, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.8, 6.9, 7.0, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 8.0, 8.1, 8.2, 8.3, 8.4, 8.5, 8.6, 8.7, 8.8, 8.9, 9.0, 9.1, 9.2, 9.3, 9.4, 9.5, 9.6, 9.7, 9.8, 9.9, 10.0, 10.1, 10.2, 10.3, 10.4, 10.5, 10.6, 10.7, 10.8, 10.9, 11.0, 11.1, 11.2, 11.3, 11.4, 11.5, 11.6, 11.7, 11.8, 11.9, 12.0, 12.1, 12.2, 12.3, 12.4, 12.5, 12.6, 12.7, 12.8, 12.9, 13.0, 13.1, 13.2, 13.3, 13.4, 13.5, 13.6, 13.7, 13.8, 13.9, 14.0, 14.1, 14.2, 14.3, 14.4, 14.5, 14.6, 14.7, 14.8, 14.9, 15.0, 15.1, 15.2, 15.3, 15.4, 15.5, 15.6, 15.7, 15.8, 15.9, 16.0, 16.1, 16.2, 16.3, 16.4, 16.5, 16.6, 16.7, 16.8, 16.9, 17.0, 17.1, 17.2, 17.3, 17.4, 17.5, 17.6, 17.7, 17.8, 17.9, 18.0, 18.1, 18.2, 18.3, 18.4, 18.5, 18.6, 18.7, 18.8, 18.9, 19.0, 19.1, 19.2, 19.3, 19.4, 19.5, 19.6, 19.7, 19.8, 19.9, 20.0, 20.1, 20.2, 20.3, 20.4, 20.5, 20.6, 20.7, 20.8, 20.9, 21.0, 21.1, 21.2, 21.3, 21.4, 21.5, 21.6, 21.7, 21.8, 21.9, 22.0, 22.1, 22.2, 22.3, 22.4, 22.5, 22.6, 22.7, 22.8, 22.9, 23.0, 23.1, 23.2, 23.3, 23.4, 23.5, 23.6, 23.7, 23.8, 23.9, 24.0, 24.1, 24.2, 24.3, 24.4, 24.5, 24.6, 24.7, 24.8, 24.9, 25.0, 25.1, 25.2, 25.3, 25.4, 25.5, 25.6, 25.7, 25.8, 25.9, 26.0, 26.1, 26.2, 26.3, 26.4, 26.5, 26.6, 26.7, 26.8, 26.9, 27.0, 27.1, 27.2, 27.3, 27.4, 27.5, 27.6, 27.7, 27.8, 27.9, 28.0, 28.1, 28.2, 28.3, 28.4, 28.5, 28.6, 28.7, 28.8, 28.9, 29.0, 29.1, 29.2, 29.3, 29.4, 29.5, 29.6, 29.7, 29.8, 29.9, 30.0, 30.1, 30.2, 30.3, 30.4, 30.5, 30.6, 30.7, 30.8, 30.9, 31.0, 31.1, 31.2, 31.3, 31.4, 31.5, 31.6, 31.7, 31.8, 31.9, 32.0, 32.1, 32.2, 32.3, 32.4, 32.5, 32.6, 32.7, 32.8, 32.9, 33.0, 33.1, 33.2, 33.3, 33.4, 33.5, 33.6, 33.7, 33.8, 33.9, 34.0, 34.1, 34.2, 34.3, 34.4, 34.5, 34.6, 34.7, 34.8, 34.9, 35.0, 35.1, 35.2, 35.3, 35.4, 35.5, 35.6, 35.7, 35.8, 35.9, 36.0, 36.1, 36.2, 36.3, 36.4, 36.5, 36.6, 36.7, 36.8, 36.9, 37.0, 37.1, 37.2, 37.3, 37.4, 37.5, 37.6, 37.7, 37.8, 37.9, 38.0, 38.1, 38.2, 38.3, 38.4, 38.5, 38.6, 38.7, 38.8, 38.9, 39.0, 39.1, 39.2, 39.3, 39.4, 39.5, 39.6, 39.7, 39.8, 39.9, 40.0, 40.1, 40.2, 40.3, 40.4, 40.5, 40.6, 40.7, 40.8, 40.9, 41.0, 41.1, 41.2, 41.3, 41.4, 41.5, 41.6, 41.7, 41.8, 41.9, 42.0, 42.1, 42.2, 42.3, 42.4, 42.5, 42.6, 42.7, 42.8, 42.9, 43.0, 43.1, 43.2, 43.3, 43.4, 43.5, 43.6, 43.7, 43.8, 43.9, 44.0, 44.1, 44.2, 44.3, 44.4, 44.5, 44.6, 44.7, 44.8, 44.9, 45.0, 45.1, 45.2, 45.3, 45.4, 45.5, 45.6, 45.7, 45.8, 45.9, 46.0, 46.1, 46.2, 46.3, 46.4, 46.5, 46.6, 46.7, 46.8, 46.9, 47.0, 47.1, 47.2, 47.3, 47.4, 47.5, 47.6, 47.7, 47.8, 47.9, 48.0, 48.1, 48.2, 48.3, 48.4, 48.5, 48.6, 48.7, 48.8, 48.9, 49.0, 49.1, 49.2, 49.3, 49.4, 49.5, 49.6, 49.7, 49.8, 49.9, 50.0, 50.1, 50.2, 50.3, 50.4, 50.5, 50.6, 50.7, 50.8, 50.9, 51.0, 51.1, 51.2, 51.3, 51.4, 51.5, 51.6, 51.7, 51.8, 51.9, 52.0, 52.1, 52.2, 52.3, 52.4, 52.5, 52.6, 52.7, 52.8, 52.9, 53.0, 53.1, 53.2, 53.3, 53.4, 53.5, 53.6, 53.7, 53.8, 53.9, 54.0, 54.1, 54.2, 54.3, 54.4, 54.5, 54.6, 54.7, 54.8, 54.9, 55.0, 55.1, 55.2, 55.3, 55.4, 55.5, 55.6, 55.7, 55.8, 55.9, 56.0, 56.1, 56.2, 56.3, 56.4, 56.5, 56.6, 56.7, 56.8, 56.9, 57.0, 57.1, 57.2, 57.3, 57.4, 57.5, 57.6, 57.7, 57.8, 57.9, 58.0, 58.1, 58.2, 58.3, 58.4, 58.5, 58.6, 58.7, 58.8, 58.9, 59.0, 59.1, 59.2, 59.3, 59.4, 59.5, 59.6, 59.7, 59.8, 59.9, 60.0, 60.1, 60.2, 60.3, 60.4, 60.5, 60.6, 60.7, 60.8, 60.9, 61.0, 61.1, 61.2, 61.3, 61.4, 61.5, 61.6, 61.7, 61.8, 61.9, 62.0, 62.1, 62.2, 62.3, 62.4, 62.5, 62.6, 62.7, 62.8, 62.9, 63.0, 63.1, 63.2, 63.3, 63.4, 63.5, 63.6, 63.7, 63.8, 63.9, 64.0, 64.1, 64.2, 64.3, 64.4, 64.5, 64.6, 64.7, 64.8, 64.9, 65.0, 65.1, 65.2, 65.3, 65.4, 65.5, 65.6, 65.7, 65.8, 65.9, 66.0, 66.1, 66.2, 66.3, 66.4, 66.5, 66.6, 66.7, 66.8, 66.9, 67.0, 67.1, 67.2, 67.3, 67.4, 67.5, 67.6, 67.7, 67.8, 67.9, 68.0, 68.1, 68.2, 68.3, 68.4, 68.5, 68.6, 68.7, 68.8, 68.9, 69.0, 69.1, 69.2, 69.3, 69.4, 69.5, 69.6, 69.7, 69.8, 69.9, 70.0, 70.1, 70.2, 70.3, 70.4, 70.5, 70.6, 70.7, 70.8, 70.9, 71.0, 71.1, 71.2, 71.3, 71.4, 71.5, 71.6, 71.7, 71.8, 71.9, 72.0, 72.1, 72.2, 72.3, 72.4, 72.5, 72.6, 72.7, 72.8, 72.9, 73.0, 73.1, 73.2, 73.3, 73.4, 73.5, 73.6, 73.7, 73.8, 73.9, 74.0, 74.1, 74.2, 74.3, 74.4, 74.5, 74.6, 74.7, 74.8, 74.9, 75.0, 75.1, 75.2, 75.3, 75.4, 75.5, 75.6, 75.7, 75.8, 75.9, 76.0, 76.1, 76.2, 76.3, 76.4, 76.5, 76.6, 76.7, 76.8, 76.9, 77.0, 77.1, 77.2, 77.3, 77.4, 77.5, 77.6, 77.7, 77.8, 77.9, 78.0, 78.1, 78.2, 78.3, 78.4, 78.5, 78.6, 78.7, 78.8, 78.9, 79.0, 79.1, 79.2, 79.3, 79.4, 79.5, 79.6, 79.7, 79.8, 79.9, 80.0, 80.1, 80.2, 80.3, 80.4, 80.5, 80.6, 80.7, 80.8, 80.9, 81.0, 81.1, 81.2, 81.3, 81.4, 81.5, 81.6, 81.7, 81.8, 81.9, 82.0, 82.1, 82.2, 82.3, 82.4, 82.5, 82.6, 82.7, 82.8, 82.9, 83.0, 83.1, 83.2, 83.3, 83.4, 83.5, 83.6, 83.7, 83.8, 83.9, 84.0, 84.1, 84.2, 84.3, 84.4, 84.5, 84.6, 84.7, 84.8, 84.9, 85.0, 85.1, 85.2, 85.3, 85.4, 85.5, 85.6, 85.7, 85.8, 85.9, 86.0, 86.1, 86.2, 86.3, 86.4, 86.5, 86.6, 86.7, 86.8, 86.9, 87.0, 87.1, 87.2, 87.3, 87.4, 87.5, 87.6, 87.7, 87.8, 87.9, 88.0, 88.1, 88.2, 88.3, 88.4, 88.5, 88.6, 88.7, 88.8, 88.9, 89.0, 89.1, 89.2, 89.3, 89.4, 89.5, 89.6, 89.7, 89.8, 89.9, 90.0, 90.1, 90.2, 90.3, 90.4, 90.5, 90.6, 90.7, 90.8, 90.9, 91.0, 91.1, 91.2, 91.3, 91.4, 91.5, 91.6, 91.7, 91.8, 91.9, 92.0, 92.1, 92.2, 92.3, 92.4, 92.5, 92.6, 92.7, 92.8, 92.9, 93.0, 93.1, 93.2, 93.3, 93.4, 93.5, 93.6, 93.7, 93.8, 93.9, 94.0, 94.1, 94.2, 94.3, 94.4, 94.5, 94.6, 94.7, 94.8, 94.9, 95.0, 95.1, 95.2, 95.3, 95.4, 95.5, 95.6, 95.7, 95.8, 95.9, 96.0, 96.1, 96.2, 96.3, 96.4, 96.5, 96.6, 96.7, 96.8, 96.9, 97.0, 97.1, 97.2, 97.3, 97.4, 97.5, 97.6, 97.7, 97.8, 97.9, 98.0, 98.1, 98.2, 98.3, 98.4, 98.5, 98.6, 98.7, 98.8, 98.9, 99.0, 99.1, 99.2, 99.3, 99.4, 99.5, 99.6, 99.7, 99.8, 99.9, 100.0, 100.1, 100.2, 100.3, 100.4, 100.5, 100.6, 100.7, 100.8, 100.9, 101.0, 101.1, 101.2, 101.3, 101.4, 101.5, 101.6, 101.7, 101.8, 101.9, 102.0, 102.1, 102.2, 102.3, 102.4, 102.5, 102.6, 102.7, 102.8, 102.9, 103.0, 103.1, 103.2, 103.3, 103.4, 103.5, 103.6, 103.7, 103.8, 103.9, 104.0, 104.1, 104.2, 104.3, 104.4, 104.5, 104.6, 104.7, 104.8, 104.9, 105.0, 105.1, 105.2, 105.3, 105.4, 105.5, 105.6, 105.7, 105.8, 105.9, 106.0, 106.1, 106.2, 106.3, 106.4, 106.5, 106.6, 106.7, 106.8, 106.9, 107.0, 107.1, 107.2, 107.3, 107.4, 107.5, 107.6, 107.7, 107.8, 107.9, 108.0, 108.1, 108.2, 108.3, 108.4, 108.5, 108.6, 108.7, 108.8, 108.9, 109.0, 109.1, 109.2, 109.3, 109.4, 109.5, 109.6, 109.7, 109.8, 109.9, 110.0, 110.1, 110.2, 110.3, 110.4, 110.5, 110.6, 110.7, 110.8, 110.9, 111.0, 111.1, 111.2, 111.3, 111.4, 111.5, 111.6, 111.7, 111.8, 111.9, 112.0, 112.1, 112.2, 112.3, 112.4, 112.5, 112.6, 112.7, 112.8, 112.9, 113.0, 113.1, 113.2, 113.3, 113.4, 113.5, 113.6, 113.7, 113.8, 113.9, 114.0, 114.1, 114.2, 114.3, 114.4, 114.5, 114.6, 114.7, 114.8, 114.9, 115.0, 115.1, 115.2, 115.3, 115.4, 115.5, 115.6, 115.7, 115.8, 115.9, 116.0, 116.1, 116.2, 116.3, 116.4, 116.5, 116.6, 116.7, 116.8, 116.9, 117.0, 117.1, 117.2, 117.3, 117.4, 117.5, 117.6, 117.7, 117.8, 117.9, 118.0, 118.1, 118.2, 118.3, 118.4, 118.5, 118.6, 118.7, 118.8, 118.9, 119.0, 119.1, 119.2, 119.3, 119.4, 119.5, 119.6, 119.7, 119.8, 119.9, 120.0, 120.1, 120.2, 120.3, 120.4, 120.5, 120.6, 120.7, 120.8, 120.9, 121.0, 121.1, 121.2, 121.3, 121.4, 121.5, 121.6, 121.7, 121.8, 121.9, 122.0, 122.1, 122.2, 122.3, 122.4, 122.5, 122.6, 122.7, 122.8, 122.9, 123.0, 123.1, 123.2, 123.3, 123.4, 123.5, 123.6, 123.7, 123.8, 123.9, 124.0, 124.1, 124.2, 124.3, 124.4, 124.5, 124.6, 124.7, 124.8, 124.9, 125.0, 125.1, 125.2, 125.3, 125.4, 125.5, 125.6, 125.7, 125.8, 125.9, 126.0, 126.1, 126.2, 126.3, 126.4, 126.5, 126.6, 126.7, 126.8, 126.9, 127.0, 127.1, 127.2, 127.3, 127.4, 127.5, 127.6, 127.7, 127.8, 127.9, 128.0, 128.1, 128.2, 128.3, 128.4, 128.5, 128.6, 128.7, 128.8, 128.9, 129.0, 129.1, 129.2, 129.3, 129.4, 129.5, 129.6, 129.7, 129.8, 129.9, 130.0, 130.1, 130.2, 130.3, 130.4, 130.5, 130.6, 130.7, 130.8, 130.9, 131.0, 131.1, 131.2, 131.3, 131.4, 131.5, 131.6, 131.7, 131.8, 131.9, 132.0, 132.1, 132.2, 132.3, 132.4, 132.5, 132.6, 132.7, 132.8, 132.9, 133.0, 133.1, 133.2, 133.3, 133.4, 133.5, 133.6, 133.7, 133.8, 133.9, 134.0, 134.1, 134.2, 134.3, 134.4, 134.5, 134.6, 134.7, 134.8, 134.9, 135.0, 135.1, 135.2, 135.3, 135.4, 135.5, 135.6, 135.7, 135.8, 135.9, 136.0, 136.1, 136.2, 136.3, 136.4, 136.5, 136.6, 136.7, 136.8, 136.9, 137.0, 137.1, 137.2, 137.3, 137.4, 137.5, 137.6, 137.7, 137.8, 137.9, 138.0, 138.1, 138.2, 138.3, 138.4, 138.5, 138.6, 138.7, 138.8, 138.9, 139.0, 139.1, 139.2, 139.3, 139.4, 139.5, 139.6, 139.7, 139.8, 139.9, 140.0, 140.1, 140.2, 140.3, 140.4, 140.5, 140.6, 140.7, 140.8, 140.9, 141.0, 141.1, 141.2, 141.3, 141.4, 141.5, 141.6, 141.7, 141.8, 141.9, 142.0, 142.1, 142.2, 142.3, 142.4, 142.5, 142.6, 142.7, 142.8, 142.9, 143.0, 143.1, 143.2, 143.3, 143.4, 143.5, 143.6, 143.7, 143.8, 143.9, 144.0, 144.1, 144.2, 144.3, 144.4, 144.5, 144.6, 144.7, 144.8, 144.9, 145.0, 145.1, 145.2, 145.3, 145.4, 145.5, 145.6, 145.7, 145.8, 145.9, 146.0, 146.1, 146.2, 146.3, 146.4, 146.5, 146.6, 146.7, 146.8, 146.9, 147.0, 147.1, 147.2, 147.3, 147.4, 147.5, 147.6, 147.7, 147.8, 147.9, 148.0, 148.1, 148.2, 148.3, 148.4, 148.5, 148.6, 148.7, 148.8, 148.9, 149.0, 149.1, 149.2, 149.3, 149.4, 149.5, 149.6, 149.7, 149.8, 149.9, 150.0, 150.1, 150.2, 150.3, 150.4, 150.5, 150.6, 150.7, 150.8, 150.9, 151.0, 151.1, 151.2, 151.3, 151.4, 151.5, 151.6, 151.7, 151.8, 151.9, 152.0, 152.1, 152.2, 152.3, 152.4, 152.5, 152.6, 152.7, 152.8, 152.9, 153.0, 153.1, 153.2, 153.3, 153.4, 153.5, 153.6, 153.7, 153.8, 153.9, 154.0, 154.1, 154.2, 154.3, 154.4, 154.5, 154.6, 154.7, 154.8, 154.9, 155.0, 155.1, 155.2, 155.3, 155.4, 155.5, 155.6, 155.7, 155.8, 155.9, 156.0, 156.1, 156.2, 156.3, 156.4, 156.5, 156.6, 156.7, 156.8, 156.9, 157.0, 157.1, 157.2, 157.3, 157.4, 157.5, 157.6, 157.7, 157.8, 157.9, 158.0, 158.1, 158.2, 158.3, 158.4, 158.5, 158.6, 158.7, 158.8, 158.9, 159.0, 159.1, 159.2, 159.3, 159.4, 159.5, 159.6, 159.7, 159.8, 159.9, 160.0, 160.1, 160.2, 160.3, 160.4, 160.5, 160.6, 160.7, 160.8, 160.9, 161.0, 161.1, 161.2, 161.3, 161.4, 161.5, 161.6, 161.7, 161.8, 161.9, 162.0, 162.1, 162.2, 162.3, 162.4, 162.5, 162.6, 162.7, 162.8, 162.9, 163.0, 163.1, 163.2, 163.3, 163.4, 163.5, 163.6, 163.7, 163.8, 163.9, 164.0, 164.1, 164.2, 164.3, 164.4, 164.5, 164.6, 164.7, 164.8, 164.9, 165.0, 165.1, 165.2, 165.3, 165.4, 165.5, 165.6, 165.7, 165.8, 165.9, 166.0, 166.1, 166.2, 166.3, 166.4, 166.5, 166.6, 166.7, 166.8, 166.9, 167.0, 167.1, 167.2, 167.3, 167.4, 167.5, 167.6, 167.7, 167.8, 167.9, 168.0, 168.1, 168.2, 168.3, 168.4, 168.5, 168.6, 168.7, 168.8, 168.9, 169.0, 169.1, 169.2, 169.3, 169.4, 169.5, 169.6, 169.7, 169.8, 169.9, 170.0, 170.1, 170.2, 170.3, 170.4, 170.5, 170.6, 170.7, 170.8, 170.9, 171.0, 171.1, 171.2, 171.3, 171.4, 171.5, 171.6, 171.7, 171.8, 171.9, 172.0, 172.1, 172.2, 172.3, 172.4, 172.5, 172.6, 172.7, 172.8, 172.9, 173.0, 173.1, 173.2, 173.3, 173.4, 173.5, 173.6, 173.7, 173.8, 173.9, 174.0, 174.1, 174.2, 174.3, 174.4, 174.5, 174.6, 174.7, 174.8, 174.9, 175.0, 175.1, 175.2, 175.3, 175.4, 175.5, 175.6, 175.7, 175.8, 175.9, 176.0, 176.1, 176.2, 176.3, 176.4, 176.5, 176.6, 176.7, 176.8, 176.9, 177.0, 177.1, 177.2, 177.3, 177.4, 177.5, 177.6, 177.7, 177.8, 177.9, 178.0, 178.1, 178.2, 178.3, 178.4, 178.5, 178.6, 178.7, 178.8, 178.9, 179.0, 179.1, 179.2, 179.3, 179.4, 179.5, 179.6, 179.7, 179.8, 179.9, 180.0, 180.1, 180.2, 180.3, 180.4, 180.5, 180.6, 180.7, 180.8, 180.

MDT

B. V. Form No. 551

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section

Owner Great Northern Railway Company

Approved: John A. Galvin

Val. Section No. Montana 5 Miles Main Line, _____ Miles all Tracks, *

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

CHARACTER OF PROPERTY AND DESCRIPTION.

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

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

Silver, Mile 197.0 (continued)

Stockyards 17'x20'	75	Each	1	138	104
				2,789	1,270
Total Silver	46				

Gearing, Mile 198.0

Carbody Depot	90	"	1	254	229
8'x34', frame	85			18	15
Furniture	75			24	18
Sundry items					
Total	89			296	262
Total Gearing	89			296	262

Helena Fair Grounds Spur

Platform 3144 sq.ft. and incline, frame	80	"	1	1,032	826
Platform 3480 sq.ft., cinders	60	"	1	169	101
Total Helena Fair Grounds Spur	77			1,201	927

Helena, Mile 214.0

Passenger Depot					
Two stories, 40'x106' and 12'x23'; one story 29'x93', tower, 22'x22', brick; built 1913	98	"	1	66,820	65,494
Furniture	95			3,280	3,116
Platforms 20232 sq.ft., brick	98	"	1	3,581	3,512
" 1888 " gravel	98	"	1	217	213
" 4936 " frame	98	"	1	693	679
Sidewalk 3550 " cement	98	"	1	426	417
Lawn 1879 sq.ft.	100			63	63
Outside piping	98			762	747
Grading	100	Cu.yd.	60634	14,476	14,476
Total	98			90,318	88,717
Freight Depot					
One story 32'x200', frame; built 1887	44	Each	1	4,847	2,135
Furniture	44	"	1	1,776	781
Platform 4515 sq.ft. wood	44	"	1	921	405
Grading	100	Cu.yd.	4100	1,025	1,025
Derrick, 20 ton, steel, platform 700 sq.ft., frame; built 1913	44	Each	1	2,237	984
Platform 128x14', wood	44	"	1	138	61
Sundry items	30			77	23
Total	49			11,021	5,412
City Ticket Office					
Furniture	80			1,480	1,184
Telephone Building					
One story 9'x16', frame;	45	Each	1	191	86
Furniture	45			57	26
Total	45			248	112
Ice House					
One story 24'x30', frame; built 1907	54	"	1	942	509
Sundry items	30			40	12
Total	55			982	521

Revised page prepared by direction
of the Commission Jan. 3, 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 CompanyApproved: John A. CalvinVal. Section No. Montana 6 Miles Main Line, _____ Miles all Tracks, _____

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent at Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit.	New Total.	Less Depreciation.
(1)				(2)	(3)	(4)	(5)	(6)
						\$	\$	\$
Acct. No. <u>16</u>	Title <u>STATION AND OFFICE BUILDINGS (Continued)</u>							
	(J. C. C. classification)							
<u>Helena, Mile 214.0 (Continued)</u>								
Stockyards		50		Each	1	341	170	
49'x146'		50				347	174	
Piping 630' of 1"								
Total			50			688	344	
Track Scales		40		"	1	1,339	536	
F.M., 30 T., 34', wood frame, wood pit		40		"	1	73	29	
House 10'x10' frame								
Total			40			1,412	565	
Portable Bunk House		90		"	1	405	365	
11'x34'x8', frame; built 1906		85				37	31	
Furniture								
Total			90			442	396	
Total Helena			91			106,591	97,251	
Station Signs								
Not included elsewhere and located at Flood, Ulm, Riverdale, Hardy, Mid Canon, Manila, Johns, Gearing, Iron and Helena Fair Grounds Spar		55		Each	10	77	42	
Total for Valuation Section			57			124,526	108,939	

Account 17 - ROADWAY BUILDINGS

Sun River Bridge

Section House								
One and one-half story, 19'x30', lean-to 11'x30', frame; built 1887		44		Each	1	1,389	611	
Bunk House								
One story 12'x24', frame; built 1910		85		"	1	293	249	
Tool House								
12'x12', frame; built 1887		30		"	1	113	34	
Sundry items		70				303	212	
Total Sun River Bridge			53			2,098	1,106	

Ulm, Mile 130.0

Section House								
One and one-half story, 19'x30', lean-to; 11'x30', frame; built 1887		44		Each	1	1,614	710	
Bunk House								
One story, 16'x24', frame; built 1905		80		"	1	374	299	
Bunk House								
8'x34', carbody; built 1913		95		"	1	217	206	
Tool Houses								
12'x12', frame; built 1887-1898		50		"	2	218	109	
Sundry items		50				293	147	
Total Ulm			54			2,716	1,471	

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of the Commission Jan. 3, 1928. 1277

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INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

B. V. Form No. 561

Owner Great Northern Railway Company

Val. Section No. Montana 6

Miles Main Line: _____ Miles all Tracks: _____

Sheet No. _____ of this valuation section

Approved: John A. Calvin

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

Acct. No. 17 Title ROADWAY BUILDINGS (Continued)
(U. S. G. Classification)

Cascade, Mile 145.0

CONDITION	PER CENT	UNIT	NUMBER OF UNITS	PER UNIT	NEW, TOTAL	LESS DEPRECIATION
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Section House One and one half story, 19'x30', lean to 11'x30', frame Built 1887	44	Each	1	1,600	704	
Bunk House One story, 16'x24', frame; built 1900	65	"	1	355	231	
Bunk House 8'x33', carbody; built 1900	60	"	1	209	125	
Tool Houses 10'x12', frame; built 1887	30	"	2	206	62	
Sundry items	65			401	261	
Total Cascade	50			2,771	1,383	

Hardy, Mile 153.0

Section House One and one-half story, 19'x30'; lean to 11'x30', frame; built 1887	44	Each	1	1,270	559	
Bunk House One story 16'x24', frame; built 1900	70	"	1	355	249	
Tool House 12'x12', frame; built 1887	30	"	1	109	33	
Sundry items	60			233	140	
Total Hardy	50			1,967	981	

Tunnel #1, Mile 156.0

Watchman's House One story, 11'x18', frame; built 1909	85	Each	1	519	441	
Sundry items	65			60	39	
Total	83			579	480	
Total Tunnel #1	83			579	480	

Mid Canyon, Mile 161.0

Section House One and one-half story 19'x30', lean to 11'x30', frame; built 1902	54	Each	1	1,395	753	
Bunk House One House One story, 16'x24', frame; built 1900	70	Each	1	354	248	
Tool House 8'x12', frame; built 1907	80	Each	1	97	78	
Sundry items	75			145	109	
Total Mid Canyon	60			1,991	1,188	

Craig, Mile 168.0

Section House One story 22'x24', frame; built 1898	85	Each	1	779	662	
Bunk House One story 16'x24', frame; built 1900	70	"	1	355	249	

Revised page prepared by direction
of the Commission Jan. 5, 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 CompanyApproved: John A. GalvinVal. Section No. Mont. 6

Miles Main Line, _____

Miles all Tracks,* _____

LOCATION.

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

CHARACTER OF PROPERTY AND DESCRIPTION.

Condition
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. 17 Title ROADWAY BUILDINGS (Continued)
(I. C. C. Classification.)Craig, mile 168.0 (Continued)Tool House
8'x12', frame; built 1908

80

Each

1

96

77

Sundry items

65

244

159

Total Craig

78

1,474

1,147

Wolf Creek, mile 173.0Section House
One and one-half story, 16'x30', lean-to 14'x16' and
8'x14', frame; built 1898

85

"

1

1,471

1,250

Bunk House
One story 16'x24', frame; built 1900

65

"

1

368

239

Tool House
8'x12', frame; built 1908

85

"

1

98

83

Sundry items

70

306

214

Total Wolf Creek

80

2,243

1,786

Mitchell, mile 185.0Section House
One and one-half story, 16'x32', lean-to 16'x26',
frame; built 1887

44

Each

1

1,345

592

Bunk House
One story, 16'x24', frame; built 1900

60

"

1

335

201

Bunk House
8'x24', carbody; built 1913

95

"

1

242

230

Tool House
12'x12', frame; built 1887

45

"

1

114

51

Tool House
8'x12', frame; built 1893

75

"

1

85

64

Sundry items

70

422

295

Total Mitchell

56

2,543

1,433

Silver, mile 197.0Section House
Two story 30'x32', frame; built 1887

44

Each

1

2,114

930

Bunk House
One story 16'x24', frame; built 1900

65

"

1

355

231

Tool House
12'x12', frame; built 1887

40

"

1

122

49

Sundry items

50

347

174

Total Silver

47

2,938

1,384

Gearing, mile 198.0Bunk House
One story, 16'x20', frame; built 1905

75

Each

1

176

132

Tool House
12'x12', frame; built 1887

40

"

1

126

50

Sundry items

90

153

138

Total Gearing

70

455

320

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

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B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATIONOwner Great Northern Railway Company

Sheet No. _____ of this valuation section

Val. Section No. Montana 6 Miles Main Line, _____ Miles All Tracks, *Approved: John A. Galvin

LOCATION (1)	CHARACTER OF PROPERTY AND DESCRIPTION (2)	Condition Per Cent. (3)	UNIT (4)	NUMBER OF UNITS (5)	COST OF REPRODUCTION		
					Per Unit (6)	New, Total (7)	Less Depreciation (8)
Acct. No. <u>17</u>	Title <u>ROADWAY BUILDINGS (Continued)</u> (I. C. C. Classification)				\$	\$	\$
<u>Helena, Mile 214.0</u>							
	Section House						
	Two story 30'x32'; lean-to 14'x22', frame; built 1887	44	Each	1		2,370	1,043
	Tool Houses						
	12'x12', frame; built 1887	30	"	2		251	75
	Sundry items	20				286	57
	Total Helena	40				2,907	1,175
	Total for Valuation Section	56				24,682	13,854

Account 18 - WATER STATIONS

Approved: F. S. Scheetz

Ulm, Mile 130.0

Tank	24' diam. x 16' high; wood tub on wood tower; masonry foundation; built 1905	75	Each	1		2,510	1,882
Pump House	12'x12', G.R. Std., built 1910	90	"	1		298	268
	Equipment	90				687	620
	Total	90				985	868
Outside Piping	1189' pipe; built 1910	90				1,118	1,006
Well	8'x10'x6' deep; wood lined; built 1910	95	"	1		147	140
Gasoline Storage House	5'x5', frame; built 1910	90	"	1		55	49
	Total Ulm	82				4,815	3,965

Hardy, Mile 153.0

Tank	24' diam. x 16' high; wood tub on 14' wood tower built 1900	65	"	1		1,376	1,284
Pipe line and intake	2580' pipe; built 1900	65				3,224	2,096
	Total Hardy	65				5,200	3,380

Craig, Mile 168.0

Tank and Pipe Line	24' diam. x 16' high; wood tub on wood tower; stone foundation, 321' pipe; built 1900	65	Each	1		2,007	1,305
Windmill	20' diam. wheel; 45' wood tower; built 1905	85	"	1		639	543
	Total Craig	70				2,646	1,848

Wolf Creek, Mile 173.0

Tank	24' diam. x 16' high; wood tub on 14' wood tower; foundation; built 1908	65	Each	1		1,735	1,475
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of the Commission Jan. 3, 1928.

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B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATIONOwner Great Northern Railway Company

Sheet No. _____ of this valuation section

Approved: P. B. ScheetzVal. Section No. Montana 6 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) _____

Acct. No. 18 Title WATER STATIONS (Continued)
(I. & C. Classification.)Wolf Creek, Mile 173.0 (Continued)

CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost at New	UNIT	NUMBER OF UNITS	Per Unit, (4)	New, Total, (5)	Less Depreciation, (6)
Gasoline Cellar 5'x12' brick, 400 gal. tank; built 1898	80		Each	1		182	146
Well 9' diam. x 8' deep; buick walls; built 1898	60		"	1		173	138
Outside Pipe 149 lin.ft.	80					148	118
Pump Pit Equipment; built 1908	85		"	1		473	402
Total Wolf Creek	84					2,711	2,279

Mitchell, Mile 185.0

Tank 24' diam. x 16' high; wood tub on 14' wood tower; masonry foundation; built 1910	75		"	1		1,768	1,328
Pipe Line 4490' - 4" pipe; built 1910	75					4,565	3,424
Total Mitchell	75					6,333	4,750

Johns, Mile 192.0

Tank 24' diam. x 16' high; wood tub on 14' wood tower; concrete foundation; built 1905	75		"	1		1,749	1,312
Pipe Line, 1850' pipe; built 1905	75					1,343	1,007
Total	75					3,092	2,319
Total Johns	75					3,092	2,319

Helena, Mile 214.0

Tank 24' diam. x 16' high; wood tub on wood tower; stone foundation; built 1901	65		"	1		1,911	1,242
Total Helena	65					1,911	1,242
Total for Valuation Section	74					26,708	19,783

Approved: P. T. Oakley
Senior Structural Engineer

Account 19 - FUEL STATIONS

Wolf Creek, Mile 176.0

Coal Chute 10 pocket; 25'x57'; frame; 139' incline; 32' tail track, frame; frame hoist and engine houses; 15 ton hoist, built 1897	60 100		Each Cu.yd.	1 657		7,520 256	4,546 256
Grading							
Total Wolf Creek	62					7,776	4,802

Helena, Mile 214.0

Coal Platform 15'x30', frame; frame derrick; built 1905	70 100		Each Cu.yd.	1 4374		742 1,093	519 1,093
Grading							
Total Helena	88					1,835	1,612
Total for Valuation Section	67					9,611	6,414

Revised page prepared by direction
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MDR

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section

Owner Great Northern Railway CompanyApproved: F. T. Oakley
Senior Structural EngineerVal. Section No. Montana 6 Miles Main Line, _____ Miles all Tracks, *

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.
		(2)	(3)	(4)	(5)	(6)	(7)	

Acct. No. 27 Title SIGNALS AND INTERLOCKERS
(T. C. C. classification)Mechanical Interlockerprotecting crossing of N. P. Ry. and G. N. Ry. at Helena.
Installed 1910. 16 working levers

Interlocking

Tower Bldg. frame 12'x15'

Supply House

Tools and Furniture

Miscellaneous items

Total

Steel Semaphore Train Order Signal

at Cascade

Swift Train Order Signal

at Craig, Wolf Creek, Silver

Total for Valuation Section

Approved: C. H. Kessler
Senior Mechanical Engineer

Account 37 - ROADWAY MACHINES

Hand Cars

8 men capacity

Push Cars

5000# capacity

Velocipedes

#1 Sheffield

Gravel Plows

#1-4 and L-25; built by Great Northern Ry. Co.

Portable Derrick

#1; double engine; cylinder 7"x10"; double drum;
vertical boiler; 39"x85"

Total for Valuation Section

Account 38 - ROADWAY SMALL TOOLS

Section Sets

Total for Valuation Section

Account 44 - SHOP MACHINERY

Helena

Repair Track

Tools and devices; hand and portable; miscellaneous
lot

Total Helena

Total for Valuation Section