

MBT

B. V. Form No. 563

Owner **Great Northern Railway Company**Operating Company **do**Division **State Minnesota**Valuation Section No. **Minn. 9**From **M.P. 0.00** to **M.P. 45.908****45.908** Miles Main Line, **50.138** Miles all Tracks.INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

SUMMARY SHEET

WHOLLY OWNED AND USED

Date of Inventory as of **June 30**, 19 **15**Date Compiled **Feb. 15**, 19 **22**Compiled by **C. A. K. - RWP**Correct **Louis Hood** **Report Engineer**Approved **Carl C. Witt** **Engineer**

K. and E. Account Number	CLASSES.	ORIGINAL COST TO DATE	COST OF REPRODUCTION		K. and E. Account Number	REMARKS.
			(4) New.	(5) Less Depreciation.		
(1)	(2)	(3)	(4)	(5)	(6)	(7)
	I. ROAD:					
1	Engineering,		25,361	25,361	1	
2	Land for transportation purposes,				2	
3	Grading,		185,219	185,219	3	
4	Underground power tubes,				4	
5	Tunnels and subways,				5	
6	Bridges, trestles, and culverts,		72,592	57,215	6	
7	Elevated structures,				7	
8	Ties,		90,387	45,194	8	
9	Rails,		145,546	113,943	9	
10	Other track material,		19,796	13,033	10	
11	Ballast,		7,856	6,627	11	
12	Track laying and surfacing,		53,858	36,623	12	
13	Right-of-way fences,		11,274	5,636	13	
14	Snow and sand fences and snowsheds,		3,331	1,665	14	
15	Crossings and signs,		6,182	4,699	15	
16	Station and office buildings,		24,828	18,245	16	
17	Roadway buildings,		3,943	2,807	17	
18	Water stations,		8,210	6,160	18	
19	Fuel stations,				19	
20	Shops and engine houses,				20	
21	Grain elevators,				21	
22	Storage warehouses,				22	
23	Wharves and docks,				23	
24	Coal and ore wharves,				24	
25	Gas producing plants,				25	
26	Telegraph and telephone lines,				26	
27	Signals and interlockers,		102	87	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,		403	268	37	
38	Roadway small tools,		397	198	38	
39	Assessments for public improvements,				39	
40	Revenues and operating expenses during const.				40	
41	Cost of road purchased,				41	
42	Reconstruction of road purchased,				42	
43	Other expenditures—Road,				43	
44	Shop machinery,				44	
45	Power plant machinery,				45	
46	Power substation apparatus,				46	
47	Unapplied construction material and supplies,				47	
	Total, 1 to 47, inclusive,		659,385	522,980		
	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	
77	Interest during construction,				77	
	Total, 71 to 77, inclusive,					
	Grand total, 1 to 77, inclusive,					
	Grand total—Other,					

268

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MDR

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

Owner **Great Northern Railway Company**

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. **Minn. 9** Miles Main Line, _____ Miles all Tracks, _____Approved: **F. B. Scheetz**LOCATION. Where but a single percentage is stated it represents both per cents.
CHARACTER OF PROPERTY AND DESCRIPTION.

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

Acct. No. **6** Title **BRIDGES, TRETTLES AND CULVERTS**
(J. & C. Classification)

Masonry Culverts:

1 Masonry Culvert, Span 4'	87	Cu.yd.	50	9.29	465	405
Stone Masonry						
8 Masonry Culverts, Span 5' to 8'	85	"	212	9.29	1,969	1,674
Ashtar Masonry	84	"	697	9.29	6,476	5,439
Stone "	84	"	64	9.29	595	500
Plain concrete	84	G.T.	42,366	36.50	1,546	1,299
Reinforcing rail	71	Cu.yd.	1340	4.15	5,561	3,948
Rock drains	83	"	2245	0.50	1,122	931
Excavation, dry common						
Total Masonry Culverts	80				17,733	14,196

Pipe and Timber Culverts:

9 cast iron pipe culverts, 18" - 36"	82	H.T.	51.105	37.50	1,916	1,571
1 concrete " " 24"	100	Lin.ft.	32	4.35	139	139
4 vitrified " " 27"	50	"	216	2.80	605	302
Hand placed riprap	77	Cu.yd.	155	2.00	310	239
Sundry items	62				91	56
Total Pipe and Timber Culverts	75				3,061	2,307
Total for Valuation Section	79				72,692	57,215

Account 8 - TIES

Approved: Louis Hood

Main Track:

Cross ties - triangle tamarack - treated	50	Each	3865	1.04	4,020	
" 7x9 sawn pine - treated	50	"	260	.87	226	
" #1 pine tamarack, treated	50	"	42	.79	33	
" #1 cedar - treated	50	"	786	.82	645	
" 7x9 sawn pine - fir	50	"	1207	.70	845	
" #1 pine tamarack	50	"	10802	.60	6,481	
" #2 " "	50	"	1202	.58	697	
" 7x9 sawn cedar	50	"	154	.69	106	
" #1 cedar	50	"	93519	.63	58,917	
" #2 " "	50	"	10435	.61	6,364	
" 7x9 sawn oak	50	"	308	.84	259	
Crossing ties - fir	50	M.B.M.	0.528	21.89	12	
Bridge ties - fir - treated	50	"	24.768	25.93	642	
" " "	50	"	104.524	21.89	2,290	
Switch ties - fir - treated	50	"	44.681	25.93	1,159	
Total Main Track	50				82,696	41,348

Yard Tracks and Sidings:

Cross ties - triangle tamarack - treated	50	Each	51	1.04	53	
" #1 cedar - treated	50	"	108	.82	89	
" 7x9 sawn cedar	50	"	2	.69	1	
" #1 cedar	50	"	6927	.63	4,364	
" #2 " "	50	"	768	.61	468	
" #1 pine tamarack	50	"	2591	.60	1,615	
" #2 " "	50	"	300	.58	174	
" #1 oak	50	"	44	.84	37	
Bridge ties - pine	50	M.B.M.	13.152	21.89	288	
Switch ties - fir tamarack - treated	50	"	22.358	25.93	580	
" oak - treated	50	"	0.660	33.69	22	
Total Yard Tracks and Sidings	50				7,691	3,846
Total for Valuation Section	50				90,387	45,194

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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. Minn. 9 Miles Main Line, _____ Miles all Tracks, _____

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent.	Per Cent. at Cost at New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit.	New Total.	Less Depreciation.
(1)				(2)	(3)	(4)	(5)	(6)
Acct. No. <u>9</u>	Title <u>RAILS</u>					\$	\$	\$
	(L. C. Classification)							
Main Track - 45.908 miles								
	Track Miles							
	New 90# Open Hearth rail, 1912	91	97	G. T.	2.116	33.50	71	69
	" 80# Bessemer rail, 1907	77	94	"	1.428	31.50	45	42
	" 68# " " 1892	34	82	"	1.275	31.50	40	33
	" 60# " " 1887	20	78	"	3435.554	31.50	108,220	84,412
	" 58.5# " " 1886	17	78	"	862.083	31.50	27,156	21,182
	" 56# " " "	9	75	"	4.750	31.50	150	113
	Total Main Track				78		135,682	105,851
Yard Tracks and Sidings - 4.230 miles								
	New 90# Open Hearth rail, 1908	96	97	G. T.	2.705	33.50	91	88
	" 75# Bessemer " 1888	67	79	"	4.866	31.50	153	121
	" 60#-56# " " 1879-1887	62	75	"	93.159	31.50	2,935	2,201
	Relay 60#-56# " " 1879-1887	73	85	"	278.535	24.00	6,685	5,682
	Total Yard Tracks and Sidings				82		9,864	8,092
	Total for Valuation Section				78		145,546	113,943

Account 10 - OTHER TRACK MATERIAL

Main Track:								
	New 60# angle bars, 1886-1887	20	81	Cwt.	4614.96	1.70	7,845	6,738
	Spikes, 9/16" x 5 1/2"	50		"	3097.88	1.75	5,421	2,711
	Bolts, 3/4" x 4-5/8" to 3/4" x 3 1/2"	20	35	"	681.31	2.30	1,429	504
	Tie plates	20	42	"	260.88	1.60	417	175
	Rail braces	20	33	"	100.04	2.60	260	87
	Spring frogs, 90# - #11 - 16.5' steel	50	57	Each	1	55.80	56	32
	Rigid frogs, 68# - #9 - 15' steel	50	57	"	1	40.00	40	23
	" " 56# - 60# steel	50	56	"	15		509	286
	Split switches, 68# - 90# steel	50	58	"	2		92	53
	" " 60# - 15' "	50	57	"	3	40.40	121	69
	Stub " 60# steel	50	57	"	12	11.80	142	81
	High switch stands	42	49	"	16	10.00	160	79
	Switch guard rail	68	72	Cwt.	137.70	3.60	496	358
	Crossing frogs, 90# built up steel	50	55	Each	1	249.60	250	138
	Sundry items	60	61				142	87
	Total Main Track				66		17,380	11,421
Yard Tracks and Sidings:								
	New 60# angle bars, 1879-1887	63	72	Cwt.	55.15	1.70	94	68
	Relay 56#-60# angle bars, 1879-1887	72	81	"	366.17	1.40	512	417
	Spikes, 9/16" x 5 1/2"	50		"	337.05	1.75	590	295
	Bolts, 3/4" x 3 3/4" to 7/8" x 4-1/8"	68	76	"	60.95	2.30	140	106
	Tie plates	70	78	"	51.33	1.60	82	64
	" " Goldie	70	77	"	40.23	2.00	80	62
	Tie rods	70	78	"	75.60	1.75	132	103
	Rail braces	70	74	"	32.94	2.60	86	64
	Rigid frogs, 56#-60# steel	50	56	Each	9		137	77
	Split switches, 56#-60# steel	50	57	"	7		208	118
	Stub switches, 60# steel	50	58	"	2	11.80	24	14
	High switch stands	42	50	"	3	10.00	30	15
	Low " "	42	48	"	6	8.30	50	24
	Switch guard rail	68	72	Cwt.	56.27	3.60	203	147
	Sundry items	74	79				48	36
	Total Yard Tracks and Sidings				67		2,416	1,612
	Total for Valuation Section				66		19,796	13,033

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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: C. H. SpencerVal. Section No. Minn. 9 Miles Main Line, _____ Miles all Tracks.*

LOCATION.

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

CHARACTER OF PROPERTY AND DESCRIPTION.

(1)

UNIT.

NUMBER OF UNITS.

Per Unit.

New, Total.

Less Depreciation.

Acct. No. 11 Title BALLAST

(I. C. C. Classification.)

Main Track

Gravel ballast from New London, average haul 53.7 miles

85 85 Cu.yd. 10704 .53 5,673 4,822

" " " South Shore, " " 34.7 "

885 " 3685 .45 1,658 1,409

Cinder " " Willmar & Watertown, average haul 32.1 miles

50 " 309 .41 127 64

Total Main Track

84 7,458 6,295

Yard Tracks and Sidings

Gravel ballast from South Shore, average haul 36.0 miles

85 Cu.yd. 294 .46 135 115

" " " New London, " " 45.0 "

85 " 483 .50 242 206

Cinder " " Willmar & Watertown, average haul 46.0 miles

50 " 44 .47 21 11

Total Yard Tracks and Sidings

83 398 332

Total for Valuation Section

84 7,856 6,627

Account 12 - TRACKLAYING AND SURFACING

Main Track:

Tracklaying and initial surfacing 90# to 61# rail	Mile	0.038	950.00	36
" " " " 60# to 56# rail	"	45.870	900.00	41,283
Extra for full earth surface	"	20.089	100.00	2,809
Placing gravel ballast	Cu. yd.	14389	.25	3,597
" cinder ballast	"	309	.20	62

Yard Tracks and Sidings:

Tracklaying and initial surfacing 90# to 61# rail	Mile	0.060	850.00	51
" " " " 60# to 56# "	"	4.170	800.00	3,336
Placing Gravel ballast	Cu. yd.	777	.25	194
" cinder "	"	44	.20	9

All Tracks:

Placing turnouts 60# with stands	Each	10	32.50	325
" " 60# " "	"	14	24.75	346
" tie plates	"	8632	.0135	117
" rail braces	"	3447	.0225	78
" and framing bridge ties	M. B. M.	142,544	10.50	1,497
Sundry items				118

Total for Valuation Section

68

53,858

36,623

Account 13 - RIGHT OF WAY FENCES

All Tracks - 42.286 miles fence

Cedar posts 7'-8"	50	Each	12770	0.18	2,299	1,150
" 6'-6" - 8'	50	"	308		58	30
Barbed wire	50	Cwt.	517.10	2.35	1,215	608
Stays - galvanized steel	50	Each	25066	0.03	752	376
Woven wire	50	Cwt.	84.80	2.30	195	98
Lumber	50	M. B. M.	106,333	20.75	2,206	1,103
Cedar posts - 9'	50	Each	3259	0.33	1,075	538
Labor setting posts	50	"	16337	0.11	1,797	899
" stringing barbed wire - posts spaced over 12'	50	Wire Mi.	146,894	3.85	566	283
" " woven " " " 12'	50	Fence "	2,782		70	33
" placing lumber	50	M. B. M.	106,333	5.50	585	292
Standard cattle guards	50	Each	21	10.50	220	110
" 16' gates	50	"	31	3.00	93	46
" 18' "	50	"	13	3.50	46	23
Sundry items	50				97	47

Total for Valuation Section

50

11,274

5,626

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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: John A. GalvinVal. Section No. Minn. 9 Miles Main Line, _____ Miles all Tracks, _____

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent in Cost Now.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit.	New, Total.	Less Depreciation.
(1)				(3)	(2)	(4)	(5)	(6)
						\$	\$	\$
Acct. No. <u>16</u>	Title <u>STATION AND OFFICE BUILDINGS</u> (I. C. C. classification.)							
<u>Appleton, Mile 22.0</u>								
	Passenger and Freight Depot							
	One story; 20'x73'; frame; built 1885	40		Each	1	2,002	801	
	Furniture	35		"	1	329	115	
	-Platform; 1936 sq.ft.; frame	40		"	1	356	142	
	Platform; 2340 sq.ft.; cinder	40		"	1	290	116	
	Loading platform	100		"	1	669	669	
	Grading; 222 cu.yds. common; 528 cu.yds. gravel	100				539	539	
	Sundry items	50				81	41	
	Total			57		4,266	2,423	
	Stock Yard							
	48' x 80'	70		Each	1	611	428	
	Total Appleton			59		4,877	2,851	
<u>Louisburg, Mile 31.0</u>								
	Passenger and Freight Depot							
	One story; 24'x60'; frame; built 1895	65		Each	1	2,057	1,337	
	Furniture	60		"	1	197	118	
	Platform; 1152 sq.ft.; frame	65		"	1	251	163	
	" 1744 " cinder	65		"	1	257	167	
	Grading; 763 cu.yds. common	100				326	326	
	Sundry items	80				42	34	
	Total			69		3,150	2,145	
	Stock Yard							
	48' x 48'; built 1892 - 1902	50		Each	1	258	129	
	Total Louisburg			67		3,388	2,274	
<u>Bellingham, Mile 38.0</u>								
	Passenger and Freight Depot							
	One story; 24'x55'; frame; built 1911	90		Each	1	2,115	1,902	
	Furniture	90		"	1	241	217	
	Platform; 1488 sq.ft.; frame	90		"	1	322	290	
	" 2256 " cinder	90		"	1	494	445	
	Walks; concrete; 1232 sq.ft.	90				117	105	
	Grading; 673 cu.yds. common	100				267	267	
	Sundry items	90				116	104	
	Total			91		3,670	3,320	
	Stock Yard							
	48'x48'; built 1891 - 1896	40		Each	1	770	308	
	Total Bellingham			82		4,440	3,628	
<u>Massena, Mile 47.0</u>								
	Passenger and Freight Depot							
	One story; 24'x48'; frame; built 1900	70		Each	1	1,634	1,157	
	Furniture	70		"	1	228	160	
	Platform; 1296 sq.ft.; frame	70		"	1	261	197	
	" 980 sq.ft.; cinder	70		"	1	93	65	
	Walks; frame	70				163	114	
	Grading; 633 cu.yds.; common	100				263	263	
	Sundry items	65				42	27	
	Total			75		2,694	1,963	
	Stock Yard							
	48'x48'; built 1901	55		Each	1	822	452	
	Total Massena			69		3,516	2,415	
	Total for Valuation Section			75		24,828	18,245	

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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. Minn. 9 Miles Main Line, _____ Miles All Tracks.*Approved: John A. Galvin

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. (2)	Condition Per Cent. (3)	Per Cent of Cost New. (4)	UNIT. (5)	NUMBER OF UNITS. (6)	COST OF REPRODUCTION.		
						Per Unit. (7)	New, Total. (8)	Less Depreciation. (9)
Acct. No. <u>17</u>	Title <u>ROADWAY BUILDINGS</u> (I. C. C. classification.)					\$	\$	\$
<u>Danvers. Mile 8.0</u>								
Section House								
	One and one-half story, 16'x32'; with lean-to, 12'x17'; frame; built 1890	55		Each	1		1,210	666
	Bunk House							
	One story, 11'x18'; frame; built 1908	85		"	1		280	238
	Tool House							
	8'x12'; frame; built 1895	60		"	1		129	77
	Sundry items	85					383	326
	Total Danvers		55				2,002	1,307
<u>Holloway. Mile 17.0</u>								
	Sundry items	80					19	15
	Total Holloway		80				19	15
<u>Appleton. Mile 22.0</u>								
	Tool Houses							
	8'x12'; frame; built 1895	60		Each	2		229	137
	Sundry items	80					52	42
	Total Appleton		64				281	179
<u>Louisburg. Mile 31.0</u>								
	Bunk House							
	One story, 11'x18'; frame; built 1908	85		Each	1		297	252
	Tool House							
	8'x12'; frame; built 1895	60		"	1		106	63
	Sundry items	80					106	85
	Total Louisburg		79				508	400
<u>Bellingham. Mile 38.0</u>								
	Bunk House							
	One story, 11'x18'; frame; built 1908	85		Each	1		272	231
	Tool House							
	8'x12'; frame; built 1895	60		"	1		116	70
	Sundry items	85					83	71
	Total Bellingham		79				471	372
<u>Nassau. Mile 47.0</u>								
	Bunk House							
	One story, 12'x34'; frame; built 1908	85		Each	1		515	438
	Tool House							
	8'x12'; frame; built 1895	60		"	1		111	67
	Sundry items	80					36	29
	Total Nassau		81				662	534
	Total for Valuation Section		71				3,943	2,807

275

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of the Commission Jan. 8, 1928.

MDT

B. V. Form No. 501

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATIONOwner Great Northern Railway Company

Sheet No. _____ of this valuation section.

Val. Section No. Minn. 9

Miles Main Line, _____ Miles all Tracks, *

Approved: F. B. Scheetz

12-960

LOCATION.		CHARACTER OF PROPERTY AND DESCRIPTION.		Condition Per Cent.	Per Cent. of Cost New.	UNIT.	NUMBER OF UNITS.	Per Unit.	New, Total.	Less Depreciation.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
Acct. No. <u>18</u> Title <u>WATER STATIONS</u>		(L. C. C. Classification)								
<u>Appleton, Mile 22.9</u>										
<u>Tank</u>										
24' dia. x 16' high; wood tub on steel grill; 14' wood tower and stone foundations; built 1908		85		Each	1			1,818	1,545	
<u>Gasoline Cellar</u>										
8'x10'x5' deep; brick; built 1904		85		"	1			99	84	
<u>Pump House</u>										
10'x12'; frame; built 1904		60		"	1			424	339	
Equipment		80						520	420	
Total			80					944	759	
<u>Pipe Lines</u>										
900' iron pipe		80						1,212	970	
Total Appleton			83					4,075	3,358	
<u>Bellingham, Mile 36.0</u>										
<u>Tank</u>										
24' dia. x 16' high; wood tub on wood grill; 11' wood tower; stone foundations; built 1890		55		Each	1			1,642	903	
<u>Pump House</u>										
10'x12'; frame; built 1910		90		"	1			330	297	
equipment		90						565	510	
Total			90					895	807	
<u>Windmill and Well</u>										
20' Holipsa; 45' wood tower; built 1895		60						1,020	612	
<u>Gasoline Cellar</u>										
5'x10'x5' deep; brick; built 1910		95		Each	1			103	98	
<u>Pipe Lines</u>										
491' iron pipe		80						477	382	
Total Bellingham			68					4,137	2,802	
Total for Valuation Section			75					8,210	6,160	
<u>Account 27 - SIGNALS AND INTERLOCKERS</u>										
<u>Swift Train Order Signals</u>										
At Nassau, Bellingham, Louisburg, Appleton, Holloway and Danvers		85		Each	6	17.00		102	87	
Total for Valuation Section			85					102	87	
<u>Account 37 - ROADWAY MACHINES</u>										
<u>Hand Cars</u>										
8 man capacity		70	70	Each	9	26.61		239	167	
<u>Push Cars</u>										
5000# capacity		60	60	"	7	19.55		137	82	
<u>Velocipedes</u>										
#1; Sheffield		70	70	"	1	26.56		27	19	
Total for Valuation Section			66		17			403	268	
<u>Account 38 - ROADWAY SMALL TOOLS</u>										
<u>Section Sets</u>		50		Set	7	56.65		397	196	
Total for Valuation Section			50					397	196	

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276