

EXPLANATORY TEXTGREAT NORTHERN RAILWAY COMPANY1. DESCRIPTION OF ROAD.

The Great Northern Railway Company was originally incorporated under an Act of the Territorial Legislature of Minnesota on March 1, 1856 as the Minneapolis and St. Cloud Railroad Company. Under an Act of February 28, 1865 the name was changed to the Minneapolis & St. Cloud Railroad Company. This Act and subsequent ones authorized and empowered it to consolidate the whole or any portion of its property, also the property, rights, powers, franchises etc of such roads with the rights, powers, franchises of any other railroad either within or without the territory of Minnesota and with the consent of any such state become the owner thereof; also to change its name or that of any of its branches or divisions. On April 23, 1883 all physical property was sold and on September 18, 1889 when it owned no physical property its name was again changed to the Great Northern Railway Company. Subsequently by purchase and construction the present mileage was acquired. The property is located in the States of Wisconsin, Minnesota, Iowa, North Dakota, South Dakota, Montana, Idaho and Washington.

a. Wholly Owned and Used.

The main lines extend westwardly from Duluth, St. Paul and Minneapolis, Minnesota with two main lines which converge and meet at Grand Forks, North Dakota. From Grand Forks the line extends thru North Dakota, Montana, and Idaho to Everett, Washington, thence northerly to Blaine and southerly to Seattle. Numerous branch lines extend from the main line northerly into Minnesota, southerly into Iowa and South Dakota, northerly in North Dakota, northerly and southerly in Montana, northerly in Idaho and northerly and southerly in Washington.

b. Wholly Owned but not Used.

The Carrier owns but leases to the Minneapolis & St. Louis Railroad Company 0.727 miles of yard tracks and sidings at Minneapolis. It also owns but leases to the Bloodell Donovan Lumber Mills 12.393 miles all tracks between Bellaville Jct. and Yukon, Washington.

c. Jointly Owned and Used.

The Carrier owns and uses jointly with other Carriers a total of 29.116 miles all tracks. The principal items consist of 2.2 miles of double track (14.254 miles all tracks) including a concrete lined tunnel 5141 feet long at Seattle, Washington owned jointly with the Northern Pacific Railway Company and six tracks aggregating 4.466 miles at Seattle owned jointly with the Oregon-Washington Railroad Company.

d. Used but not Owned.

The Carrier uses but does not own the property of the Montana Eastern Railway Company consisting of 94.624 miles all tracks extending from Snowden to Fairview, Montana from which point branch lines extend easterly to Watford, North Dakota and southwesterly to Lambert, Montana. It also uses but does not own 0.5 miles of double track (2.325 miles all tracks) in Minneapolis owned by the Minneapolis Eastern Railway Company.

The railroad operated by the Carrier is of standard gauge and steam operated except for helper service thru the Cascade Tunnel by electric locomotives. It is a single track railroad except for 98.571 miles in the Duluth-Superior district, 33.685 miles in the Minneapolis-St. Paul district, 3.178 miles near Crookston, Minn., 1.289 miles near Sioux City, Iowa, 22.803 miles near Devils Lake, N. Dakota, 14.589 miles between Summit and Bimrod, Montana and 30.570 miles between Everett and Seattle, Washington which is double tracked. The total mileage wholly operated is 7162.506 miles 1st main track, 205.204 miles 2nd main track and 9493.771 miles all tracks.

The railroad is operated in 16 divisions as follows.

Missabe Division	Duluth to Cass Lake
Northern Division	Kelly Lake to Allouez
Dakota Division	Cass Lake to Redland
Minot Division	Barnesville to Noyes
Montana Division	Redland to Devils Lake
Ellisport Division	Barnesville to Grand Forks Jct.
Maroon Division	Devils Lake to Williston
Spokane Division	Williston to Outhank
Cascade Division	Outhank to Troy
Terminals Division	Spokane to Chopaka
St. Cloud & Fergus	Troy to Leavenworth
Falls Division	Leavenworth to Everett
Willmar Division	Seattle to Blaine
Breckenridge Division	St. Paul to Minneapolis
Sioux City Division	Coon Creek to Barnesville
Superior Division	Hutchinson Jct. to Breckenridge
Butte Division	Breckenridge to Devils Lake
	Fargo to Surrey
	Casselton to Bedford
	Willmar to Sioux City
	Garretson to Yankton
	Duluth to Coon Creek
	Havre to Butte
	Great Northern Jct. to Shelby

1. DESCRIPTION OF ROAD. (Cont'd.)

The principle points on the Carrier's lines are Superior, Wisconsin; Duluth, Minneapolis and St. Paul, Minnesota; Sioux City, Iowa; Fargo, Grand Forks and Minot, North Dakota; Havre, Billings and Butte, Montana; and Spokane and Seattle, Washington.

2. MILEAGE AND VALUATION SECTIONS.Great Northern Railway Company - Wholly Owned and Used - Wisconsin

Val. :	From :	To :	M.P. to M.P. :		1st Main :	2nd Main :	Yard Tracks :	All :
Sec. :					Track :	Track :	& Sidings :	Tracks :
1-Wisc.	:Minn. State Line	: Superior	: 3.095	24.896 :	21.801:	7.914 :	72.488 :	102.203
2- "	:Boylston	: Minn.State Line	: 12.348	25.670 :	10.185:	9.783 :	1.331 :	21.299
3- "	:Saunders	: Allouez	: 0.000	6.276 :	6.275:	6.267 :	53.500 :	66.042
: Total - Wisconsin					38.261:	23.964 :	127.319 :	169.544

Great Northern Railway Company - Wholly owned and used - Minnesota

1-Minn.	:St.Paul	: University Switch	: 0.131	8.280	: 8.149	8.149	: 100.014	: 116.312
2- "	:University Switch	: Coon Creek	: 8.210	21.099	: 12.731	4.039	: 21.325	: 36.096
3- "	:Minneapolis Jct.	: Hutchinson Jct.	: 9.528	24.792	: 15.247	15.247	: 60.833	: 91.327
4- "	:Hutchinson Jct.	: Breckenridge	: 24.792	215.251	: 190.879	3.743	: 83.716	: 278.338
5- "	:Hopkins Jct.	: Hopkins	: 0.000	3.563	: 3.563		: 0.895	: 4.456
6- "	:Hutchinson Jct.	: Hutchinson	: 24.792	68.798	: 43.952		: 4.862	: 48.844
7- "	:Willmar	: Jasper	: 0.000	122.775	: 122.775		: 16.707	: 139.482
8- "	:Hills	: Manley	: 78.006	89.319	: 11.312		: 0.916	: 12.228
9- "	:Benson	: Massau	: 0.000	45.908	: 45.908		: 4.230	: 50.138
10- "	:Morris	: Browns Valley	: 0.000	48.320	: 48.320		: 3.862	: 52.182
11- "	:Vermouth	: Childs	: 0.000	8.959	: 8.959		: 0.630	: 9.588
12- "	:Coon Creek	: Sauk Rapids	: 21.099	75.805	: 54.721		: 15.705	: 70.426
13- "	:Elk River	: Milaca	: 0.000	31.816	: 31.816		: 3.222	: 35.038
14- "	:East St.Cloud	: Brook Park	: 0.000	58.452	: 58.454		: 8.998	: 67.452
15- "	:Clearwater Jct.	: St.Cloud	: 0.160	63.078	: 62.978		: 8.299	: 71.277
16- "	:Willmar	: St.Cloud	: 0.653	55.039	: 55.692		: 20.169	: 75.861
17- "	:East St.Cloud	: Barnesville	: 73.560	216.614	: 143.209		: 45.561	: 188.770
18- "	:Sauk Center	: Park Rapids	: 0.000	90.932	: 90.997		: 10.033	: 101.030
19- "	:Park Rapids	: Cass Lake	: 90.932	139.602	: 48.690		: 8.971	: 57.661
20- "	:Evanville	: Tintah	: 0.000	32.000	: 31.995		: 1.690	: 33.685
21- "	:Fergus Falls	: Pelican Rapids	: 0.000	21.509	: 21.712		: 1.366	: 23.060
22- "	:Brushvale	: Moorhead	: 6.692	42.815	: 36.867		: 2.692	: 39.759
23- "	:Barnesville	: No.Dak.State Line	: 0.000	22.802	: 24.133		: 3.501	: 27.634
24- "	:Barnesville	: Canadian Bound	: 0.217	89.887	: 176.342	2.337	: 31.757	: 210.446
25- "	:Moorhead	: Redland	: 0.000	65.968	: 68.968		: 5.075	: 71.043
26- "	:Crookston	: No.Dak.State Line	: 83.458	107.125	: 23.585		: 4.904	: 28.489
27- "	:St.Hilaire	: Wylie	: 0.000	7.144	: 7.052		: 0.647	: 7.699
28- "	:Red Lake Falls	: Thief River Falls	: 0.000	20.138	: 20.153		: 2.633	: 23.006
29- "	:Thief River Falls	: Greenbush	: 20.138	61.232	: 41.101		: 2.636	: 43.737
30- "	:Redland	: Fosston	: 0.000	45.420	: 45.680	0.841	: 24.331	: 70.852
31- "	:Brook Park	: Coon Creek Jct.	: 80.497	136.785	: 56.282		: 9.150	: 65.432
32- "	:Sand Stone	: Kettle River						
		: Quarries	: 0.000	2.593	: 2.593		: 1.563	: 4.156
33- "	:Wisconsin State Line	: Brook Park	: 24.896	80.497	: 55.608	8.299	: 16.965	: 80.872
34- "	:At Duluth		: 0.000	0.375	: 0.375		: 0.661	: 1.036
35- "	:Cloquet	: Wiso.State Line	: 22.436	40.718	: 17.569	15.157	: 5.533	: 38.259
36- "	:Cloquet	: Deer River	: 40.718	126.862	: 85.620	51.151	: 33.221	: 169.992
37- "	:Brookston	: Hills	: 58.464	104.445	: 45.985		: 10.463	: 56.448
38- "	:Swan River Jct.	: Chisholm	: 91.963	3.520				
	: Swan River	: Swan River Br.	: 0.000	6.025	: 46.778		: 55.220	: 101.998
39- "	:Chisholm	: Virginia	: 114.836	111.122	: 17.356		: 26.842	: 44.198
40- "	:Kelly Lake	: Flanders	: 121.369	112.180	: 9.688		: 12.432	: 22.120
41- "	:Kelly Lake	: Nashwanuk	: 0.000	9.276	: 9.291		: 20.262	: 29.553
42- "	:Deer River	: Cass Lake	: 126.862	165.177	: 38.805		: 18.569	: 57.374
42B- "	:Fosston	: Cass Lake	: 45.420	155.180	: 59.760		: 12.484	: 72.244
44- "	:University Switch	: Minneapolis Jct.	: 8.290	10.787	: 2.507	2.507	: 11.413	: 16.427
45- "	:Farmoy	: Kelly Lake	: 83.647	106.913	: 23.267		: 3.355	: 26.622
47- "	:Greenbush	: Warroad	: 61.232	104.402	: 43.170		: 5.089	: 48.259
48- "	:Nashwanuk	: Gunn	: 9.276	31.317	: 21.736		: 10.298	: 32.034
: Total - Minnesota					: 2089.339	111.470	: 754.153	: 2954.961

2. MILEAGE AND VALUATION SECTIONS. (Cont'd.)

Great Northern Railway Company - Wholly owned and used - Iowa.

Val. Sec.	From	To	M.P.	to	M.P.	1st Main Track	2nd Main Track	Yard Tracks and Sidings	All Tracks
1-Iowa	Sioux City	Minn. State Line	0.000	76.006	76.006	1.289	24.887		104.184
Total - Iowa						76.006	1.289	24.887	104.184

Great Northern Railway Company - Wholly owned and used - North Dakota.

1-No.Dak.	Wahpeton	Minn. State Line	0.000	6.692	6.692			0.387	7.079
2-	"	Minn. State Line	Forbes	8.959	62.979	109.544		10.181	119.725
3-	"	Rutland	So.Dak. State Line	55.085	65.415	10.509		0.759	11.268
4-	"	Wahpeton	Hope	0.053	39.653	94.951		31.090	126.041
5-	"	Hope	Devils Lake	39.653	125.357	85.782		16.207	101.989
6-	"	Addison	Chaffee	0.000	11.788	11.784		0.643	12.427
7-	"	Casselman	Larimore	55.542	129.632	74.323		14.062	88.385
8-	"	Portland Jct.	Mason Jct.	0.000	32.395	32.749		2.803	35.252
9-	"	Fargo	New Rockford	0.100	126.131	125.207		34.474	160.681
10-	"	New Rockford	Surrey	126.131	225.984	99.904		21.505	121.409
11-	"	Minn. State Line	Devils Lake	107.125	88.582	96.231	3.332	75.139	174.702
12-	"	Minn. State Line	Grand Forks	22.802	98.599	75.057		18.444	93.501
13-	"	Grand Forks	Canadian Bound.	0.000	80.697	80.711		9.918	90.629
14-	"	Grafton	Canadian Bound.	0.000	53.223	53.234		4.938	58.162
15-	"	Larimore	Hannah	0.000	95.003	95.025		11.137	106.152
16-	"	Lakota	Charles	0.000	72.891	73.153		8.701	79.854
17-	"	Devils Lake	Minot	88.582	4.543	118.030	19.471	46.886	184.387
18-	"	Minot	Williston	4.543	121.811	116.891		33.746	150.637
19-	"	Church's Ferry	Canadian Bound.	0.000	59.027	59.066		7.310	66.376
20-	"	York	Danesh	0.000	41.892	42.289		7.163	49.452
21-	"	Rugby	Antler	0.000	80.604	80.878		7.960	88.638
22-	"	Towner	Marbess	0.000	45.995	46.095		4.053	50.148
23-	"	Granville	Sherwood	0.000	61.516	61.846		4.913	66.759
24-	"	Berthold	Crosby	0.000	89.939	89.173		8.360	97.533
25-	"	Hiobe	Canadian Bound.	0.000	21.457	21.691		3.728	25.419
26-	"	Stanley	Wildrose	0.000	50.759	50.761		3.325	54.087
27-	"	Williston	Mont. State Line	121.811	144.338	22.156		4.329	26.485
Total - North Dakota						1636.722	22.803	389.862	2247.387

Great Northern Railway Company - Wholly owned and used - South Dakota.

1-S.Dak.	So.Dak.State Line	Aberdeen	65.415	118.988	53.573			5.178	58.751
2-	"	Minn. State Line	Watertown	45.908	91.597	45.886		4.056	49.742
3-	"	Watertown	Buron	91.597	161.510	69.913		5.639	75.552
4-	"	Minn. State Line	Sioux Falls	122.775	149.925	27.319		9.030	36.349
5-	"	Sioux Falls	Yankton	149.925	208.722	58.832		5.149	63.981
6-	"	Minn. State Line	Garretson	89.319	96.797	7.478		1.211	8.689
Total - South Dakota						262.801		30.263	293.064

Great Northern Railway Company - Wholly owned and used - Montana.

1-Mont.	So.Dak.State Line	Glasgow	144.34	278.37	134.030			34.274	168.304
2-	"	Glasgow	Pacific Jct.	278.37	434.68	186.342		44.616	200.958
3-	"	Pacific Jct.	Outbank	965.00	1090.25	125.435		29.611	155.046
4-	"	Sainville	Scobey	0.00	97.83	97.827		9.014	106.841
5-	"	Pacific Jct.	Great Falls	0.00	121.60	122.498		60.710	183.208
6-	"	Great Falls	Helena	117.41	215.25	97.304		19.642	116.946
7-	"	Helena	Butte	215.25	286.20	70.999		32.838	
		Mountain View Branch				3.390			107.227
8-	"	Garber	Great Falls	212.62	223.05	10.431		8.957	19.388
9-	"	Armington	Garber	194.15	212.62	18.739		6.376	25.117
10-	"	Judith Gap	Armington	101.62	194.15	92.545		30.425	122.970
11-	"	Great Northern Jct	Judith Gap	0.00	101.62	101.670		13.357	115.027
12-	"	Garber	Sand Coulee	0.00	5.28	5.278			
		Lewis Jct.	Stockett	2.89	8.11	5.215		6.475	16.969
13-	"	Armington	Neilhart	0.00	38.38	38.379		3.785	42.165
14-	"	Moccasin	Lewiston	0.00	30.02	30.025		4.663	34.688
15-	"	Great Falls	Shelby	1.90	99.70	97.293		12.077	109.370
16-	"	Virden	Canadian Bound.	102.60	136.90	36.300		1.950	38.250
17-	"	Vaugh	Gilman	0.00	40.25	40.254		3.701	43.955
18-	"	Power	Bynum	0.00	42.62	42.619		4.629	47.248

2. MILEAGE AND VALUATION SECTION 2. (Cont'd.)

Great Northern Railway Company - Wholly Owned and Used - Montana (Cont'd.)

Val.	Sec.	From	To	M.P.	to	M.P.	1st Main	2nd Main	Yard Tracks	All
							Track	Track	& Sidings	Tracks
19-Mont.:	Cutbank	Columbia Falls		1090.28	1211.79		120.279	14.589	29.931	164.799
20- "	Columbia Falls	Rexford		1211.79	1280.00		68.529		24.475	93.004
21- "	Rexford	Jennings		1280.00	1322.27		42.265		11.294	53.559
22- "	Jennings	Troy		1322.27	1354.71		32.447		10.598	42.845
23- "	Columbia Falls	Marion		1211.79	1252.50		40.466		11.793	52.259
24- "	Halispell	Somers		0.00	10.45		10.454		4.089	14.543
25- "	Rexford	Canadian Bound.		0.00	8.58		8.582		1.081	9.663
26- "	Troy	Idaho State Line		1337.97	1380.76		12.793		1.122	13.915
Total - Montana							1662.589	14.589	421.286	2098.264

Great Northern Railway Company - Wholly Owned and Used - Idaho

1-Idaho:	Mont. State Line	Wash. State Line		1380.76	1431.05		79.539		25.515	105.054
2- "	Bonner's Ferry	Canadian Bound.		0.00	25.80		25.795		1.541	27.336
Total - Idaho							105.334		27.056	132.390

Great Northern Railway Company - Wholly Owned and Used - Washington

1-Wash.:	Idaho State Line	Spokane		1431.05	1479.42		52.222		56.774	108.996
2- "	Spokane	Wilson Creek		1479.42	1577.58		98.188		27.180	125.368
3- "	Wilson Creek	Leavenworth		1577.58	1674.80		96.483		43.251	141.734
4- "	Bluesstem	Peach		Not in operation - incomplete						
5- "	Columbia River	Mansfield		0.02	60.62		60.559		5.675	66.434
6- "	Wenatchee	Oroville		2.42	135.72		133.309		12.807	146.116
7- "	Dean	Marcus		13.83	101.59		87.764		16.719	104.483
8- "	Marcus	Canadian Bound.		101.57	139.79		38.187		6.467	44.654
9- "	Northport	Canadian Bound.		0.00	7.48		7.481		0.314	7.795
10- "	Marcus	Canadian Bound.		0.00	27.39		27.389		3.542	30.931
11- "	Canadian Bound.	Republic		41.78	79.50		37.688		5.645	43.333
12- "	Curlew	Canadian Bound.		52.38	66.66		14.276		1.890	16.166
13- "	Canadian Bound.	Canadian Bound.		95.89	144.02		48.430		9.224	57.654
14- "	Leavenworth	Everett		1674.80	1784.83		108.066		47.827	155.893
15- "	Everett	Seattle		32.25	1.66		30.579	30.570	36.537	97.686
16- "	Everett Terminals			32.20	36.72		7.185		15.646	23.831
17- "	Everett	Canadian Bound.		36.10	119.46		82.357		27.503	109.860
18- "	Anacortes	Rockport		4.00	53.54		57.537		13.914	71.451
20- "	Monroe	Tolt		0.00	17.93		17.834		3.551	21.385
21- "	Tacoma Terminals								3.258	3.258
Total - Washington							1007.534	30.570	358.924	1377.028

Total - Wholly Owned and Used - All States : 7076.385 : 204.685 : 2113.749 : 9396.822

Great Northern Railway Company - Wholly Owned but not Used - Minnesota
Leased to Minneapolis & St. Louis Railroad Company

31-Minn.:	Minneapolis								0.727	0.727
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Great Northern Railway Company - Wholly Owned but not Used - Washington
Leased to Bloodell-Donovan Lumber Mills.

19-Wash.:	Belleville Jct.	Yukon		0.00	10.70		10.696		1.697	12.393
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Total - Wholly Owned but not Used - All States : 10.696 : : 2.424 : 13.120

2. MILEAGE AND VALUATION SECTION. (Cont'd.)

Great Northern Railway Company 50% } Jointly Owned and Used - Wisconsin
 Northern Pacific Railway Company 50%

Val.	From	To	M.P.	to	M.P.	1st Main	2nd Main	Yard Tracks	LL
Sec.						Track	Track	& Sidings	Tracks
1-Wisc.	At Saunders							0.327	
	At Superior	(Central Ave.)						0.087	0.414

Great Northern Railway Company 50% } Jointly Owned and Used - Minnesota
 Northern Pacific Railway Company 50%

1-Minn.	At St. Paul							0.703	0.703
14-	"	At East St. Cloud						0.209	0.209
28-	"	At Red Lake Jet.						0.131	0.131
35-	"	At Cloquet						1.166	1.166
36-	"	At Cloquet						0.064	0.064
Total - Minnesota								2.273	2.273

Great Northern Railway Company 50% } Jointly owned and used - Minnesota
 Minnesota and International Railway Company 50%

19-Minn.	At Walker							0.137	0.137
Total - State of Minnesota								2.410	2.410

Great Northern Railway Company - 25% }
 Illinois Central Railroad Company 25% }
 Chicago and Northwestern Railway Company - 25% } Jointly Owned and Used - Iowa.
 Chicago, St. Paul, Minneapolis and Omaha Railway Company 25%

1-Iowa	At Silver City (1st Street)							0.693	0.693
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Great Northern Railway Company - 20% }
 Chicago, Milwaukee and St. Paul Railway Company - 20% }
 Chicago and Northwestern Railway Company - 20% } Jointly Owned and Used - Iowa.
 Chicago, St. Paul, Minneapolis and Omaha Railway Company - 20% }
 Illinois Central Railroad Company - 20%

1-Iowa	At Sioux City							2.357	2.357
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Great Northern Railway Company - 50% } Jointly Owned and Used - Iowa.
 Chicago, St. Paul, Minneapolis and Omaha Railway Company 50%

1-Iowa	At Sioux City							0.145	0.145
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Great Northern Railway Company - 50% } Jointly Owned and Used - Iowa.
 Illinois Central Railroad Company - 50%

1-Iowa	At Leeda							0.835	0.835
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Total - State of Iowa

4.040 4.040

Great Northern Railway Company 50% } Jointly Owned and Used - North Dakota
 Northern Pacific Railway Company 50%

17-No. Dak.	At Leeda							0.170	0.170
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2. MILEAGE AND VALUATION SECTIONS. (cont'd.)

Great Northern Railway Company 50%		Jointly Owned and Used - South Dakota			
Chicago, Milwaukee and St. Paul Railway Company 50%					
Val.	:	:	:	1st Main	2nd Main
Sec.	:	:	:	Track	Track
	:	:	:	Yard Tracks	All
	:	:	:	Trucks	Trucks
1-So.Dak.:At Aberdeen	:	:	:	0.131	0.131
Great Northern Railway Company - 50%		Jointly Owned and Used - South Dakota			
Chicago and Northwestern Railway Company - 50%					
3-So.Dak.:At Huron	:	:	:	0.150	0.150
Great Northern Railway Company - 20%		Jointly owned and used - South Dakota.			
Chicago, Milwaukee and St. Paul Railway Company - 20%					
Chicago, Rock Island and Pacific Railway Company - 20%					
Chicago, St. Paul, Minneapolis and Omaha Railway Company - 20%					
Illinois Central Railroad Company - 20%					
4-So.Dak.:At Sioux Falls	:	:	:	1.005	1.005
Total - State of South Dakota		:	:	1.286	1.286
Great Northern Railway Company - 50%		Jointly Owned and Used - Washington.			
Chicago, Milwaukee and St. Paul Railway Company - 50%					
14-Wash.:At Everett	:	:	:	0.576	0.576
Great Northern Railway Company - 50%		Jointly Owned and Used - Washington.			
Northern Pacific Railway Company - 50%					
15-Wash.:At Ballard	:	:	:	1.500	:
At Seattle	:	2.226	2.187	9.841	15.754
Great Northern Railway Company - 50%		Jointly Owned and Used - Washington.			
Oregon, Washington Railroad and Navigation Company 50%					
15-Wash.:At Seattle	:	:	:	4.466	4.466
Total - State of Washington		:	2.226	2.187	16.383
Total - Jointly Owned and Used - All States		:	2.226	2.187	24.703
Great Northern Railway Company - Wholly Used but not Owned - Minnesota					
Leased from - Minneapolis Eastern Railway Company					
5b-Minn.:At Minneapolis	:	0.511	0.519	1.295	2.325
Great Northern Railway Company - Wholly Used but not Owned - North Dakota					
Leased from - Montana Eastern Railway Company					
1-No.Dak.:Mont. State Line	:	5.194	15.630	8.571	1.066
2- " :Mont. State Line	:	0.000	35.100	37.527	5.122
Watford	:				42.449
Total - North Dakota		:	45.998	:	6.188
		:		:	52.186

BM

2. MILEAGE AND VALUATION SECTION. (Cont'd.)Great Northern Railway Company - Wholly Used but not Owned - Montana
Leased from - Montana Eastern Railway Company

Val.	Sec.	From	To	M.P.	to	M.P.	1st Main Track	2nd Main Track	Yard Tracks & Sidings	All Tracks
1-Mont.		Snowden	No. Dak. State Line	0.000	5.194		5.315		1.843	7.158
2- "		No. Dak. State Line	Sidney	14.245	24.540		10.296		0.751	11.047
3- "		Newlon	Lambert	0.000	21.998		21.998		2.235	24.235
Total - Montana							37.609		4.829	42.438
Total - Leased from Montana Eastern Railway Company							83.607		11.017	94.624
Total - Wholly Used but not Owned - All States							84.118	0.519	12.312	96.949
Grand Total Wholly Owned and Wholly Leased by the Great Northern Railway Company and used by it							7162.506	205.204	2126.051	9493.771
							\$: 2.225	2.187	24.705	29.116

* Jointly Owned property reported separately by valuation sections.

3. TERMINAL.

The principal freight and passenger terminals and the basis upon which they are used are shown in the following table.

Location	Basis of Use		Remarks
	Freight Terminal	Passenger Terminal	
Aberdeen, So. Dak.	Ownership	Ownership	
Barnesville, Minn.	"	"	
Billings, Montana	Rental	Rental	Owned by Northern Pacific and Chicago, Burlington & Quincy Railway
Brockenridge, Minn.	Ownership	Ownership	
Butte, Montana	"	"	
Crookston, Minn.	"	"	
Devils Lake, No. Dak.	"	"	
Duluth, Minn.	"	Rental	Great Northern uses passenger facilities of the Duluth Union Depot & Transportation Co.
Everett, Washington	"	Ownership	
Grand Forks, No. Dak.	"	"	
Great Falls, Montana	"	"	
Havre, Montana	"	"	
Helena, Montana	"	"	
Huron, So. Dak.	"	"	
Kelly Lake, Minn.	"	"	Large ore trains handled.
Lewistown, Montana	"	"	
Minneapolis, Minn.	"	"	
Minot, No. Dak.	"	"	
Portland, Oregon	Rental	Rental	Owned by Spokane, Portland & Seattle Railway
Seattle, Washington	Ownership	Ownership	
Spokane, Washington	"	"	
St. Paul, Minn.	"	Rental	Great Northern uses passenger facilities of the St. Paul Union Depot Company
Sioax Falls, So. Dak.	"	Ownership	
Sioax City, Iowa	"	"	
St. Cloud, Minn.	"	"	
Superior, Wisconsin	"	Rental	Great Northern uses passenger facilities of the Lake Superior Terminal & Transfer Railway Company
Tacoma, Washington	"	"	Uses passenger facilities of Northern Pacific Railway
Vancouver, British Columbia	"	Ownership	Owned by subsidiary Great Northern & Northern Pacific Company
Watertown, So. Dak.	"	"	
Willmar, Minnesota	"	"	
Winnipeg, Manitoba	"	Rental	Freight facilities owned by subsidiary, Midland Railway of Manitoba. Passenger facilities owned by Canadian Northern and Grand Trunk Pacific Railways.
Yankton, So. Dak.	"	Ownership	

4. CONNECTIONS WITH OTHER CARRIERS.

The principal connections with other carriers for the interchange of business are as follows:-

<u>Location</u>	<u>Name of Other Carrier</u>
<u>Idaho</u>	
Albany Falls Spur	Fidelity Lumber Company
Bonnars Ferry	Spokane International Railway
Port Hill	Bedlington & Nelson Railway
Sand Point	Northern Pacific Railway
" "	Spokane International Railway
<u>Iowa</u>	
Deon	+ Chicago, St. Paul, Minneapolis & Omaha Railway
Hinton	+ Chicago, St. Paul, Minneapolis & Omaha Railway
"	Illinois Central Railroad
Leeds	+ Chicago, St. Paul, Minneapolis & Omaha Railway
"	Illinois Central Railroad
Lester	Chicago, Rock Island & Pacific Railway
Maurice	+ Chicago & Northwestern Railway
Merrill	+ Chicago & Northwestern Railway
"	Illinois Central Railroad
Perkins	+ Chicago, Milwaukee & St. Paul Railway
Sioux City	Chicago & Northwestern Railway
"	Chicago, Burlington & Quincy Railroad
"	Chicago, Milwaukee & St. Paul Railway
"	Chicago, St. Paul, Minneapolis & Omaha Railway
"	Illinois Central Railroad
"	Sioux City Terminal Railway
<u>Minnesota</u>	
Akeley	Red River Lumber Company
Alexandria	+ Minneapolis, St. Paul & Sault Ste. Marie Railway
Anoka	Northern Pacific Railway
Appleton	Chicago, Milwaukee & St. Paul Railway
Bailey	Northern Pacific Railway
Becker	Northern Pacific Railway
Bemidji	Minneapolis, Red Lake & Manitoba Railway
"	+ Minneapolis, St. Paul & Sault Ste. Marie Railway
"	Minnesota & International Railway
Big Lake	Northern Pacific Railway
Breckenridge	Northern Pacific Railway
Burwell	+ Northern Pacific Railway
Cable	Northern Pacific Railway
Carlton	Northern Pacific Railway
Cass Lake	Minneapolis, St. Paul & Sault Ste. Marie Railway
Chisholm	Duluth, Missabe & Northern Railway
"	Swan River Logging Company
Clear Lake	Northern Pacific Railway
Cloquet	Duluth & Northeastern Railway
"	Northern Pacific Railway
Coleraine	Duluth, Missabe & Northern Railway
Coon Creek	Northern Pacific Railway
Crookston	+ Northern Pacific Railway
Dayton	Northern Pacific Railway
Deer River	Minneapolis & Rainy River Railway
Duluth	Lake Transportation
"	+ Minneapolis, St. Paul & Sault Ste. Marie Railway
"	Northern Pacific Railway
"	Chicago, St. Paul, Minneapolis & Omaha Railway
"	+ Duluth & Iron Range Railroad
"	+ Duluth, Missabe & Northern Railway
"	Duluth, South Shore & Atlantic Railroad
"	Duluth, Winnipeg & Pacific Railway
"	Northern Pacific Railway
East Grand Forks	Northern Pacific Railway
East St. Cloud	+ Minneapolis, St. Paul & Sault Ste. Marie Railway
Elbow Lake	Northern Pacific Railway
Elk River	Duluth, Missabe & Northern Railway
Emmert	Minneapolis, St. Paul & Sault Ste. Marie Railway
Erskine	+ Minneapolis, St. Paul & Sault Ste. Marie Railway
Parris	Northern Pacific Railway
Fergus Falls	Northern Pacific Railway
Glyndon	Chicago, Milwaukee & St. Paul Railway
Graceville	+ Chicago, Milwaukee & St. Paul Railway
Granite Falls	Minneapolis & St. Louis Railroad
Hanley Falls	Duluth, Missabe & Northern Railway
Hibbing	Illinois Central Railroad
Hills	Northern Pacific Railway
Hinckley	+ Duluth, Missabe & Northern Railway
Holman	

Minnesota (Cont'd.)

Hopkins	+ Chicago, Milwaukee & St. Paul Railway
"	+ Minneapolis & St. Louis Railroad
Hutchinson	+ Chicago, Milwaukee & St. Paul Railway
Jasper	Chicago, Rock Island & Pacific Railway
Manley	Chicago, St. Paul, Minneapolis & Omaha Railway
Marshall	Chicago & Northwestern Railway
Moorhead	Northern Pacific Railway
Morris	Northern Pacific Railway
Minneapolis	Chicago, Burlington & Quincy Railroad
"	Chicago Great Western Railroad
"	Chicago, Milwaukee & St. Paul Railway
"	Chicago, Rock Island & Pacific Railway
"	Chicago, St. Paul, Minneapolis & Omaha Railway
"	Minneapolis & St. Louis Railroad
"	Minneapolis Eastern Railway
"	Minneapolis, St. Paul & Sault Ste. Marie Railway
"	Minneapolis Western Railway
"	Minneapolis, St. Paul, Rochester & Dubuque Traction Co.
"	Minnesota Transfer Railway
"	Northern Pacific Railway
"	Mississippi River Transportation
Minnesota Transfer	Chicago, Burlington & Quincy Railroad
"	Chicago, Great Western Railroad
"	Chicago, Milwaukee & St. Paul Railway
"	Chicago, Rock Island & Pacific Railway
"	Chicago, St. Paul, Minneapolis & Omaha Railway
"	Minneapolis, St. Paul & Sault Ste. Marie Railway
"	Northern Pacific Railway
Hoyes	Canadian Northern Railway System
"	Canadian Pacific Railway
"	Minneapolis, St. Paul & Sault Ste. Marie Railway
Paynesville	Minneapolis, St. Paul & Sault Ste. Marie Railway
Pipestone	+ Chicago, Milwaukee & St. Paul Railway
"	Chicago, Rock Island & Pacific Railway
"	+ Chicago, St. Paul, Minneapolis & Omaha Railway
Red Lake Falls	Northern Pacific Railway
Redland	+ Northern Pacific Railway
Riley	+ Duluth, Missabe & Northern Railway
Robbinsdale	+ Minneapolis, St. Paul & Sault Ste. Marie Railway
St. Paul	Chicago, Burlington & Quincy Railroad
"	Chicago Great Western Railroad
"	Chicago, Milwaukee & St. Paul Railway
"	+ Chicago, Rock Island & Pacific Railway
"	Chicago, St. Paul, Minneapolis & Omaha Railway
"	Minneapolis & St. Louis Railroad
"	+ Minneapolis, St. Paul & Sault Ste. Marie Railway
"	Northern Pacific Railway
"	St. Paul Bridge & Terminal Railway
"	Mississippi River Transportation
Sauk Center	Northern Pacific Railway
Sauk Rapids	Northern Pacific Railway
Swan River	Mill City Railway
"	Swan River Logging Company
Thief River Falls	Minneapolis, St. Paul & Sault Ste. Marie Railway
"	Minnesota, Northwestern Electric Railway
Tilden Junction	Northern Pacific Railway
Virginia	Duluth, Winnipeg & Pacific Railway
"	Duluth & Iron Range Railroad
"	+ Duluth, Missabe & Northern Railway
Wadena	Northern Pacific Railway
Walker	Minnesota & International Railway
Warren	+ Minneapolis, St. Paul & Sault Ste. Marie Railway
Warroad	Canadian Northern Railway System
Wilton	Wilton & Northern Railway

Montana

Billings	Chicago, Burlington & Quincy Railroad
"	Northern Pacific Railway
Boulder	Northern Pacific Railway
Butte	Butte, Anaconda & Pacific Railway
"	+ Chicago, Milwaukee & St. Paul Railway
"	Northern Pacific Railway
"	Oregon Short Line Railway
Conrad	Montana Western Railway
Gateway	The Crows Nest Southern Railway
Great Falls	Chicago, Milwaukee & St. Paul Railway
Helena	Northern Pacific Railway
Judith Gap	Chicago, Milwaukee & St. Paul Railway
Lewistown	Chicago, Milwaukee & St. Paul Railway
Mossburn	Chicago, Burlington & Quincy Railroad
"	Northern Pacific Railway

Montana (Cont'd.)

Slayton
Snowden
Sweet Grass
Wicks

* Chicago, Milwaukee & St. Paul Railway
Montana Eastern Railway
Canadian Pacific Railway
Northern Pacific Railway

North Dakota

Ardock
Bisbee
Bowbells
Brookland
Casselton
Conway
Crosby
Davenport
Deep
Devils Lake

Minneapolis, St. Paul & Sault Ste. Marie Railway
Minneapolis, St. Paul & Sault Ste. Marie Railway
* Minneapolis, St. Paul & Sault Ste. Marie Railway
* Chicago, Milwaukee & St. Paul Railway
Northern Pacific Railway
* Minneapolis, St. Paul & Sault Ste. Marie Railway
* Minneapolis, St. Paul & Sault Ste. Marie Railway
Northern Pacific Railway
* Minneapolis, St. Paul & Sault Ste. Marie Railway
Farmers Grain & Shipping Company's Railroad
* Minneapolis, St. Paul & Sault Ste. Marie Railway
Devils Lake & Chautauqua Railway

" "

Edinburg

Northern Dakota Railway

Ellendale

Chicago, Milwaukee & St. Paul Railway

Farmount

* Chicago, Milwaukee & St. Paul Railway

" "

* Minneapolis, St. Paul & Sault Ste. Marie Railway

Fargo

* Chicago, Milwaukee & St. Paul Railway

" "

Northern Pacific Railway

Grafton

Northern Pacific Railway

Grand Forks

Northern Pacific Railway

Hankinson

* Minneapolis, St. Paul & Sault Ste. Marie Railway

Hannafor

Northern Pacific Railway

Lansford

Minneapolis, St. Paul & Sault Ste. Marie Railway

Leeds

Northern Pacific Railway

Lidgerwood

* Minneapolis, St. Paul & Sault Ste. Marie Railway

Minot

Minneapolis, St. Paul & Sault Ste. Marie Railway

Neche

Canadian Pacific Railway

Newton

* Chicago & Northwestern Railway

New Rockford

* Northern Pacific Railway

Norfolk

* Minneapolis, St. Paul & Sault Ste. Marie Railway

North Gate

Grand Trunk Pacific Railway

Omnes

Minneapolis, St. Paul & Sault Ste. Marie Railway

Rolette

* Minneapolis, St. Paul & Sault Ste. Marie Railway

Wahpeton

* Northern Pacific Railway

Chicago, Milwaukee & St. Paul Railway

South Dakota

Aberdeen

* Chicago & Northwestern Railway

" "

Chicago, Milwaukee & St. Paul Railway

" "

* Minneapolis & St. Louis Railroad

Huron

Chicago & Northwestern Railway

Lennox

Chicago, Milwaukee & St. Paul Railway

Mission Hill

* Chicago & Northwestern Railway

Sicux Falls

Chicago, Milwaukee & St. Paul Railway

" "

Chicago, Rock Island & Pacific Railway

" "

Chicago, St. Paul, Minneapolis & Omaha Railway

" "

Illinois Central Railroad

" "

South Dakota Central Railway

Vienma

Chicago, Milwaukee & St. Paul Railway

Volin

* Chicago & Northwestern Railway

Watertown

Chicago & Northwestern Railway

" "

* Chicago, Rock Island & Pacific Railway

" "

* Minneapolis & St. Louis Railroad

Yankton

South Dakota Central Railway

" "

* Chicago & Northwestern Railway

Chicago, Milwaukee & St. Paul Railway

Washington

Adrian

Northern Pacific Railway

Anacortes

Ocean Transportation

Ballard

Northern Pacific Railway

" "

Seattle Everett Traction Company

Bellingham

Bellingham & Northern Railway

" "

Northern Pacific Railway

" "

Ocean Transportation

Blaine

Vancouver, Victoria & Eastern Railway & Navigation Co.

Boundary

Nelson & Port Sheppard Railway

Chopaka

Vancouver, Victoria & Eastern Railway & Navigation Co.

Carlew

* Spokane & British Columbia Railway

Danville

* Spokane & British Columbia Railway

" "

Vancouver, Victoria & Eastern Railway & Navigation Co.

Delta

Chicago, Milwaukee & St. Paul Railway

" "

Northern Pacific Railway

Washington (Cont'd.)

Douglas
 Duvall
 Espanola
 Everett
 "
 Harlburt
 Interbay
 Karamin Spar
 Laurier
 Leavenworth
 Lowell
 "
 "
 Halo
 Hanson
 Midway
 Marysville
 Molson
 Monroe
 Newport
 O. W.R. & N. Jot.
 Republic
 Seattle
 "
 "
 "
 "
 Sedro-Woolley
 Skagit Crossing
 Spokane
 "
 "
 "
 "
 S. P. & S. Jot.
 Snohomish
 "
 "
 Springdale
 Stanwood
 "
 Sultan Railway Jot.
 Tacoma
 "
 "
 "
 "
 Tolt
 Woodruff
 "

Waterville Railway
 + Chicago, Milwaukee & St. Paul Railway
 + Northern Pacific Railway
 Northern Pacific Railway
 Ocean Transportation
 + Spokane & British Columbia Railway
 Northern Pacific Railway
 + Spokane & British Columbia Railway
 Vancouver, Victoria & Eastern Railway & Nav. Co.
 Wenatchee Valley & Northern Railroad
 + Chicago, Milwaukee & St. Paul Railway
 Northern Pacific Railway
 Seattle Everett Traction Company
 + Spokane & British Columbia Railway
 The Red Mountain Railway
 Vancouver, Victoria & Eastern Railway & Nav. Co.
 Marysville & Arlington Railway
 Vancouver, Victoria & Eastern Railway & Nav. Co.
 Chicago, Milwaukee & St. Paul Railway
 Chicago, Milwaukee & St. Paul Railway
 Chicago, Milwaukee & St. Paul Railway
 + Spokane & British Columbia Railway
 Chicago, Milwaukee & St. Paul Railway
 Columbia & Puget Sound Railroad
 Northern Pacific Railway
 Oregon-Washington Railroad & Navigation Company
 Ocean Transportation
 Northern Pacific Railway
 English Lumber Company
 Northern Pacific Railway
 Oregon-Washington Railroad & Navigation Company
 Spokane & Inland Empire Railroad
 + Spokane, Portland & Seattle Railway
 + Spokane International Railway
 Spokane, Portland & Seattle Railway
 + Chicago, Milwaukee & St. Paul Railway
 + Northern Pacific Railway
 + Seattle- Everett Traction Company
 Washington Western Railway
 Marysville & Arlington Railway
 Hall & Hall Railway
 Sultan Lumber Company
 + Chicago, Milwaukee & St. Paul Railway
 Northern Pacific Railway
 Oregon-Washington Railway & Navigation Company
 + Tacoma Eastern Railroad
 Ocean Transportation
 + Chicago, Milwaukee & St. Paul Railway
 Three Lakes Lumber Company
 + Washington Western Railway

Wisconsin

Allouez
 "
 "
 "
 "
 Central Avenue
 Superior
 "
 "
 "
 "
 "

+ Chicago, St. Paul, Minneapolis & Omaha Railway
 + Duluth, South Shore & Atlantic Railway
 Northern Pacific Railway
 Lake Transportation
 Northwestern Coal Railway
 Northern Pacific Railway
 + Chicago, St. Paul, Minneapolis & Omaha Railway
 Lake Transportation
 + Duluth, South Shore & Atlantic Railway
 Lake Superior Terminal & Transfer Railway
 + Minneapolis, St. Paul & Sault Ste. Marie Railway
 Northern Pacific Railway

+ Indicates no existing track connections.

5. IMPORTANT JOINT FACILITIES.

In the operation of its system the Carrier has trackage rights over the lines of the following Carriers:

<u>Carrier</u>	<u>Location</u>	<u>Mileage</u>
Northern Pacific Railway Company	Superior, Wisc.	5.01
"	" " to Duluth, Minn.	5.46
"	Red Lake Falls, Minn. to Tilden Jct., Minn.	10.70
"	Northtown Jct., Minn. to East St. Cloud, Minn.	61.65
"	Sidney, Mont. to Newlon Jct., Mont.	4.81
"	G.H. Jct., Mont. to Billings, Mont.	12.72
"	Lowell, Wash. to Everett, Wash.	2.70
"	Seattle, Wash. to Vancouver, Wash.	177.71
Spokane, Portland and Seattle Ry. Co.	Vancouver, Wash. to Portland, Ore.	5.66

The Carrier grants trackage rights to other Carriers as follows:-

<u>Carrier</u>	<u>Location</u>	<u>Mileage</u>
Chicago, Burlington & Quincy R.R. Co.	St. Paul, Minn. to Minneapolis, Minn.	10.21
Chicago, Great Western R.R. Co.	" " " " "	10.54
Chicago, St. Paul, Minneapolis and Omaha Railway Company	" " " " "	10.22
Northern Pacific Railway Company	" " " " "	10.28
"	Northtown Jct., Minn. to East St. Cloud, Minn.	61.65
"	Helena, Mont. to Hyndman, Mont.	38.33

6. CHARACTERISTICS OF THE COUNTRY.(a) Topography.

The region traversed by the Carrier varies from low rolling timber lands in northern Minnesota and level undulating prairie lands of North Dakota and Montana to broken and precipitous elevations of the Rocky and Cascade ranges in Western Montana, Idaho and Washington. From Duluth and St. Paul at elevations 526 feet and 702 feet respectively the line gradually rises to the summit of the Rocky Mountains in western Montana at elevation 5213 feet, thence descends to elevation of 608 feet at the Columbia River crossing; again rises to the summit of the Cascade range at elevation 3381 feet then descends to sea level at Everett and Seattle, Wash.

(b) Geology.

The geology classification of the region traversed by the Carrier is extremely varied. The soil of the prairie districts may be classed generally as sandy loam. Where loose rock surface materials are found they are of stream deposit and glacial drift origin. The underlying rocks and a large part of the surface rocks consist of sandstones, shales, limestones, slate and lava flows. Many swamps and marshes are crossed in northern Minnesota.

(c) Climate.

The temperature for the territory traversed by the Carrier varies from a minimum of minus 60° to 10° Fahrenheit to a maximum of 95° to 110° Fahrenheit with a normal temperature ranging from 0° to 70° Fahrenheit and an average annual temperature of 40° to 50° Fahrenheit. The normal annual precipitation varies from 9 to 50 inches.

(d) Development - Farm.

The rolling lands of Minnesota, North Dakota and Montana produce large quantities of wheat, oats, flax, alfalfa and other grains. Stock raising and dairying are practiced extensively in Minnesota and North Dakota, while stock raising in Montana and the growing of fruit in Washington are important industries.

(e) Development - Industrial.

The industrial products are chiefly derived from mining and forests. Large quantities of lumber are produced in Washington, iron from the mines and building stone from the quarries in Minnesota, coal from the mines in North Dakota and copper and silver from the mines in Montana. Large quantities of coal are received at the docks on Lake Superior for transportation westward.

VII. PHYSICAL CHARACTERISTICS OF ROAD.Grades and Curvature.

The ruling grades (which are also the maximum grades) and maximum curvatures for the several operating divisions are as follows:

Operating Division	Ruling Grades		Maximum Curvature.
	West	East	
<u>Missabe Division</u>			
Duluth to Cass Lake	0.40	0.40	5° -except 8° at Duluth
Kelly Lake to Allouez	0.60	0.10	
<u>Northern Division</u>			
Cass Lake to Redland	0.40	0.40	3° -except 4° at Redland
Barnesville to Hoyer	0.20	0.20	
<u>Dakota Division</u>			
Redland to Devil's Lake	0.70	0.60	4°
Barnesville to Grand Forks Jct.	0.30	0.30	4° -except 8° at Grand Forks Jct.
<u>Minot Division</u>			
Devil's Lake to Minot	0.60	0.60	3°
Minot to Williston	0.72	0.72	3°
<u>Montana Division</u>			
Williston to Havre (Pacific Jct.)	0.40	0.40	2°
Havre to Cut Bank	1.00	0.80	4° -except 6° 20' at Pacific Jct.
<u>Kalispell Division</u>			
Cut Bank to Whitefish	1.00	0.80	10°
		1.80 Pusher Grade	
Whitefish to Troy	0.25	0.50	8°
<u>Marcus Division</u>			
Spokane to Chopaka	0.60	3.50	18°
<u>Spokane Division</u>			
Troy to Hillyard	0.60	0.60	10°
Hillyard to Leavenworth	1.00	1.00	10°
<u>Cascade Division</u>			
Leavenworth to Seattle	2.20	1.0	10°
Seattle to Blaine		2.20 Pusher Grade	
<u>Terminal Division</u>			
St. Paul to Minneapolis	1.5	1.64	9°-13'
<u>St. Cloud & Pergus Falls Division</u>			
Coon Creek to Barnesville	0.60	0.60	4°
<u>Willmar Division</u>			
Hutchinson Jct. to Breckenridge	0.60	0.40	4°
<u>Breckenridge Division</u>			
Breckenridge to Casselton	0.30	0.40	4° -except 6° at Larimore
Casselton to Devil's Lake	0.60	0.40	3° -except 4° at Casselton
Fargo to Bedford	0.60	0.60	1° 30'
Bedford to Surrey	0.40	0.30	
Casselton to Bedford	0.60	0.40	
<u>Sioux City Division</u>			
Willmar to Sioux City	0.60	0.60	3° -except 4° 30' at Sioux Falls
Garretson to Yankton	0.60	0.60	3° -except 8° 50' at Sioux City
<u>Superior Division</u>			
Duluth to Coon Creek	0.40	0.40	3° 50'
<u>Butte Division</u>			
Havre to Great Falls	0.60	0.50	4°-20' - except 7° at Lincoln
Great Falls to Butte	2.20	1.00	10°
Great Northern Jct. to Great Falls	0.60	1.00	7°
Great Falls to Shelby	1.40	1.00	6°

8. ROAD.

Account 3 - Grading.

The grading for the roadbed of the Carrier is of the greatest variety. The sandy and loamy soils found on the prairies of North and South Dakota and Southern Minnesota are handled easily, while the granites, porphyries and sandstones encountered in the Rocky and Cascade ranges are removed with difficulty. In Northern Minnesota the lines traverse much "muskeg" bog country, into which the embankments frequently settle or "subside" to considerable depths. In many places foundations of timber (corduroy) were necessary upon which to place embankments. There is also much subsidence of embankments in the swamps and lowlands of Western Washington.

In many localities, particularly along the mountain streams and also along the shores of Puget Sound, it has been necessary to protect embankments with extensive stone revetment and retaining walls.

Account 5 - Tunnels.

There are 54 tunnels on the system having a total length of 59192'. The largest tunnel, 13873' long, is located at the summit of the Cascades, through which trains are electrically operated. Included in the reproduction estimate of this tunnel is the cost of 12.053 miles of switch backs over the mountain, similar to those constructed at the time the railroad was built.

Val. Sec.	Tunnel No.	Length	Lined			Unlined
			Concrete	Brick & Stone	Timber	
1-Idaho	9	360.2			360.2	
	10	215			94	121
	10.1	610	610			
	10.2	479	479			
5-Mont.	12	532.1			532.1	
	13	462.6			462.6	
6-Mont.	1	823			823	
	2	171			-	171
	3	570				570
	4	362			362	
	5	589	589			
7-Mont.	6	6186	2537	3651		
	7	821.2	821.2			
	8	220			220	
	9	664	664			
	10	1283	1283			
9-Mont.	Q-5	1160.1	1160.1			
10-Mont.	Q-4	1556.1			1556.1	
	Q-3	1605.5			1605.5	
11-Mont.	2	1114			1114	
	1	2512			2512	
13-Mont.	1	126				126
19-Mont.	1 (DT)	459	459			
	1.5 (DT)	318.8	318.8			
	2	655			655	
	3	239.4			239.4	
	4	220.5			220.5	
20-Mont.	5	189			189	
	5A	841	841			
26-Mont.	5B	288			288	
	7	380			380	
1-Wash.	8	172				172
	11	241				241
3-Wash.	11.1	926.9			926.9	
	12	221				221
5-Wash.	1	770			770	
6-Wash.	8.4	434.3			136	296.3
	15.7	770.2			181.1	589.1
	35.3	396.8			41	357.8
11-Wash.	1	113				113
13-Wash.	6	447				447
	7	1761			343	1418
14-Wash.	13	13873	13873			
	13.1 (DT)	1241	1241			
	14	291			291	
	15	1612			134	1378
	16	2369.3	2369.3			
17-Wash.	18	1113	1113			
	19	142	142			
	20	327	327			
	21	714	714			
15-Wash. (Jt.)	Seattle (DT)	5141	5141			
Totals		59192.6	54682.4	3651	14636.2	6221.2

8. ROADS. (cont'd.)Account 6 - Bridges, Trestles and Culverts.

Permanent steel, stone or concrete bridges, culverts and pipes have usually been provided on the main lines at stream crossings. On branch lines wooden bridges and culverts are generally used.

Account 8 - Ties.

A great variety of ties is found on the lines of the Carrier with native and mountain pine, Oregon or Douglas fir and tamarack predominating. Peculiar to this carrier is the use of a treated pine tie of triangular cross-section. Zinc treated ties for a period of fifteen years past have been used largely when renewing untreated ties.

Account 9 - Rails.

The main lines are laid with 90 lb. Open Hearth and 85 lb. Bessemer rail. Branch lines and other tracks are usually laid with Bessemer relay rail, some of it foreign rolled, ranging from 60 lb. to 77-1/2 lb. per yard.

Account 11 - Ballast.

All tracks are generally ballasted with gravel secured from local pits. In some instances, however, gravel ballast is hauled long distances, particularly in Minnesota, where the maximum haul is about 163 miles. Branch lines are usually surfaced with the natural material secured from alongside the tracks.

Account 13 - Right-of-Way Fences.

Barbed wire fences of a type legal in the various states crossed are used where necessary to fence the right-of-way; either wooden or steel cattle guards are provided at highway crossings. At a few points woven wire fencing has been used for protection against sheep and hogs.

Account 14 - Snow and Sand Fences and Snowsheds.

The usual types of permanent and movable panel snow-fences prevail. In the prairie sections of Minnesota, North Dakota and Montana the planting of specially adapted trees and brush has been experimented with to some degree of success. Cuts have in many cases been widened and slopes flattened as a measure for snow protection. In the Rocky and the Cascade Mountains, where the snowfall is very heavy, several miles of timber and concrete snowsheds have been constructed.

Account 16 - Station and Office Buildings.

Adequate and suitable station facilities have been provided at all points. For the more important cities the buildings are of brick or stone. For the smaller towns frame buildings are used.

Account 17 - Roadway Buildings.

Section, bunk, tool and other houses consist generally of wooden construction.

Account 18 - Water Stations.

Steel or wooden tanks have been built at convenient locations (for supplying locomotives with water), to which water is delivered by gravity or pumping. Water treating plants are provided where the water is unsuitable for boilers.

Account 19 - Fuel Stations.

Coaling stations are provided for handling and storing coal at convenient points east of the Cascade Division. The Cascade Division, extending from the Columbia River westward to Seattle, is operated with oil-burning locomotives, which are supplied with fuel from storage and service oil tanks.

Account 20 - Shops and Engine Houses.

The Great Northern is well equipped with shop facilities for the construction and repair of equipment and road appliances. The larger installations are at Superior, Wisconsin, St. Paul and St. Cloud, Minnesota, Great Falls, Montana, and at Hillyard and Delta, Washington. Secondary shops are located at all division points.

Account 23 - Wharves and Docks.

The Great Northern owns and operates large ore docks at Allouez, Wisconsin; also owns docks for the handling of grain and other business at Superior. At Seattle, Washington, it owns extensive docks of pile construction which are for general use in handling ocean traffic.

6. ROAD. (Cont'd.)

Account 26 - Telegraph and Telephone Lines.

The ownership of the pole lines along the Great Northern in the various States is distributed as follows:-

State	Mileage of Pole Line Owned			Mileage of Pole Lines Used +	
	Great Northern	Western Union	Great Northern & Western Union Jointly	Owned and Used by Western Union and also Used by Great Northern	Owned and Used by Great Northern and also Used by Western Union
Wisconsin	39.57				
Minnesota	603.67	761.07	887.34	266.30	84.81
Iowa		64.60			
North Dakota	759.27	966.58	123.30	517.66	13.11
South Dakota		260.24		1.50 ++	
Montana	804.28	874.45		839.07 +++	176.85
Idaho	25.79	79.50		79.50	
Washington	406.61	575.51		353.11	113.68
TOTALS	2639.49	5581.95	810.64	2057.14	388.45

Notes: + Also included under mileage of pole line owned, except entries designated ++ and +++

++ Pole Line owned by Chicago, Milwaukee and St. Paul Railway and Chicago and Northwestern Railway.

+++ Includes 13.20 miles of pole line owned jointly by Western Union Telegraph Company and Northern Pacific Railway.

The ownership assigned is based on various contracts between the Railway or its predecessor companies and the Telegraph Company. The amounts shown in the report are in accordance with the division of ownership shown in the field notes and which were agreed to by both carriers. The columns "Mileage of Pole Lines Used" indicate the use of the pole line by non-owning carrier for its exclusively owned wires, but do not indicate the use by the Great Northern as provided in most of the contracts, of the wires, instruments and other telegraph property owned exclusively by the Telegraph Company and used by Great Northern for railway business, for the reason that the use is not exclusive, and varies with the requirements of the Railway.

Account 27 - Signals and Interlockers.

Automatic block signals are installed where the traffic is dense and operation difficult. These are generally of the electric upper quadrant type, although the staff system is in use for the sections in the Cascade Mountains in Washington and at some of the principal tunnels.

Account 31 - Power Transmission SystemsAccount 32 - Power Distribution SystemsAccount 33 - Power Line Poles and Vitrages

Small installations are found at the more important shop locations. The principal installation is in connection with the Cascade Tunnel Electrification.

Account 44 - Shop Machinery.

The shops of the Carrier are equipped with necessary tools to handle all kinds of repair and construction work. Some of the small tools are home made.

Account 45 - Power Plant Machinery.

Most of the power plants at shop locations are small and are included under Account 44, the principal exceptions being the installations at St. Paul (Dale Street), Minnesota and Devil's Lake, North Dakota. The Tumwater power plant at Leavenworth, Washington, used in connection with the Cascade Tunnel Electrification, is a hydro-electric plant which consists of a penstock 8'-5" in diameter and 11,832 feet long, 3 Turbine water wheels of 4000 and 4500 horsepower direct connected to 2000 K.W. generators.

Account 46 - Power Substation Apparatus.

The most important installation is at Cascade Tunnel.

9. EQUIPMENT.Account 51 - Steam Locomotives.

The Great Northern Railway Company owns the following steam locomotives:

OWNED AND USED		OWNED BUT NOT USED	JOINTLY OWNED AND WHOLLY USED
6-Wheel Switch (type 0-6-0)	116		
Tank Locomotive (type 2-4-0)	1		
Mogul (type 2-6-0)	111	4	
Prairie (type 2-6-2)	135		
Consolidation (type 2-8-0)	243	10	
Mikado (type 2-8-2)	70		
American (type 4-4-0)	110		
Atlantic (type 4-4-2)	10		
10-Wheel (type 4-6-0)	134	11	
Pacific (type 4-6-2)	86		
12-Wheel (type 4-8-0)	91	1	
Mountain (type 4-8-2)	15		
Mallet (type 2-6-6-2)	67		
Mallet (type 2-6-8-0)	36		
Mallet (type 2-6-8-0)	25		
Consolidation (type 2-8-0)			1
Totals	1250	26	1

Account 52 - Other Locomotives.

The Great Northern owns and uses 4 electric locomotives, type 0-4-4-0. These are used in helper service through the Cascade Tunnel and operate through an overhead contact system at 500 volts.

Account 53 - Freight Train Cars.

The Great Northern owns a total of 53,674 freight train cars, 52,930 of which are "owned and used" and 744 of which are "owned but not used".

Account 54 - Passenger Train Cars.

The Great Northern owns a total of 1,181 passenger train cars, 1,172 of which are owned and used and 9 are owned but not used.

Account 57 - Work Equipment.

The Great Northern owns 3,584 work equipment cars, 3,320 of which are owned and used and 264 of which are owned but not used. There are 28 business cars, 998 ballast cars, 1,146 sand cars, 457 Dodge ballast cars, 407 outfit and supply cars, 121 oil tank cars, 70 water cars, 149 cylinder cars, 10 rotary snow plows, 55 snow dozers and drags, 17 steam wreckers, 15 pile drivers and 19 steam shovels.

10. ENGINEERING AND GENERAL EXPENDITURES.Account 1 - Engineering.

Engineering has been estimated upon the basis of 4 per cent of Road Accounts 3 to 47 inclusive, for the States of Minnesota, Wisconsin, Iowa, North Dakota and South Dakota, and at 4-1/2 per cent for the States of Montana, Idaho and Washington.

Accounts 71 to 75 and 77 - General Expenditures.

General expenditures have been estimated at 1-1/2 per cent upon Road Accounts Nos. 1 to 47 exclusive of Account 2, Land.

10. ENGINEERING AND GENERAL EXPENDITURES. (Cont'd.)Account 76 - Interest During Construction.

Interest during construction has been estimated at the rate of 6 per cent per annum for one half the construction period plus 3 months upon Road Accounts 1 to 47 exclusive of Account 2, Land and upon General Expenditures, Accounts 71 to 76 and 77 and for 3 months upon Equipment Accounts 51 to 56 inclusive.

11. INVENTORY OF PHYSICAL PROPERTY.

Throughout the system, the carrier has made extensive investigations to determine subsidence of embankments. This was done by trenching across the roadbed, or by borings and soundings with augurs and rods. In the preparation of this report the following amounts of subsidence have been added to the measured volumes of embankment before the distribution of grading.

Val.	Sec.	1-Min.	374,704	cu.yds.	Val.	Sec.	1-Misc.	10,180	cu.yds.
"	2-	"	25,204	"	"	2-	"	11,579	"
"	3-	"	572,722	"	"	3-	"	2,333	"
"	4-	"	741,161	"	"	1-Iowa		104,927	"
"	5-	"	2,253	"	"	1-No.Dak.		6,739	"
"	6-	"	230,267	"	"	10-	"	3,217	"
"	7-	"	112,314	"	"	11-	"	29,033	"
"	8-	"	16,864	"	"	12-	"	80,692	"
"	9-	"	34,641	"	"	17-	"	7,918	"
"	12-	"	21,299	"	"	18-	"	78,523	"
"	13-	"	44,866	"	"	20-	"	13,788	"
"	14-	"	62,539	"	"	27-	"	586	"
"	15-	"	265,942	"	"	2-So.Dak.		2,508	"
"	16-	"	119,532	"	"	3-	"	975	"
"	17-	"	514,918	"	"	4-	"	3,231	"
"	18-	"	156,386	"	"	5-	"	43,469	"
"	19-	"	68,264	"	"	6-	"	10,778	"
"	20-	"	44,017	"	"	2-Mont.		65,522	"
"	21-	"	30,127	"	"	8-	"	3,895	"
"	22-	"	45,219	"	"	13-	"	899	"
"	23-	"	10,099	"	"	19-	"	143,078	"
"	24-	"	166,002	"	"	20-	"	15,737	"
"	25-	"	95,590	"	"	21-	"	9,460	"
"	26-	"	28,924	"	"	22-	"	7,815	"
"	27-	"	7,491	"	"	23-	"	10,001	"
"	28-	"	20,204	"	"	25-	"	8,344	"
"	29-	"	44,445	"	"	26-	"	17,119	"
"	30-	"	163,485	"	"	1-Idaho		437,101	"
"	31-	"	257,400	"	"	2-	"	11,600	"
"	32-	"	3,834	"	"	1-Wash.		93,156	"
"	33-	"	179,623	"	"	2-	"	172,264	"
"	35-	"	4,900	"	"	7-	"	22,121	"
"	36-	"	605,036	"	"	10-	"	7,517	"
"	37-	"	353,617	"	"	11-	"	26,865	"
"	38-	"	164,796	"	"	12-	"	3,895	"
"	39-	"	83,382	"	"	14-	"	738,640	"
"	40-	"	121,732	"	"	15-	"	156,902	"
"	41-	"	104,616	"	"	15-(Joint)		3,980	"
"	42A-	"	169,349	"	"	16-	"	20,738	"
"	42B-	"	365,418	"	"	17-	"	224,213	"
"	46-	"	79,803	"	"	18-	"	73,983	"
"	47-	"	37,637	"	"	20-	"	80,011	"
"	48-	"	217,912	"					
				Total					9,531,132

12. GENERAL INFORMATION.

Joint property is inventoried and reported as a separate valuation section and the details of the property and the ownership are there given.

The following carriers are interested in one or more such parcels of property as they appear upon the assembly sheets.

Atchison, Topeka and Santa Fe Railway Company - The
 Chicago and Northwestern Railway Company
 Chicago, Burlington & Quincy Railroad Company
 Chicago, Milwaukee and St. Paul Railway Company
 Chicago, Rock Island and Pacific Railway Company - The
 Chicago, Saint Paul, Minneapolis and Omaha Railway Company
 Dubuque and Sioux City Railroad Company
 Duluth, Missabe and Northern Railway Company
 Duluth, South Shore & Atlantic Railway Company - The
 Illinois Central Railroad Company
 Interstate Transfer Railway Company
 Lake Superior Terminal and Transfer Railway Company - The

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 the Commission Jan. 3, 1926.

12. GENERAL INFORMATION. (Cont'd.)

Minneapolis & St. Louis Railroad Company - The
 Minneapolis, St. Paul & Sault Ste. Marie Railway Company
 Minnesota and International Railway Company
 Northern Pacific Railway Company
 Oregon-Washington Railroad & Navigation Company
 Saint Paul Union Depot Company - The
 Spokane, Portland and Seattle Railway Company

(a) Grading - Shrink and Swell.

The one-way pay and overhaul method was used for computing and pricing grading on the entire system with a free haul limit of 500 feet for team work. Train haul has been divided into two classes, viz. Class I which covers haul by "dinky" equipment up to two miles and Class II which covers haul by standard equipment over Carrier's tracks varying from 2 to 49 miles.

To the measured volume of all embankment 10% has been added for shrinkage including loss and waste of excavation materials during construction. The change in volume from original excavation to present embankment has been estimated as follows:

Common excavation	10% shrink
Loose Rock "	No change to 10% shrink
Solid Rock "	0% to 40% swell

To the measured volume of ballast in track 10% has been added to obtain the pay quantities.

(b) Waste.

The following percentages of measured quantities have been added for waste.

Track spikes	3%
" bolts	1%
Angle bars	2%
Nutlocks	2%

(c) Scrap and Salvage Values.

Rail (scrap)	11.85 to 12.50 per gross ton
" (relay)	22.50 to 29.50 " "
Switch material	10.00 " net ton
Tie plates, rail braces etc	10.00 " "
Structural steel	8.00 " "
Locomotives	10.00 " "
Freight train cars - metal parts	10.00 " "
Passenger " "	10.00 " "
Shop machinery	10.00 " "

(d) Prices.

The following are the most significant unit prices used in the report.

Excavation - common	.16 $\frac{1}{2}$ to .34	per cubic yard
" hard pan	.32 " .45	" "
" loose rock	.58 " .50	" "
" solid rock	.62 " 1.37	" "
Deck plate girders	.036 " .044	lb. erected
Thru "	.036 " .046	" "
Trusses	.042 " .050	" "
I-beam bridges	.034 " .041	" "
Piling, untreated	.36 " .64	lin. ft. in place
Bridge timber, untreated	25.30 " 45.30	M.B.M. in place
Concrete, plain	6.57 " 10.74	cubic yard in place
" reinforced	10.07 " 12.24	" " "
Reinforcing steel	2.55 " 3.65	cwt. "
Cast iron culvert pipe	30.00 " 51.25	net ton "
Cross ties, untreated	.27 " 1.63	each
" treated	.39 " 2.12	" "
Rail new O.R.		30.00 per gr. ton f.o.b. Chicago
" Bess.		28.00 " " " Chicago
Rail, relay	23.50 " 30.50	" " " material yard
Ballast, cinders		.14 per cu. yd. plus haul
" gravel	.18 " .20	" " " "
" crushed rock		.65 " " " "

Material yard expense has been allowed as follows:

Rail	.50 per gross ton
Other Track Material	.50 " net ton
Cross ties	.03 each
Switch and bridge ties	1.00 per M.B.M.

GRAND SUMMARY
THE GREAT NORTHERN RAILWAY SYSTEM
Summary of Costs of Common Carrier Property Owned or
Used, Exclusive of Account 2-Land.

							Ratio Repro- duction Cost Reproduction: Less Depre- ciation to Reproduction: Cost New
	Main Track: Miles	2nd Track: Miles	All Track: Miles	Cost New	Depreciation	Reproduction	Cost New
Wholly Owned and Used	7098.388	204.685	9396.822	375,738,060	313,814,984		84
Wholly Owned but not Used, leased to Minneapolis & St. Louis R.R. Co.	-	-	0.727	12,177	10,743		88
Bloodell-Donovan Lbr. Mills.	10.696		12,393	237,859	193,958		82
Canadian Lines of C.N. Ry. Co.				1,237,706	722,947		58
Total	10.696	-	13.120	1,487,742	927,648		62
Jointly Owned and Used Great Northern Ry. Co's. portion	2.226	2.187	29.116	5,290,397	4,488,062		85
				2,524,165	2,136,630		85
Jointly Owned and Wholly Used Great Northern Ry. Co's. portion				13,049	6,585		50
				6,524	3,292		50
Wholly Used but not Owned, Leased from Minneapolis Eastern Ry. Co.	0.511	0.519	2.325	25,794	17,299		67
Montana Eastern Ry. Co.	83.607		94.624	4,313,459	4,189,448		97
Total	84.118	0.519	96.949	4,339,253	4,206,747		97
Grand Total Owned	7089.084	204.685	9409.942	379,756,489	316,882,554		83
	2.226	2.187	29.116				
Grand Total Used	7152.506	205.804	9493.771	382,614,524	320,164,945		84
	2.226	2.187	29.116				

STATE OF WISCONSIN

Wholly Owned and Used.	38.261	23.964	189.544	12,626,825	10,531,604		85
Jointly Owned and Used Great Northern Ry. Co's. portion			0.414	39,031	34,558		89
				20,806	17,930		89
Grand Total Owned	38.261	23.964	189.544	12,647,631	10,549,534		83
			0.414				
Grand Total Used	38.261	23.964	189.544	12,647,631	10,549,534		83
			0.414				

STATE OF MINNESOTA

Wholly Owned and Used	2089.339	111.470	2954.961	78,121,158	65,615,208		84
Wholly Owned but not Used, Leased to Minneapolis & St. Louis R.R. Co.	-	-	0.727	12,177	10,743		88
Jointly Owned and Used Great Northern Ry. Co's. portion			2.410	537,471	364,170		68
				268,632	181,295		68
Wholly Used but not Owned, leased from Minneapolis Eastern Ry. Co.	0.511	0.519	2.325	25,794	17,299		67
Grand Total Owned	2089.339	111.470	2955.686	78,401,967	65,807,246		84
			2.410				
Grand Total Used	2089.850	111.989	2957.286	78,415,584	65,813,802		84
			2.410				

THE GREAT NORTHERN RAILWAY SYSTEM

Summary of Costs of Common Carrier Property, Owned or
Used, Exclusive of Account 2-Land.

	Main Track Miles	End Track Miles	All Track Miles	Reproduction Cost New	Cost Less Depreciation	Ratio Repro- duction Cost Less Depre- ciation to Reproduction Cost New
STATE OF IOWA						
Wholly Owned and Used	78.008	1.289	104.184	2,659,580	2,144,679	81
Jointly Owned and Used	-	-	4.040	248,012	211,041	85
Great Northern Ry. Co's. portion	-	-	-	43,900	36,668	85
Grand Total Owned	78.008	1.289	104.184	2,703,480	2,181,347	81
Grand Total Used	78.008	1.289	104.184	2,703,480	2,181,347	81
STATE OF NORTH DAKOTA						
Wholly Owned and Used	1854.722	22.803	2247.387	46,404,857	39,285,125	85
Jointly Owned and Used	-	-	0.170	59,855	42,311	71
Great Northern Ry. Co's. portion	-	-	-	29,933	21,161	71
Wholly Used but not Owned, Leased from Montana Eastern Ry. Co.	45.998	-	52.186	2,948,945	2,880,958	98
Grand Total Owned	1854.722	22.803	2247.387	46,434,790	39,306,286	85
Grand Total Used	1880.720	22.803	2299.573	49,383,735	42,187,244	85
STATE OF SOUTH DAKOTA						
Wholly Owned and Used	262.801	-	293.064	5,175,527	4,091,455	79
Jointly Owned and Used	-	-	1.286	23,941	18,374	79
Great Northern Ry. Co's. portion	-	-	-	5,747	4,457	79
Grand Total Owned	262.801	-	293.064	5,181,274	4,095,922	79
Grand Total Used	262.801	-	293.064	5,181,274	4,095,922	79
STATE OF MONTANA						
Wholly Owned and Used	1662.389	14.589	2098.264	81,514,860	72,527,089	89
Jointly Owned and Used	-	-	-	115,986	109,082	94
Great Northern Ry. Co's. portion	-	-	-	57,995	54,542	94
Wholly Used but not Owned, leased from Montana Eastern Ry. Co.	37.509	-	42.438	1,363,874	1,308,169	96
Grand Total Owned	1662.389	14.589	2098.264	81,572,835	72,581,631	89
Grand Total Used	1699.898	14.589	2140.702	82,936,727	73,889,800	89

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of The Commission January 3, 1928.

THE GREAT NORTHERN RAILWAY SYSTEM

Summary of Costs of Common Carrier Property, Owned or Used, Exclusive of Account 2-Land.

						Ratio Repro- duction Cost less Depre- ciation to Reproduction Cost New
	Main Track	2nd Track	All Track	Reproduction Cost New	Cost Less Depreciation	Reproduction Cost New
<u>STATE OF ILLINOIS</u>						
Wholly Owned and Used	106,334:		132,390:	7,247,549:	6,806,410:	94
Grand Total Owned	106,334:		132,390:	7,247,549:	6,806,410:	94
Grand Total Used	106,334:		132,390:	7,247,549:	6,806,410:	94
<u>STATE OF WASHINGTON</u>						
Wholly Owned and Used	1007,534:	30,570:	1377,028:	67,436,868:	60,832,456:	90
Wholly Owned but not Used, Leased to Bloodell-Donovan Lbr. Mills	10,696:		12,395:	237,859:	193,958:	82
Jointly Owned and Used Great Northern Ry. Co.'s. portion	2,226:	2,187:	20,796:	4,265,136:	3,705,530:	87
Grand Total Owned	1018,230:	30,570:	1389,421:	69,770,396:	62,645,793:	90
Grand Total Used	1007,534:	30,570:	1377,028:	69,532,537:	62,651,835:	90
<u>NOT DISTRIBUTED TO STATES</u>						
Wholly Owned and Used						
Road Accounts 1 to 47				68,528:	44,102:	64
Equipment Accounts 51 to 58				73,379,544:	61,168,000:	70
General Expenditures				1,102,754:	768,845:	70
Total				74,550,836:	61,980,947:	70
Wholly Owned but not Used, Leased to Canadian Lines of G.N. Ry. Co.						
Equipment Accounts 51 to 58				1,219,415:	712,265:	58
General Expenditures				18,291:	10,684:	58
Total				1,237,706:	722,949:	58
Jointly Owned and Used (with C.E. & Q. R.R. Co.)						
Road Accounts 1 to 47				2,879:	2,325:	81
General Expenditures				87:	71:	81
Total				2,966:	2,396:	81
Great Northern Ry. Co.'s. Portion				1,483:	1,198:	81
Jointly Owned and Wholly Used						
Equipment Accounts 51 to 58				12,856:	6,486:	50
General Expenditures				195:	97:	50
Total				13,049:	6,583:	50
Great Northern Ry. Co.'s. portion owned				6,524:	3,292:	50
Great Northern Ry. Co.'s. portion used				15,048:	6,584:	50
Wholly Used but not Owned, leased from Montana Eastern Ry. Co.						
Equipment Accounts 51 to 58				631:	316:	50
General Expenditures				9:	5:	50
Total				640:	321:	50
Grand Total Owned				75,796,549:	52,708,385:	70
Grand Total Used				74,566,007:	51,989,051:	70

GREAT NORTHERN RAILWAY COMPANY

Summary of Costs of Common Carrier Property Owned or Used
Exclusive of Account 2, Land by Valuation
Sections and States.

WHOLLY OWNED AND USED

Val.	Sec.	No.	From	To	Miles	Miles	Miles	Cost New	Reproduction Cost Less Depreciation	Ratio Reproduction Cost to Cost New
1-Wisc.			Minn. State Line	Superior	21.801	7.914	102.203	3,695,496	3,031,804	82
2-			Boyleston	Minn. State Line	10.185	9.783	21.299	681,547	575,981	84
3-			Saunders	Allouez	6.275	6.267	66.042	7,044,699	5,910,014	84
			Non-allocated					36,627	30,216	82
			General Expenditures					1,187,456	985,589	83
			Total - Wisconsin		38.261	23.964	189.544	12,625,825	10,531,504	83
1-Minn.			St. Paul	University Switch	8.149	8.149	116.312	6,484,750	5,125,252	79
2-			University Switch	Coon Creek	12.751	4.039	38.095	792,106	614,427	78
3-			Minneapolis Jct.	Hutchinson Jct.	15.247	15.247	91.527	2,795,495	2,592,932	82
4-			Hutchinson Jct.	Breckenridge	190.879	3.745	278.338	7,123,666	6,122,627	86
5-			Hopkins Jct.	Hopkins	3.565		4.458	62,400	62,702	84
6-			Hutchinson Jct.	Hutchinson	43.962		48.844	905,751	724,964	80
7-			Willmar	Jasper	122.775		139.482	2,935,612	2,454,278	84
8-			Hills	Manley	11.512		12.228	326,685	284,135	87
9-			Benson	Nassau	45.908		50.158	659,385	522,980	79
10-			Morris	Browns Valley	48.320		52.182	528,274	397,976	75
11-			Vermouth	Childs	8.958		9.588	111,809	82,207	74
12-			Coon Creek	Sauk Rapids	54.721		70.426	1,019,480	823,903	81
13-			Elk River	Milaco	51.816		35.058	509,437	396,247	78
14-			East St. Cloud	Brook Park	58.454		67.452	1,355,118	1,124,075	83
15-			Clearwater Jct.	St. Cloud	62.978		71.277	1,540,665	1,281,469	83
16-			Willmar	St. Cloud	55.692		75.861	1,717,240	1,355,083	79
17-			East St. Cloud	Barnesville	143.209		188.770	5,072,250	4,325,989	85
18-			Sauk Center	Park Rapids	90.997		101.030	1,395,909	1,155,987	83
19-			Park Rapids	Cass Lake	48.690		57.661	1,072,070	936,597	87
20-			Evansville	Tintah	51.995		53.685	562,151	446,497	79
21-			Wergus Falls	Pelican Rapids	21.712		25.080	257,622	197,252	77
22-			Brushvale	Moorhead	36.867		39.759	658,193	514,641	78
23-			Barnesville	No. Dak. State Line	24.135		27.654	484,785	381,375	79
24-			Barnesville	Canadian Boundary	176.542	2.237	210.446	3,713,544	2,970,500	80
25-			Moorhead	Redland	65.968		71.043	968,750	766,305	79
26-			Crookston	No. Dak. State Line	23.585		28.489	453,809	331,266	73
27-			St. Hilaire	Wylie	7.052		7.699	74,386	54,999	74
28-			Red Lake Falls	Thief River Falls	20.153		23.006	458,715	367,087	80
29-			Thief River Falls	Greenbush	41.101		43.737	464,231	346,305	75
30-			Redland	Posston	45.680	0.841	70.852	1,405,389	1,145,625	82
31-			Brook Park	Coon Creek Jct.	56.282		65.432	1,491,060	1,216,002	82
32-			Sand Stone	Kettle River Quarries	2.593		4.156	67,593	58,581	86
33-			Wisconsin State Line	Brook Park	55.608	8.299	80.872	2,304,637	2,030,138	88
34-			At Duluth		0.575		1.036	149,909	134,608	90
35-			Cloquet	Wisconsin State Line	17.569	15.157	38.259	1,714,536	1,516,385	88
36-			Cloquet	Deer River	85.620	51.161	169.992	4,016,653	3,487,134	87
37-			Brookston	Ellis	45.985		56.448	1,662,208	1,411,894	85
38-			Swan River Bridge	Christholm	45.778		101.998	1,941,750	1,674,758	86
39-			Christholm	Virginia	17.556		44.196	1,164,525	1,022,245	88
40-			Kelly Lake	Flanders	9.688		22.120	795,892	751,110	92
41-			Kelly Lake	Nashwan	9.291		29.553	685,264	620,233	91
42-A-			Deer River	Cass Lake	38.605		57.374	1,318,194	1,114,462	85
42-B-			Posston	Cass Lake	59.760		72.244	1,728,452	1,481,294	86
44-			University Switch	Minneapolis Jct.	2.507	2.507	16.427	3,089,064	2,796,285	91
46-			Pernoy	Kelly Lake	23.267		26.622	735,778	646,753	88
47-			Greenbush	Warroad	43.170		48.299	517,138	410,053	79
48-			Nashwan	Gunn	21.736		32.054	1,454,384	1,364,929	94
			Non-allocated					344,100	287,586	84
			General Expenditures					7,037,342	5,911,367	84
			Total - Minnesota		2089.339	111.470	2954.961	78,121,158	65,615,208	84
1-Iowa			Sioux City	Minn. State Line	78.008	1.289	104.184	2,456,906	1,964,315	81
			Non-allocated					595	479	81
			General Expenditures					222,081	179,685	81
			Total - Iowa		78.008	1.289	104.184	2,659,580	2,144,479	81

Summary of Costs of Common Carrier Property Owned or Used
Exclusive of Account 2, Land by Valuation
Sections and States.

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GREAT NORTHERN RAILWAY COMPANY

Summary of Costs of Common Carrier Property Owned or Used
Exclusive of Account 2, Land by Valuation
Sections and States.

WHOLLY OWNED AND USED

Val.	Sec.	No.	From	To	Main Track Miles	2nd. Track Miles	All Track Miles	Reproduction Cost New	Cost Less Depreciation	Reproduction Cost New
										Ratio Repro- duction Cost Less Depre- ciation to Reproduction
16-Mont.			Virden	Canadian Boundary	36.300		38.250	388,594	261,365	67
17-			Vaugh	Gilman	40.254		43.955	738,567	705,142	89
18-			Power	Byman	42.619		47.248	639,426	596,439	93
19-			Catbank	Columbia Falls	120.279	14.589	164.799	9,218,776	8,369,464	91
20-			Columbia Falls	Rexford	68.529		93.004	5,567,459	5,220,562	94
21-			Rexford	Jennings	42.265		53.559	1,644,992	1,611,312	92
22-			Jennings	Troy	32.447		42.848	1,342,654	1,202,574	90
23-			Columbia Falls	Marion	40.456		52.259	1,274,300	1,139,175	89
24-			Kalispell	Somers	10.454		14.543	331,558	249,472	75
25-			Rexford	Canadian Boundary	8.582		9.663	279,448	256,507	91
26-			Troy	Idaho State Line	12.795		13.915	683,808	640,724	94
			Non-allocated					476,990	390,528	82
			General Expenditures					8,227,795	7,322,737	89
			Total Montana		1642.389	14.589	2099.264	81,514,860	72,527,089	89
1-Idaho			Montana State Line	Wash. State Line	79.539		106.054	5,405,414	5,093,525	94
2-			Baumer's Ferry	Canadian Boundary	25.796		27.356	1,071,798	991,440	93
			Non-allocated					14,145	10,626	75
			General Expenditures					756,192	710,821	94
			Total Idaho		105.334		133.390	7,247,549	6,806,410	94
1-Wash.			Idaho State Line	Spokane	52.222		108.996	4,627,339	3,990,664	86
2-			Spokane	Wilson Creek	98.186		125.368	3,232,024	2,912,655	89
3-			Wilson Creek	Leavenworth	98.485		141.734	4,720,297	4,114,135	87
4-			Bluestem	Pelch	Not in operation - Incomplete					
5-			Columbia River	Mansfield	60.559		66.434	1,544,152	1,421,019	92
6-			Wenatchee	Oroville	133.509		146.116	4,494,656	4,324,707	96
7-			Dean	Marcus	87.764		104.485	1,901,253	1,544,105	86
8-			Marcus	Canadian Boundary	58.187		44.654	1,319,417	1,209,472	92
9-			Northport	Canadian Boundary	7.481		7.795	319,729	267,293	84
10-			Marcus	Canadian Boundary	27.369		30.931	1,269,643	1,183,197	95
11-			Canadian Boundary	Republic	57.688		43.333	1,181,892	1,054,742	89
12-			Carlew	Canadian Boundary	14.276		16.166	363,617	328,491	90
13-			Canadian Boundary	Canadian Boundary	48.430		57.654	2,479,859	2,281,538	92
14-			Leavenworth	Everett	106.066		155.893	17,850,521	16,355,010	92
15-			Everett	Seattle	30.579	30.570	97.686	6,339,089	5,763,917	91
16-			Everett Terminals		7.185		23.831	1,301,078	1,090,036	84
17-			Everett	Canadian Boundary	82.567		109.860	5,031,540	4,513,675	90
18-			Ansportes	Rockport	57.537		71.451	1,619,915	1,411,324	87
20-			Monroe	Tolt	17.834		21.385	757,961	672,853	89
21-			Tacoma Terminals				3.256	126,931	112,992	89
			Non-allocated					276,558	215,772	78
			General Expenditures					6,629,597	5,966,458	90
			Total - Washington		1007.534	30.570	1377.028	67,436,868	60,832,456	90

WHOLLY OWNED BUT NOT USED, Leased to

MINNEAPOLIS & ST. LOUIS RAILROAD COMPANY

3A-Minn.	At Minneapolis				0.727	11,160	9,848	88
	General Expenditures					1,017	895	88
	Total - Minnesota				0.727	12,177	10,743	88

BLODELL-DOROVAN LUMBER MILLS

19-Wash.	Belleville Jct.	Yukon			10.696	-	12.393	224,252	182,801	82
	General Expenditures							13,607	11,157	82
	Total - Washington				10.696	-	12.393	237,859	193,958	82

Summary of Costs of Common Carrier Property Owned or Used
Exclusive of Account 2, Land by Valuation
Sections and States.

JOINTLY OWNED AND USED									
								Ratio Repro-	
								duction Cost	
								Less Depre-	
								ciation to	
Val.									
Sec.									
No.	From	To	Miles	Miles	Miles	Cost New	Depreciation	Cost New	
Great Northern Railway Company Duluth South Shore & Atlantic Ry. Co. Interstate Transfer Ry. Co. Chicago, St. Paul, Minneapolis & Omaha Ry. Co. Lake Superior Terminal & Transfer Ry. Co. Northern Pacific Ry. Co. Superior City of									
Various Percentages									
1-Wisc.	At Saunders and Superior		-	-	0.414	25,398	21,155	90	
	General Expenditures					2,429	2,194	90	
	Total		-	-	0.414	25,827	23,349	90	
	Great Northern Ry. Co's. portion					9,275	8,139	90	
Great Northern Railway Company - 87.34% Northern Pacific Ry. Co. - 12.66%									
2-Wisc.	At Wisc. Minn. State Line		-	-	-	11,965	10,154	85	
	General Expenditures					1,241	1,056	85	
	Total		-	-	-	13,204	11,209	85	
	Great Northern Ry. Co's. portion					11,833	9,791	85	
Great Northern Railway Company Chicago, Burlington & Quincy R.R. Co. Chicago, St. Paul, Minneapolis and Omaha Ry. Co. Northern Pacific Ry. Co. St. Paul, City of St. Paul Union Depot Co.									
Various Percentages									
1-Minn.	At St. Paul		-	-	0.705	117,359	79,057	67	
	General Expenditures					15,444	10,406	67	
	Total		-	-	0.703	132,803	89,463	67	
	Great Northern Ry. Co's. portion					67,890	46,018	67	
Great Northern Railway Company 75.64% Northern Pacific Ry. Co. 24.36%									
2-Minn.	At Orono Creek Jct.		-	-	-	9,403	8,043	85	
	General Expenditures					857	737	85	
	Total		-	-	-	10,260	8,780	85	
	Great Northern Ry. Co's. portion					7,762	6,642	85	
Great Northern Railway Company - 50% Minneapolis & St. Louis R. R. Co. - 50%									
3-Minn.	At Minneapolis		-	-	-	26,177	16,926	72	
	General Expenditures					3,448	2,478	72	
	Total		-	-	-	29,625	19,404	72	
	Great Northern Ry. Co's. portion					14,814	10,702	72	

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

GREAT NORTHERN RAILWAY COMPANY

Summary of Costs of Common Carrier Property Owned or Used
Exclusive of Account 2, Land by Valuation
Sections and Stakes.

JOINTLY OWNED AND USED

Val.	Sec.	No.	From	To	Main Track	2nd. Track	All Track	Reproduction	Cost Less	Reproduction	Ratio Repro-
					Miles	Miles	Miles	Cost New	Depreciation	Cost New	duction Cost
											Less Depre-
											Reproduction
											ation to
											Reproduction
											Cost New
Great Northern Railway Company - 50%											
Chicago, Minneapolis and St. Paul Ry. Co. - 50%											
7-Minn.	At Granite Falls							11,996:	10,738:	90	
	General Expenditures							1,245:	1,121:	90	
	Total							13,241:	11,859:	90	
	Great Northern Ry. Co's. portion							6,621:	5,931:	90	
Great Northern Railway Company - 50%											
Illinois Central R. R. Co. - 50%											
8-Minn.	At Hills							318:	134:	42	
	General Expenditures							24:	10:	42	
	Total							342:	144:	42	
	Great Northern Ry. Co's. portion							172:	72:	42	
Great Northern Railway Company - 90.46%											
Northern Pacific Ry. Co. - 9.54%											
12-Minn.	At Elk River							7,124:	5,812:	81	
	General Expenditures							649:	530:	81	
	Total							7,773:	6,342:	81	
	Great Northern Ry. Co's. portion							7,051:	5,798:	81	
Great Northern Railway Company - 50%											
Northern Pacific Ry. Co. - 50%											
14-Minn.	At East St. Cloud						0.209:	1,501:	1,140:	76	
	General Expenditures							137:	104:	76	
	Total						0.209:	1,638:	1,244:	76	
	Great Northern Ry. Co's. portion							820:	625:	76	
Great Northern Railway Company - 50%											
Minneapolis, St. Paul and Sault Ste. Marie Ry. Co. - 50%											
16-Minn.	At Paynesville							4,447:	3,364:	76	
	General Expenditures							405:	309:	76	
	Total							4,853:	3,673:	76	
	Great Northern Ry. Co's. portion							2,429:	1,839:	76	
Great Northern Railway Company - 84.47%											
Northern Pacific Ry. Co. - 15.53%											
17-Minn.	At East St. Cloud							50,579:	43,362:	86	
	General Expenditures							4,609:	3,951:	86	
	Total							55,188:	47,313:	86	
	Great Northern Ry. Co's. portion							13,505:	11,578:	86	
Great Northern Railway Company - 77.42%											
Northern Pacific Ry. Co. - 22.58%											
18-Minn.	At Wadena							8,502:	6,375:	75	
	General Expenditures							775:	581:	75	
	Total							9,277:	6,954:	75	
	Great Northern Ry. Co's. portion							7,182:	5,363:	75	

Summary of Costs of Common Carrier Property Owned or Used
Exclusive of Account 2, Laid by Valuation
Sections and States.

	:	:	:	:	:	:	:Ratio Repro-
	:	:	:	:	:	:	:duction Cost
Val.	:	:	:	:	:	:	:Less Depre-
Sed.	:	:	:	:	:	:	:Reproduction:
No.	:	:	:	:	:	:	ciation to
	:	:	Main Track:	End. Track:	All Track:	Reproduction:	Cost Less :Reproduction
	:	:	Miles :	Miles :	Miles :	Cost New :	Depreciation: Cost New
	:	From	To				

Great Northern Railway Company	}	Various
Minneapolis, St. Paul & Sault Ste Marie Ry. Co.		Percentages
Northern Pacific Ry. Co.		

30-Minn.:At Cloquet	:	-	:	-	:	1.166:	6,979:	5,101:	75
:General Expenditures	:	:	:	:	:	:	725:	530:	75
: Total	:	-	:	-	:	1.166:	7,704:	5,631:	75
: Great Northern Ry. Co's. portion	:	:	:	:	:	:	3,853:	2,817:	75

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Summary of Costs of Common Carrier Property Owned or Used
Exclusive of Account 2, Listed by Valuation
Sections and States.

	:	:	:	:	:	:	:Static Repro-
	:	:	:	:	:	:	:duction Cost
	:	:	:	:	:	:	:Less Depre-
Val.	:	:	:	:	:	:	:Reproduction; ciation to
Sec.	:	:	:	:	:	:	:Main Track:2nd. TracksAll TracksReproduction: Cost Less :Reproduction
No.	:	:	:	:	:	:	: Miles : Miles : Miles : Cost New :Depreciations: Cost new
	From	To	Miles	Miles	Miles	Cost New	Depreciations: Cost new

2-No. Dak. At Newton	:	-	:	-	:	-	:	690:	621:	90
General Expenditures	:	-	:	-	:	-	:	63:	57:	90
Total	:	-	:	-	:	-	:	753:	678:	90
Great Northern Ry. Co's. portion	:	-	:	-	:	-	:	377:	339:	90

GREAT NORTHERN RAILWAY COMPANY

Summary of Costs of Common Carrier Property Owned or Used
Exclusive of Account 2, Land by Valuation
Sections and States.

JOINTLY OWNED AND USED

Val.	Sec.	No.	From	To	Main Track	2nd. Track	All Track	Reproduction	Cost Less Depreciation	Ratio Reproduction Cost	Less Depreciation	Reproduction Cost	Ratio Reproduction Cost
					Miles	Miles	Miles	Cost New	Depreciation			Cost New	

Great Northern Railway Company
Chicago, Milwaukee and St. Paul Ry. Co.
Northern Pacific Ry. Co.

Various
Percentages.

4-No. Dak.: At Davenport and Wahpeton
: General Expenditures :

11,591: 10,230: 88

1,203: 1,059: 88

: Total

12,794: 11,289: 88

: Great Northern Ry. Co's. portion

5,398: 5,647: 88

Great Northern Railway Company - 50%
Minneapolis, St. Paul & Sault Ste Marie Ry. Co. - 50%

10-No. Dak.: At Norfolk

: General Expenditures :

8,746: 8,326: 95

: Total

906: 863: 95

: Great Northern Ry. Co's. portion

9,652: 9,189: 95

4,826: 4,595: 95

Great Northern Railway Company - 50%
Northern Pacific Ry. Co. - 50%

17-No. Dak.: At Leeds

: General Expenditures :

0.170: 2,317: 1,659: 72

241: 173: 72

: Total

0.170: 2,558: 1,832: 72

: Great Northern Ry. Co's. portion

1,232: 918: 72

Great Northern Railway Company - 50%
Western Union Telegraph Co. - 50%

: Non-allocated

: General Expenditures :

31,542: 17,876: 57

2,504: 1,447: 57

: Total

34,046: 19,323: 57

: Great Northern Ry. Co's. portion

17,048: 9,662: 57

Great Northern Railway Company - 50%
Chicago, Milwaukee and St. Paul Ry. Co. - 50%

1-No. Dak.: At Aberdeen

: General Expenditures :

0.131: 1,563: 1,045: 67

158: 105: 67

: Total

0.131: 1,721: 1,151: 67

: Great Northern Ry. Co's. portion

862: 578: 67

Great Northern Railway Company - 50%
Chicago and Northwestern Ry. Co. - 50%

3-No. Dak.: At Haron

: General Expenditures :

0.150: 1,344: 956: 71

122: 85: 71

: Total

0.150: 1,466: 1,042: 71

: Great Northern Ry. Co's. portion

734: 521: 71

GREAT NORTHERN RAILWAY COMPANY

Summary of Costs of Common Carrier Property Owned or Used
Exclusive of Account 2, Land by Valuation
Sections and States.

JOINTLY OWNED AND USED

No.	From	To	Main Track Miles	2nd. Track Miles	All Track Miles	Reproduction Cost New	Less Depreciation Cost New	Ratio Repro- duction Cost to Reproduction Cost New
Val.								
Sec.								
Great Northern Railway Company - 20%								
Chicago, Milwaukee and St. Paul Ry. Co. - 20%								
Chicago, Rock Island and Pacific Ry. Co. - 20%								
Chicago, St. Paul, Minneapolis and Omaha Ry. Co. - 20%								
Illinois Central R. R. Co. - 20%								
4-S.Dak.	At Sioux Falls					19,021:	15,380:	81
	General Expenditures					1,733:	1,401:	81
	Total					20,754:	16,781:	81
	Great Northern Ry. Co's. portion					4,151:	3,358:	81
Great Northern Railway Company - 50%								
Chicago, Milwaukee and St. Paul Ry. Co. - 50%								
14-Mont.	At Judith River Bridge (Cauntlet)					106,299:	99,971:	94
	General Expenditures					9,687:	9,111:	94
	Total					115,986:	109,082:	94
	Great Northern Ry. Co's. portion					57,993:	54,542:	94
Great Northern Railway Company 35.16%								
Oregon-Washington Railroad & Navigation Co. 64.84%								
1-Wash.	At Spokane					17,643:	16,490:	93
	General Expenditures					2,145:	1,994:	93
	Total					19,788:	18,484:	93
	Great Northern Ry. Co's. portion					6,957:	6,499:	93
Great Northern Railway Company - 50%								
Spokane Portland and Seattle Ry. Co. - 50%								
2-Wash.	At Br. 376.8					3,594:	3,423:	95
	General Expenditures					575:	554:	95
	Total					3,967:	3,777:	95
	Great Northern Ry. Co's. portion					1,985:	1,890:	95
Great Northern Railway Company - 50%								
Chicago, Milwaukee and St. Paul Ry. Co. - 50%								
14-Wash.	At Everett				0.576:	4,255:	3,548:	83
	General Expenditures					517:	429:	83
	Total				0.576:	4,772:	3,976:	83
	Great Northern Ry. Co's. portion					2,387:	1,992:	83
Great Northern Railway Company								
Northern Pacific Ry. Co.								
Oregon-Washington R.R. & Nav. Co.								
Seattle, City of.								
Various Percentages								
15-Wash.	At Ballard and Seattle		2.226:	2.187:	20.220:	3,675,327:	3,190,563:	87
	General Expenditures					446,827:	386,999:	87
	Total		2.226:	2.187:	20.220:	4,122,154:	3,577,562:	87
	Great Northern Ry. Co's. portion					2,055,445:	1,783,795:	87

Summary of Costs of Common Carrier Property Owned or Used
Exclusive of Account 2, Land by Valuation
Sections and States.

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GREAT NORTHERN RAILWAY COMPANY

Summary of Costs of Common Carrier Property Owned or Used
Exclusive of Account 2, Land by Valuation
Sections and States.

WHOLLY USED BUT NOT OWNED, Leased from:

Val.	Sec.	No.	From	To	Main Track	2nd. Track	All Track	Reproduction Cost Less Depreciation	Ratio Reproduction Cost	Less Depreciation to Reproduction Cost New
					Miles	Miles	Miles			

Montana Eastern Railway Company

1-No. Dak.	Montana State Line	Montana State Line	8.671	-	9.757	151,051	140,711	95
2- "	Montana State Line	Watford	37.327	-	42.449	2,536,399	2,484,588	98
	Non-allocated					17,570	16,612	95
	General Expenditures		-	-	-	243,925	239,047	98
Total - North Dakota			45.998	-	52.186	2,948,945	2,880,958	98
1-Mont.	Snowden	No. Dak. State Line	5.315	-	7.158	648,488	628,381	97
2- "	No. Dak. State Line	Sidney	10.295	-	11.047	199,706	189,279	95
3- "	Newton	Lambert	21.998	-	24.233	410,670	389,758	95
	Non-allocated					4,029	3,810	95
	General Expenditures		-	-	-	100,981	96,941	96
Total - Montana			37.609	-	42.438	1,363,874	1,308,169	96
Total - All States			83.607	-	94.624	4,312,819	4,189,127	97

In Montana Total Depreciation 54,119

* Jointly Owned mileage for which a separate Valuation Section has been established.