A large, faint watermark of the Northern Pacific Railway logo is centered behind the text. The logo is circular and contains a globe with the words "NORTHERN PACIFIC RAILWAY" around it.

**NORTHERN
PACIFIC
RAILWAY
VALUATION
SECTIONS**

INDEX MAP
SHOWING VALUATION SECTIONS OF
NORTHERN PACIFIC RAILWAY
IN STATES OF

WISCONSIN, MINNESOTA AND NORTH DAKOTA

—NOTE— Mileage shown as of June 30, 1917.

D O M I N I O N O F C A N A D A

TOTAL MILEAGE FOR NORTH DAKOTA

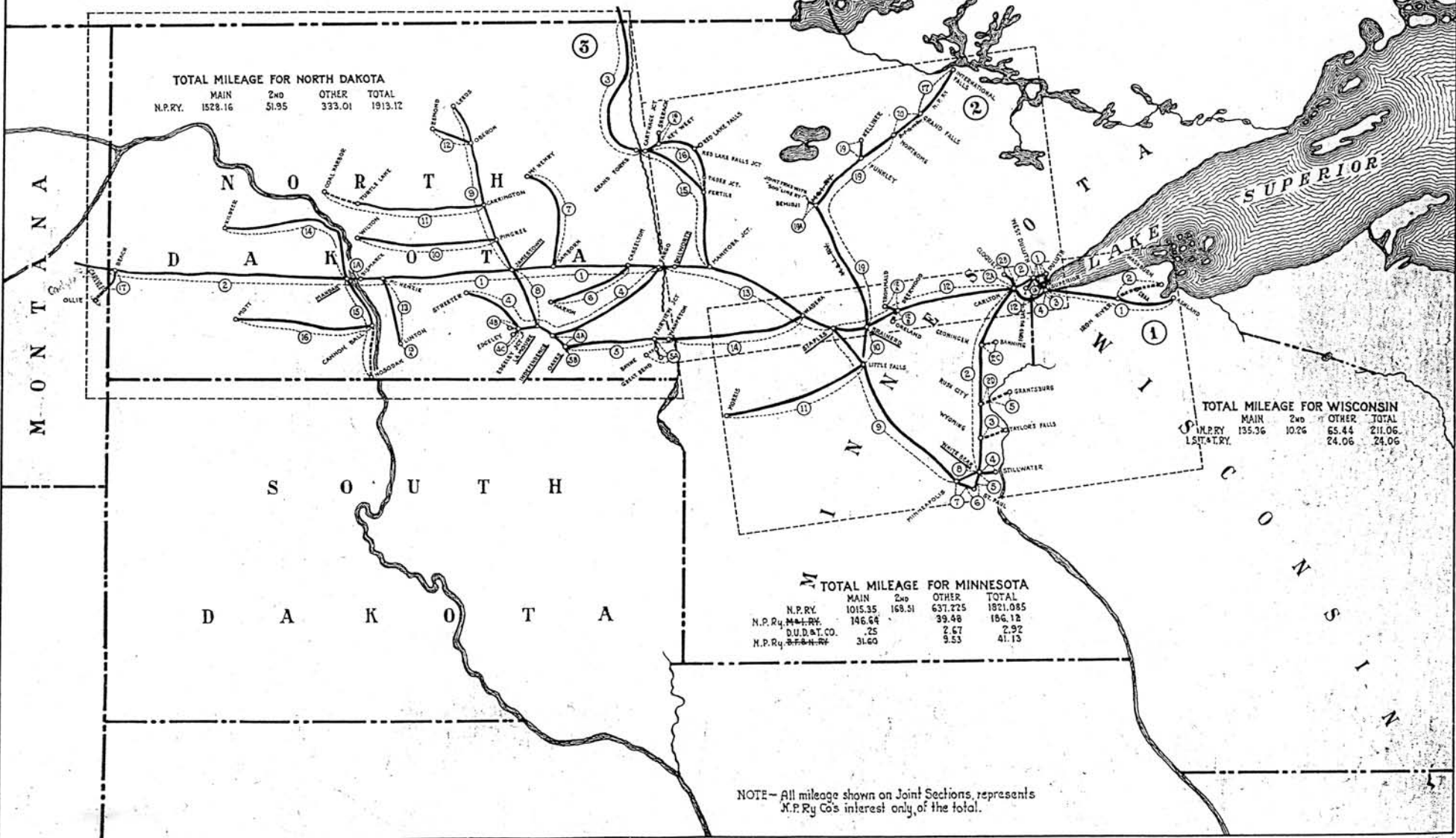
	MAIN	2nd	OTHER	TOTAL
N.P.R.Y.	1528.16	51.95	333.01	1913.12

TOTAL MILEAGE FOR WISCONSIN

	MAIN	2nd	OTHER	TOTAL
N.P.R.Y.	135.36	10.26	65.44	211.06
LSI & T.R.Y.			24.06	24.06

TOTAL MILEAGE FOR MINNESOTA

	MAIN	2nd	OTHER	TOTAL
N.P.R.Y.	1015.35	168.51	637.225	1821.085
N.P.R.Y. M & T.R.Y.	146.64		39.48	186.12
D.U.D. & T.CO.	.25		2.67	2.92
N.P.R.Y. S.F. & N.R.	31.60		9.53	41.13



NOTE— All mileage shown on Joint Sections, represents N.P.R.Y Co's interest only of the total.

INDEX MAP
SHOWING VALUATION SECTIONS OF
NORTHERN PACIFIC RAILWAY

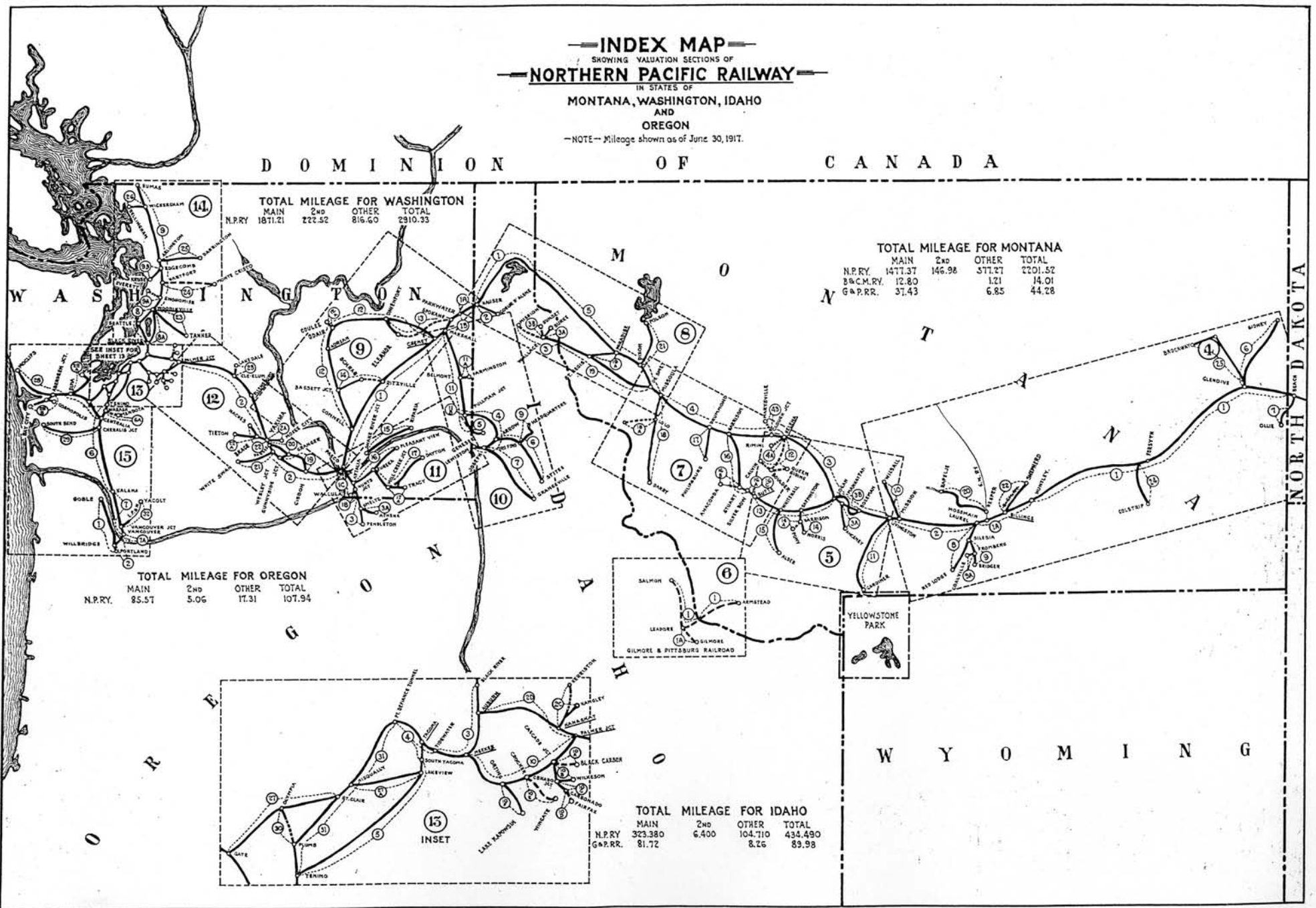
IN STATES OF
MONTANA, WASHINGTON, IDAHO
AND
OREGON

-NOTE- Mileage shown as of June 30, 1917.

D O M I N I O N

O F

C A N A D A



TOTAL MILEAGE FOR WASHINGTON

	MAIN	2nd	OTHER	TOTAL
N.P.R.Y.	1871.21	222.52	816.60	2910.33

TOTAL MILEAGE FOR MONTANA

	MAIN	2nd	OTHER	TOTAL
N.P.R.Y.	1477.37	146.98	577.27	2201.52
B.C.M.R.Y.	12.80		1.21	14.01
G.P.R.R.	37.43		6.85	44.28

TOTAL MILEAGE FOR OREGON

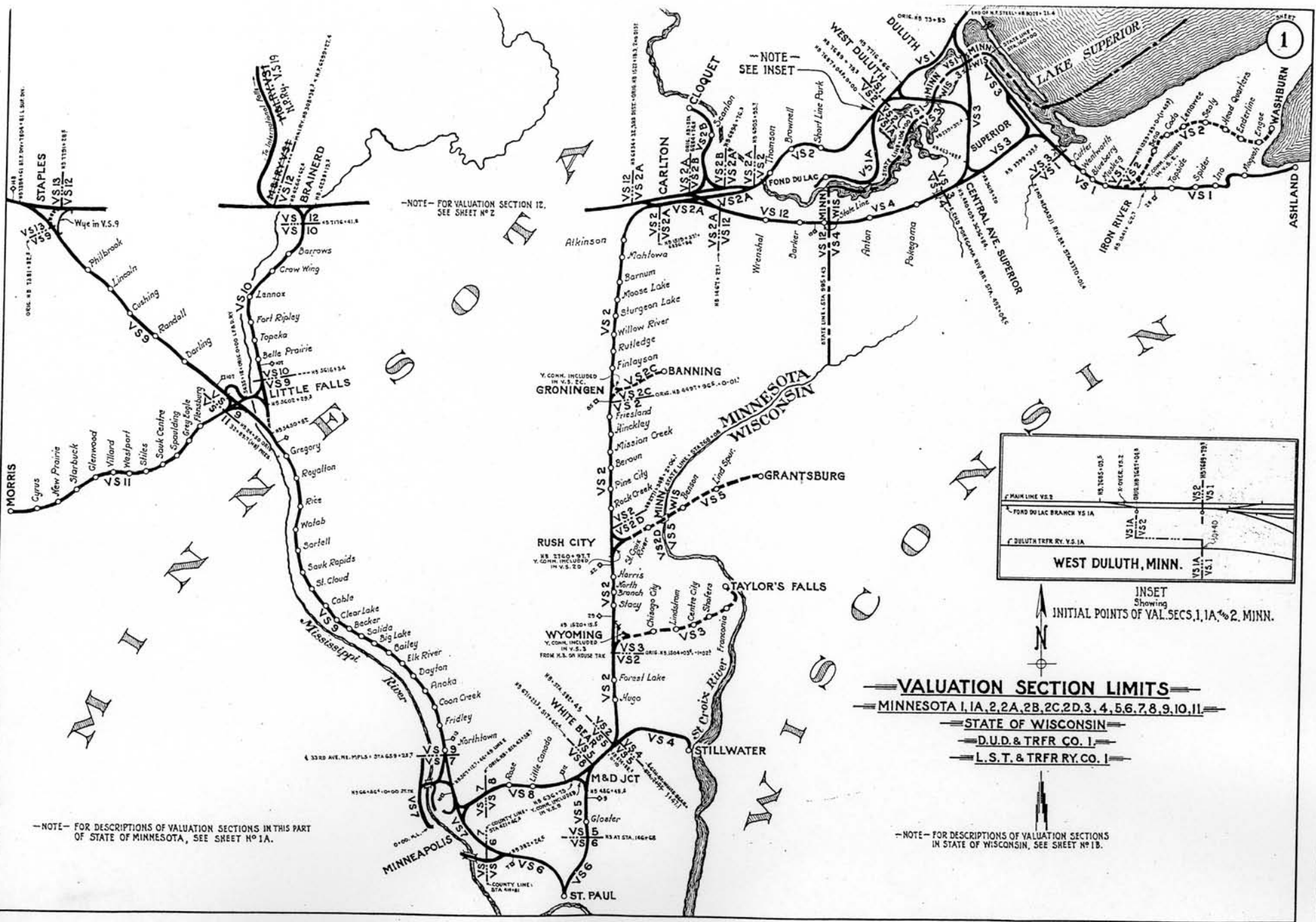
	MAIN	2nd	OTHER	TOTAL
N.P.R.Y.	85.57	5.06	17.31	107.94

TOTAL MILEAGE FOR IDAHO

	MAIN	2nd	OTHER	TOTAL
N.P.R.Y.	323.380	6.400	104.710	434.490
G.P.R.R.	81.72		8.26	89.98

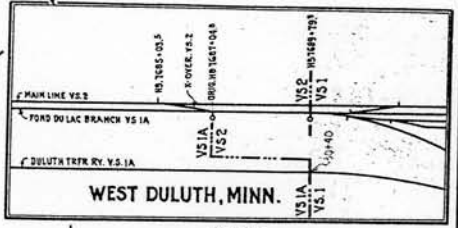
NORTH DAKOTA

W Y O M I N G



-NOTE- FOR VALUATION SECTION 12, SEE SHEET NO. 2

-NOTE- SEE INSET



INSET Showing INITIAL POINTS OF VAL. SECS. 1, 1A, 2, MINN.

VALUATION SECTION LIMITS
 MINNESOTA 1, 1A, 2, 2A, 2B, 2C, 2D, 3, 4, 5, 6, 7, 8, 9, 10, 11
 STATE OF WISCONSIN
 D.U.D. & TRFR CO. I
 L. S. T. & TRFR RY. CO. I

-NOTE- FOR DESCRIPTIONS OF VALUATION SECTIONS IN THIS PART OF STATE OF MINNESOTA, SEE SHEET NO. 1A.

-NOTE- FOR DESCRIPTIONS OF VALUATION SECTIONS IN STATE OF WISCONSIN, SEE SHEET NO. 1B.

VALUATION SECTION DESCRIPTIONS

MINNESOTA 1, 1A, 2, 2A, 2B, 2C, 2D, 3, 4, 5, 6, 7, 8, 9, 10, 11.

DULUTH UNION DEPOT & TRANSFER CO. I

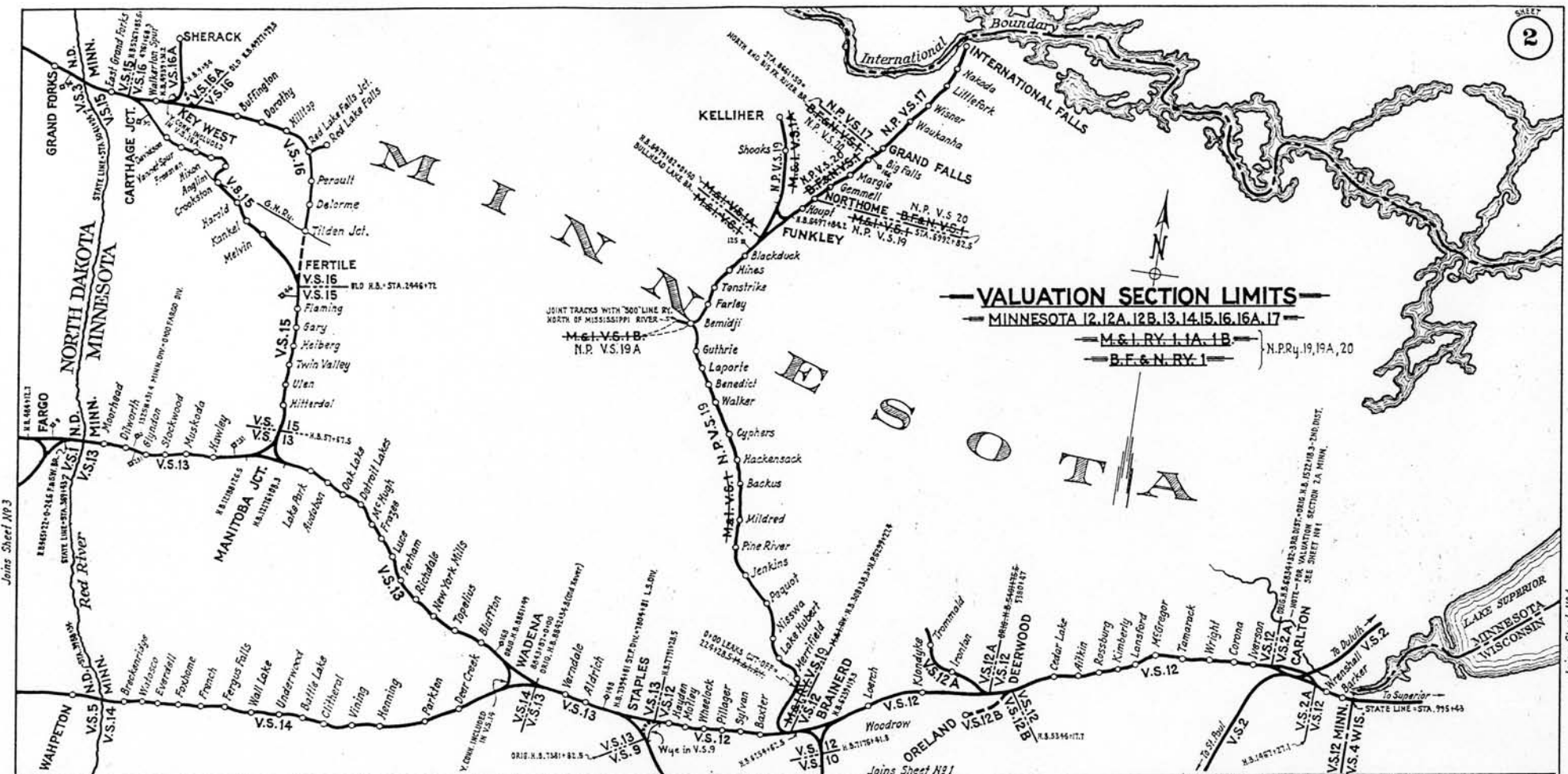
MINN. VAL. SECTION	VAL. SEC. NO.	DESCRIPTION - NOTE - Mileage shown as of June 30, 1917.	ENGINEER'S STATION		TRACK MILES					
			FROM	TO	MAIN	2ND	OTHER	TOTAL		
1	*1	From H.B. Connection, Grassy Point Line, West Duluth, to H.B. End of N.P. Steel, connection with Duluth and Iron Range Railway; Also to Minnesota-Wisconsin State Line, Grassy Point Line and Rices Point Line	7689+79.3	8029+21.4						
3	1A	From H.B. Connection with Main Line at West Duluth, to End of Track beyond Fond du Lac.	73+53*	186+00	10.40	8.54	115.06	134.02		
2	*2	From first H.B. north of Seventh Street, White Bear, to H.B. Connection with Duluth to Staples Line at Carlton; Also from H.B. Carlton Yards to H.B. connection at West Duluth, with West Superior Branch	7687+04.8	End.	12.28		4.99	17.27		
4	2A	Carlton Yards.	532+45	6536+81	133.30	.09	39.64	173.03		
5	*2B	From H.B. Connections with Main Line at Carlton, to End of Track at Cloquet	6306+96.7	7589+75.3						
6	2C	From H.B. Connection with Main Line at Groningen, to End of Track at Banning (TRACKS REMOVED JULY 1918)	6132+33	6908+52.7	2.34		11.12	13.46		
7	2D	From H.B. Connection with Main Line at Rush City, to Minnesota-Wisconsin State Line at St. Croix River. (TRACKS REMOVED JULY 1951)	6374+30.3	End	6.95		5.63	12.58		
8	3	From H.B. Connection with Main Line at Wyoming, to End of Track at Taylors Falls (TRACKS REMOVED OCT. 1948)	4427+36.4	End	4.42		1.92	6.34		
9	*4	From Center Line of Sixth Street at White Bear to end of N.P. Steel and beginning of C.M. & St. P. Ry. Steel at Stillwater. From sta. 3147.1, etc change in connection. A.F.E. 650-34.	2771+34.4	268+00	5.04		.06	5.10		
11	5	From H.B. St. Paul Yard Connection, to H.B. White Bear Yard Connection.	1604+00.7	End	20.59		2.97	23.56		
12A	*6	St. Paul Terminals, from H.B. Connection with St. Paul & Duluth Line to County Line between Ramsey and Hennepin Counties	3147.1	673+65	12.74		6.40	19.34		
12B	*7	Minneapolis Terminals, from County Line between Ramsey and Hennepin Counties to Center Line of 33rd Ave. N.E. Minneapolis	146+68	582+45	8.26	8.10	10.26	26.62		
13	8	From H.B. Main Line Connection at East Minneapolis to H.B. Connection Duluth Short Line at M & D Junction	419+81	659+25.7	11.22	9.12	14.45	34.79		
14	*9	From Center Line of 33rd Ave. N.E. Minneapolis, to H.B. Wye connection of Staples	43+58.7	517+85.4	12.17		5.73	17.90		
15	10	From H.B. Connection with Valuation Section 9, at Little Falls, to H.B. of Wye at Brainerd.	659+25.7	7381+82.5	131.18	19.63	76.85	227.66		
16	11	From H.B. of Wye Connection with Main Line at Little Falls to End of Track at Morris	5616+34	7176+41.5	29.55		4.24	33.79		
			24+50	End	84.66		11.55	96.21		
* Jointly owned tracks in Minnesota; mileage is included under Valuation Section in which such tracks occur.										
1	1	Joint tracks in Duluth: N.P. Ry. 1/4 interest; C. St. P. M. & O. Ry. 1/4 interest; N.P. Ry. Co. to handle valuation.						2.56		
		N.P. Ry. 1/2 interest; C. St. P. M. & O. Ry. 1/2 interest; N.P. Ry. Co. to handle valuation.						.23		
		N.P. Ry. 1/4 interest; C. St. P. M. & O. Ry. 1/4 interest; G. N. Ry. 1/4 interest; G. N. Ry. Co. to handle valuation.						.02		
		N.P. Ry. 1/4 interest; C. St. P. M. & O. Ry. 1/4 interest; G. N. Ry. 1/4 interest; M. St. P. & S. Ste. M. Ry. 1/4 interest; G. N. Ry. Co. to handle valuation.						.005	2.815	
2	2	Joint tracks at Great Northern Jct: N.P. Ry. 1/2 interest; G. N. Ry. 1/2 interest; G. N. Ry. Co. to handle valuation.						.07	.07	
5	2B	Joint tracks at Scanlon: N.P. Ry. 1/2 interest; G. N. Ry. 1/2 interest.						.64		
		Joint tracks at Cloquet: N.P. Ry. 1/2 interest; G. N. Ry. 1/2 interest.						.15	.79	
9	4	Joint tracks to State Prison at Stillwater: N.P. Ry. 1/2 interest; C. M. & St. P. Ry. 1/2 interest; C. St. P. M. & O. Ry. 1/2 interest.						.62	.62	
12A	6	Joint tracks in St. Paul: N.P. Ry. 1/2 interest; G. N. Ry. 1/2 interest.						.35		
		Joint tracks in St. Anthony Park: N.P. Ry. 1/2 interest; C. G. W. Ry. 1/2 interest.						.36		
		N.P. Ry. 1/2 interest; C. G. W. Ry. 1/2 interest.						.08	.79	
12B	7	Joint Tracks in Minneapolis: N.P. Ry. 1/2 interest; M. St. P. & S. Ste. M. Ry. 1/2 interest						1.55	1.55	
14	9	Joint Tracks in St. Cloud: N.P. Ry. 1/2 interest; G. N. Ry. 1/2 interest.						.11	.11	
DULUTH UNION DEPOT & TRANSFER CO.										
1		Terminal facilities at Duluth, Northern Pacific Railway Co. to handle valuation						.25	2.67	2.92

— VALUATION SECTION DESCRIPTIONS —

— STATE OF WISCONSIN —

— L. S. T. & TRFR. RY. CO. —

VAL SECTION	DESCRIPTION NOTE— Mileage shown as of June 30, 1917.	ENGINEER'S STATION		TRACK MILES			
		FROM	TO	MAIN	2ND	OTHER	TOTAL
1	From beginning of track at Ashland to East End of Nemadji River Bridge, near Superior.		3370+01.4	63.07		8.02	71.09
2	From Connection with Main Line at Iron River, at Station 1559+89+0-(1+45%), to End of Tracks of Washburn - ALL TRACKS REMOVED MAY 1922 & AUGUST 1927 -	0-(1+45%)	End	23.78		3.80	27.58
3	From East End of Nemadji River Bridge to Connection with Main Line at Central Avenue, Superior	3370+01.4	3636+84	13.82	10.26	51.07	75.15
	Also from Minnesota-Wisconsin State Line at Rice's Point to East End of Pokegama River Bridge	160+00	492+04.5				
	Also from Minnesota-Wisconsin State Line at Grassy Point to Connection with Lake Superior Terminal & Transfer Ry. at Superior:	106+00	181+43				
4	From East End of Pokegama River Bridge, near Superior, to Minnesota-Wisconsin State Line	492+04.5	995+43	12.69		1.20	13.89
5	From Minnesota-Wisconsin State Line, to End of Track at Grantsburg	268+08	End	12.00		1.35	13.35
	* Jointly owned tracks of Superior, Wisconsin: Mileage included in Valuation Section 3.						
3	Stovz Works Spur, Central Avenue, X.P.Ry. and G.N.Ry. each 1/2 interest; G.N.Ry. Co. to handle valuation.		228 feet			.04	
	Cross-over, Connor's Point, X.P.Ry. and C. St. P. M. & O. Ry. each 1/2 interest; X.P.Ry. Co. to handle valuation.	3560+20	94 feet				
	Cross-over, Connor's Point, X.P.Ry. and C. St. P. M. & O. Ry. each 1/2 interest; X.P.Ry. Co. to handle valuation.	3585+35	145 feet				
	Cross-over, Connor's Point, X.P.Ry. and C. St. P. M. & O. Ry. each 1/2 interest; X.P.Ry. Co. to handle valuation.	3598+80	137 feet				
	Siding, Connor's Point, X.P.Ry. and C. St. P. M. & O. Ry. each 1/2 interest; X.P.Ry. Co. to handle valuation.	3586+43.5	708 feet				
	Coal Dock Spur, Connor's Point, X.P.Ry. and C. St. P. M. & O. Ry. each 1/2 interest; X.P.Ry. Co. to handle valuation.	3598+08	707 feet				
	Coal Dock Spur, Connor's Point, X.P.Ry. and C. St. P. M. & O. Ry. each 1/2 interest; X.P.Ry. Co. to handle valuation.	3602+71.5	443 feet				
	Coal Dock Spur, Connor's Point, X.P.Ry. and C. St. P. M. & O. Ry. each 1/2 interest; X.P.Ry. Co. to handle valuation.		204 feet				
	Cross-over, Connor's Point, X.P.Ry. and C. St. P. M. & O. Ry. each 1/2 interest; X.P.Ry. Co. to handle valuation.	3603+61.5	89 feet				
	Cross-over, Connor's Point, X.P.Ry. and C. St. P. M. & O. Ry. each 1/2 interest; X.P.Ry. Co. to handle valuation.	118+06	185 feet			.51	.55
	LAKE SUPERIOR TERMINAL & TRANSFER RAILWAY CO.						
1	Terminal facilities at Superior; X.P.Ry. Co. to handle valuation.					24.06	24.06



Johns Sheet 103

Johns Sheet 101

MINN. VAL. SECTION	VAL. SEC. NO.	DESCRIPTION	ENGINEER'S STATION		TRACK MILES			
			FROM	TO	MAIN	END	OTHER	TOTAL
10	12	From Minnesota-Wisconsin State Line to H.B. Carlton Yards; also from H.B. Carlton Yards to H.B. Wye Connection with Main Line at Staples.	6858+131	1467+171	130.16		58.00	188.16
24	12A	From H.B. Main Line Connection at Deerwood, to End of Tracks at Duluth-Braiderd Mine. Tracks serving various mines on Cuyuna Range are jointly owned with Soo Line, contract of 4-15-29	5380+47	End	1.85		3.67	11.52
23	12B	From H.B. Main Line Connection at Deerwood to End of Tracks at Oreland (TRACKS REMOVED AUGUST 1940)	5346+47.7	End	3.56		.87	4.23
17	13	From H.B. Connections with Sections 9 and 12 at Staples, to Minnesota-North Dakota State Line, near Fargo.	1191738.5	369+43	110.89	110.67	110.57	332.13
18	14	From point opposite original Main Line connection at Wadena Junction, to Minnesota-North Dakota State Line near Wahpeton	8842+34.8	3958+34	74.97		9.25	84.22
19	15	From H.B. Wye Connection at Manitoba Junction, to Minnesota-North Dakota State Line near East Grand Forks	57+67.5	504+24	93.97		24.84	118.81
20	16	From H.B. Connection with Red River Branch at Fertile, to H.B. Connection with Red River Branch at Carthage Jct. Track removed between Fertile and Tilden Jct.	2446+72.0	5267+85.5	54.93		5.20	59.63
21	16A	From H.B. Wye Connection at Key West to End of Track at Sherack.	4927+79.5	End	6.13		.41	6.54
22	17	From End of Big Fork & Northern Railway Tracks at Grand Falls to End of Tracks at International Falls. (also see below)	8661+50	End	33.40		6.67	40.07
MINNESOTA & INTERNATIONAL RAILWAY Acquired by N.P.Ry.Co. in 1941								
1C	+19	From Connection with N.P.Ry. at Brainerd to beginning of Leaks Cut-Off at Leaks Cut-Off Sta. 0+00+M.A.I. Sta. 224+28.5. Northern Pacific Railway to handle valuation.	6992+82.5	6992+82.5	135.11		34.41	169.52
1		From Connection with Leaks Cut-Off Line to End of M.&I. Ry. Track and beginning of B.F. & N. Ry. Track at Northhome. Northern Pacific Railway to handle valuation.	6992+82.5	129.27	32.75	162.02		
1A	+19	From H.B. Connection with Main Line at Funkley to End of Track at Kelliher. Northern Pacific Railway to handle valuation.	6479+82	End	11.33		5.04	16.37
1B	+19A	Joint Tracks with M.S.P. & S. Ste. M. Ry. North of Mississippi River at Bemidji. (Mileage shown represents N. P. Ry. Co's 1/2 interest)	4247+16	2879+28.3		.20	.03	.23
BIG FORK & NORTHERN RAILWAY Acquired by N.P.Ry.Co. in 1942								
1	+20	From End of Big Fork River Bridge at Sta. 856+50 to beginning of M.&I. Ry. Track at Sta. 6992+82.5 at Northhome. Northern Pacific Railway to handle valuation.	8561+50	6992+82.5	31.60		9.53	41.13

MANITOBA
NORTH DAKOTA

International Boundary

STATE LINE - STATION 10112+55.8

VALUATION SECTION LIMITS
STATE OF NORTH DAKOTA



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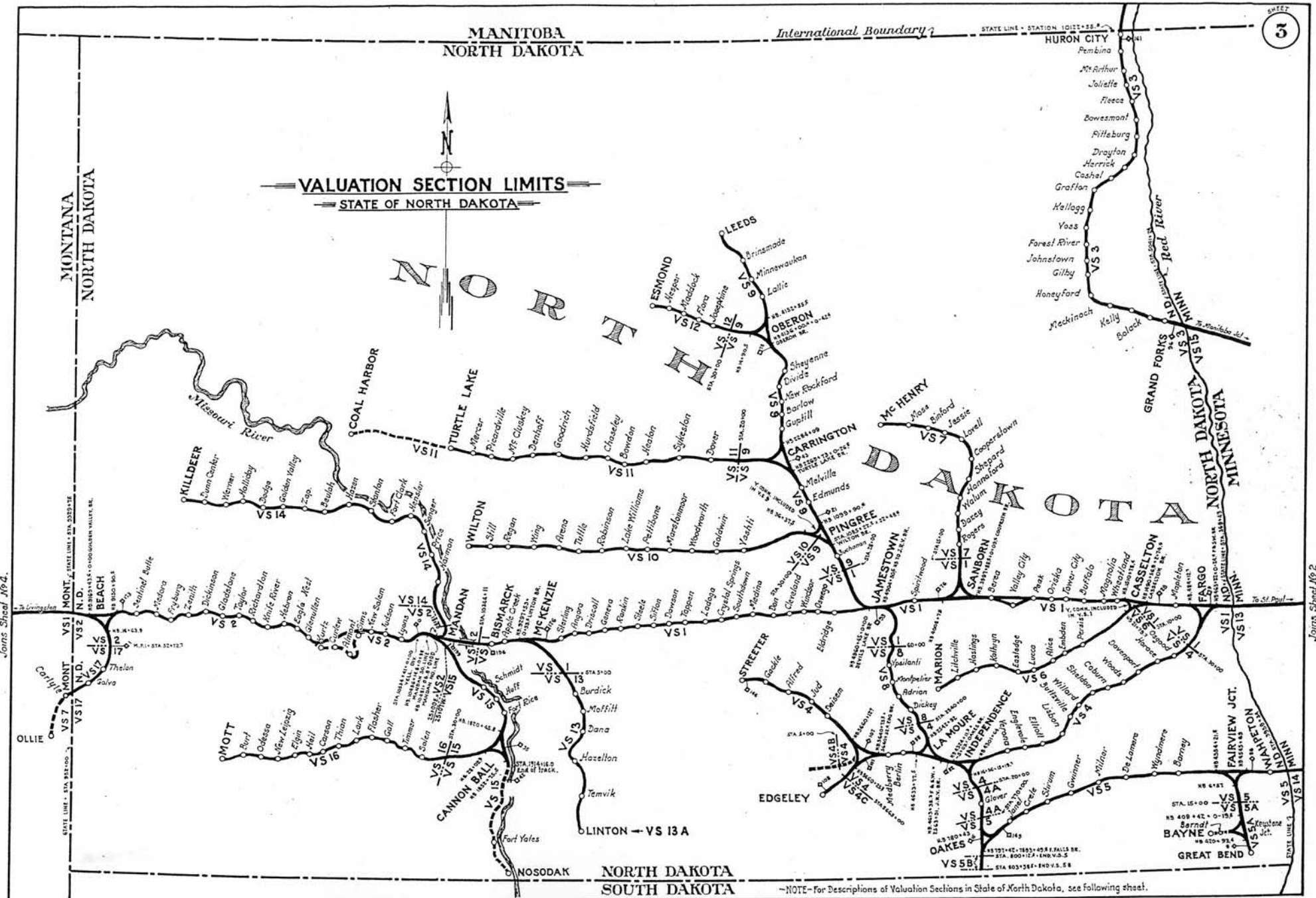
NORTH DAKOTA
SOUTH DAKOTA

MONTANA
NORTH DAKOTA

MINN
NORTH DAKOTA
MINNESOTA

Joins Sheet No. 4.

Joins Sheet No. 2.



-NOTE- For Descriptions of Valuation Sections in State of North Dakota, see following sheet.

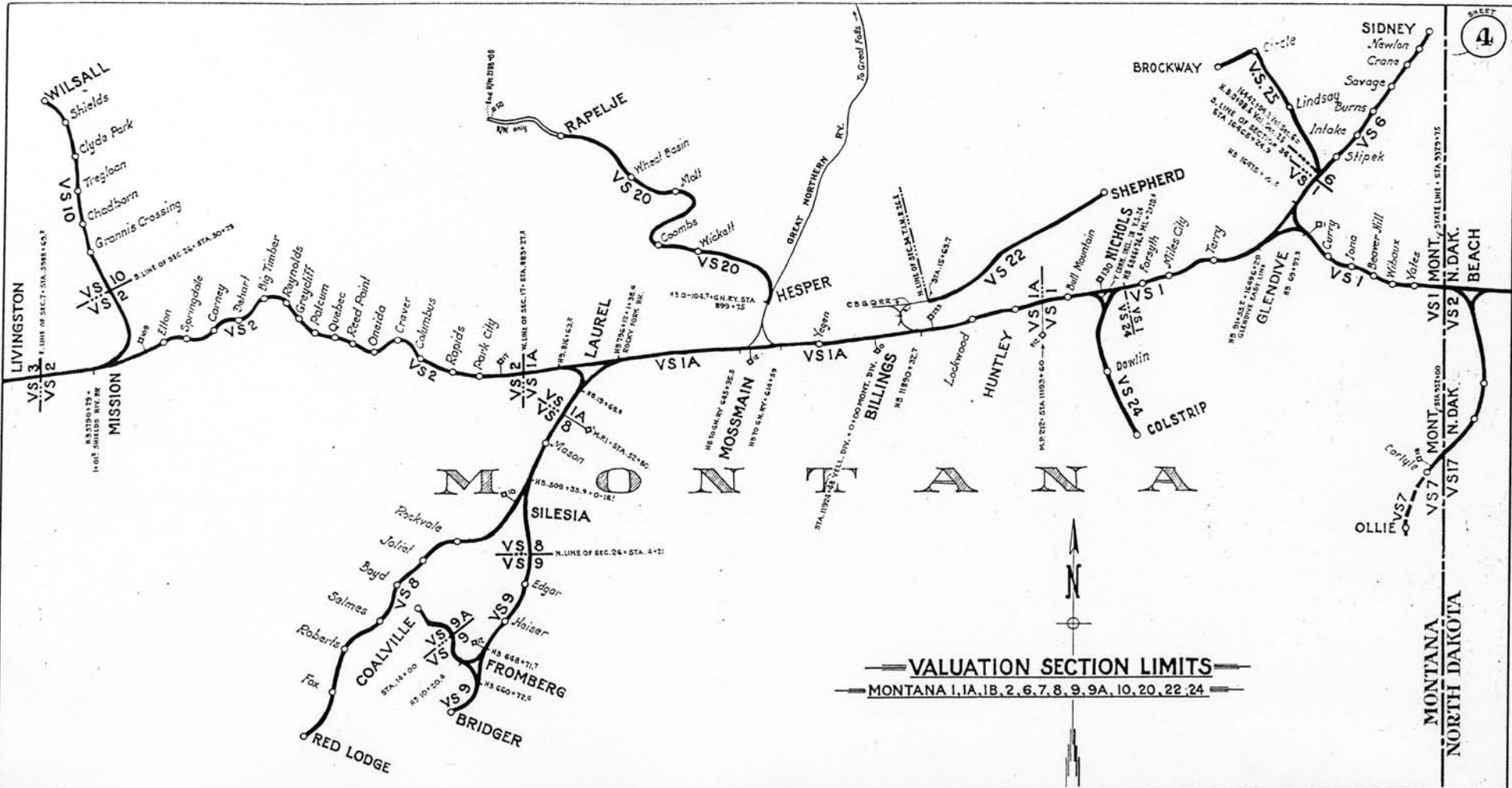
VALUATION SECTION DESCRIPTIONS

FOR
STATE OF NORTH DAKOTA

VAL SECTION	DESCRIPTION NOTE—Mileage shown as of June 30, 1917.	ENGINEER'S STATION		TRACK MILES			
		FROM	TO	MAIN	2ND	OTHER	TOTAL
1	From Minnesota-North Dakota State Line at Fargo, to Station 10344+00, about 43 feet east from east end of Missouri River Bridge, west of Bismark. NOTE—W. leg Y conn. at Cassellon, 1135' long, not included in mileage.	369+43	10344+00	199.34	51.95	123.40	374.69
1A	Tracks to State Penitentiary at Bismark; joint with Minneapolis, St. Paul, & Sault Ste. Marie Ry. Northern Pacific Ry. Co. one-half interest; Minneapolis, St. Paul, & Sault Ste. Marie Ry. Co. one-half interest; Northern Pacific Railway Co. to handle valuation.						
2	From Station 10344+00, about 43 feet east of east end of Missouri River Bridge, west of Bismark, to North Dakota-Montana State Line, west of Beach.	10344+00	9329+75	182.02		85.41	267.43
3	From North Dakota-Minnesota State Line, at Grand Forks, to International Boundary Line at Huron City.	5041+24	10122+55.6	96.24		16.96	113.20
4	From Station 30+00, south of Fargo, to End of Track at Sireteer.	30+00	End	147.45		18.68	166.13
4A	From Station 20+00, south of Independence, to Station 770+00, north of Oakes.	20+00	770+00	19.50		47	135.97
4B	From Station 5+00, west of Edgeley Junction, to End of Grade at Edgeley, Edgeley-Missouri River Spur. Track Removed Aug. 1924	5+00	End			75	75
4C	From Station 5665+00, west of Edgeley Junction, to End of Track at Edgeley	5665+00	End	141		2.83	4.24
5	From North Dakota-Minnesota State Line, east of Wahpeton, to end of Northern Pacific Railway tracks and beginning of Chicago & Northwestern Ry. tracks at Oakes, and to Station 770+00 north of Oakes.	3958+34	800+24 to 770+00	176.13		9.39	85.52
5A	From Station 15+00, south of Fairview Junction to Ends of Tracks at Great Bend and Bayne. —Track from Berndt to Bayne Removed Aug. 1921. Track from Keystone Jct. to Berndt removed 1942	15+00	Ends	14.54		3.12	15.66
5B	Yard and Industry Tracks at Oakes, jointly owned with Chicago & Northwestern Railway Company; Northern Pacific Railway Company, one-half interest; Chicago & Northwestern Railway Company, one-half interest; Northern Pacific Railway Co. to handle valuation	800+12.5	803+38.5	3.03		1.06	4.09
6	From Station 10+00, south of Cassellon, to End of Track at Marion.	10+00	End	59.94		5.21	65.15
7	From Station 15+00, north of Sanborn, to End of Track at Mt. Henry	15+00	End	62.58		7.98	70.56
8	From Station 60+00, south of Jamestown, to Station 2540+00, north of La Mours	60+00	2540+00	46.98		2.96	49.94
9	From Station 28+00, north of Jamestown, to end of N.P. track at Leeds. NOTE—North leg of Wye connection at Pingree, 1080' long, not included in mileage.	28+00	End	108.05		17.52	125.57
10	From Station 30+00, west of Pingree, to End of Track at Willon.	30+00	End	92.26		15.95	108.21
11	From Station 20+00, west of Carrington, to End of Grade, near Missouri River.	20+00	End	84.65		16.63	101.28
12	From Station 30+00, west of Oberon, to End of Track at Esmond	30+00	End	27.50		2.62	30.12
13	From Station 5+00 south of Mt. Kenzie, to Station 2334+68 at Linton; End of N.P. Track. (End of Right of Way)	10+00	2334+68	44.10		1.15	45.25
13A	Tracks and facilities at Linton, joint with C.M. & St. P. Ry. Co.; N.P. int'd one-half; C.M. & St. P. interest, one-half; N.P. Ry. Co. to handle valuation.	2334+68	2493+43.3	1.86		1.74	3.60
14	From Station 5+00, north of Mondon, to End of Track at Kildeer. Sta. 10+00	5+00	End	121.18		11.58	132.76
15	From a point 2412 feet south of H.B. connection of the Mandan South Line = Sta. 75+00 (I.C.C. Sta. 75+07) to end of grade south of Fort Yates. —Track Removed from Cannon Ball to End. —Jan. 1918	25+07	End	42.15		2.74	44.89
16	From Station 30+00, west of Cannon Ball, to End of Track at Mott.	30+00	End	90.78		8.35	99.13
17	From Mile Post 1, south of Beach, to North Dakota-Montana State Line.	52+72.7	952+00	16.35		.65	17.00

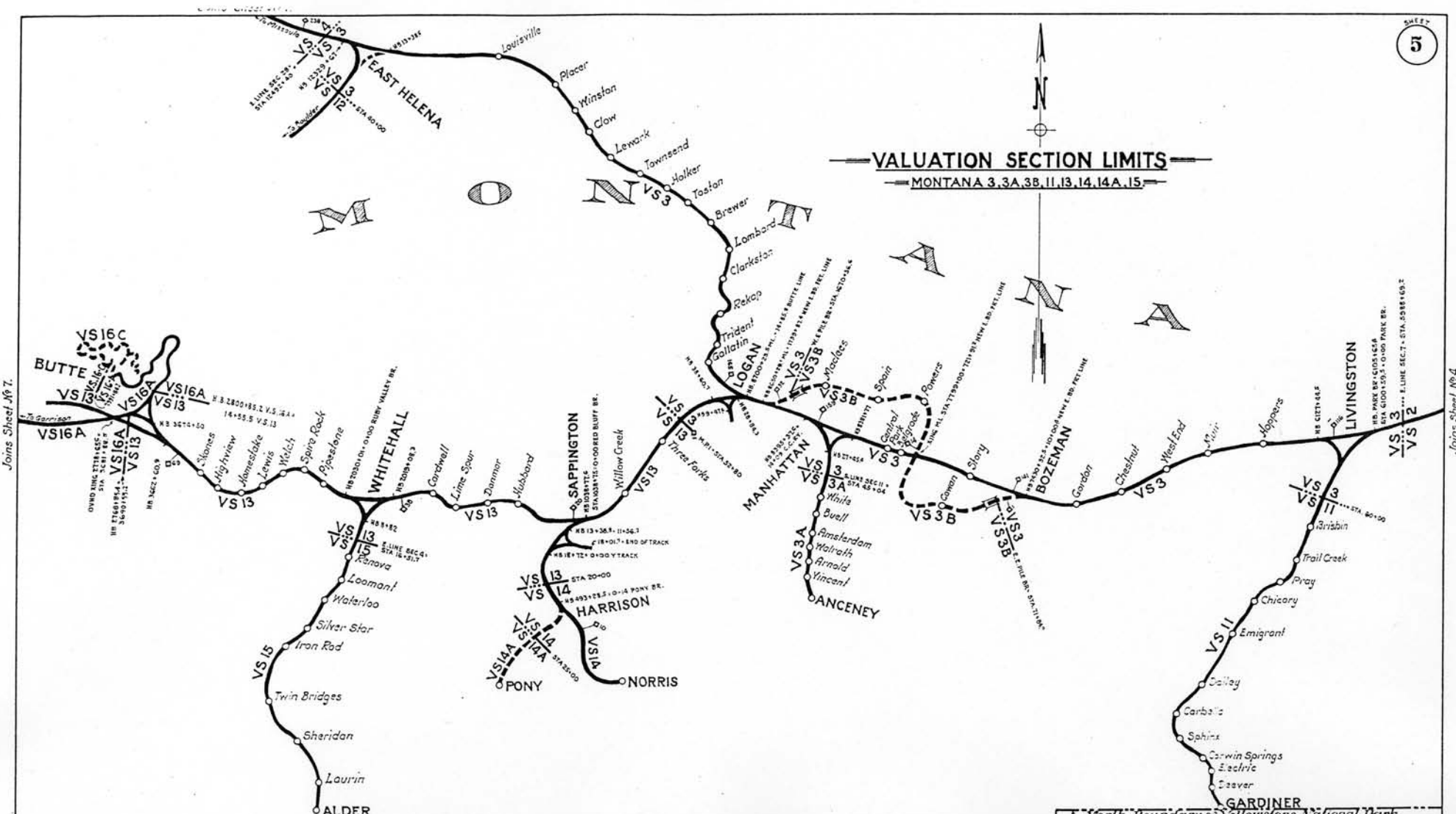
Johns Street, No. 5

Johns Street, No. 3



VALUATION SECTION LIMITS
 MONTANA 1, IA, 1B, 2, 6, 7, 8, 9, 9A, 10, 20, 22, 24

VAL. SECTION	DESCRIPTION —NOTE— Mileage shown as of June 30, 1917, unless otherwise noted.	ENGINEER'S STATION		TRACK MILES		
		FROM	TO	MAIN	2ND	OTHER TOTAL
1	From Montana-North Dakota State Line to Mile Post 212, at Station 11193+60, east of Huntley	9329+75	11193+60	251.45		82.00 333.45
1A	From Mile Post 212, Station 11193+60, east of Huntley, to West Line of Section 17, west of Laurel.	11193+60	883+27.5	31.37	27.92	56.62 115.91
1B	Tracks to Billings Sugar Factory (joint with C.B. & Q. R.R.; each company owns one-half interest; N.P. Ry. Co. to handle valuation.)					2.14 2.14
2	From West Line of Section 17, west of Laurel, to East Line of Section 7, east of Livingston	883+27.5	5985+332	97.06		29.62 126.68
6	From South Line of Section 34, north of Glendive, to End of Track at Sidney.	16465+249	End	54.22		3.97 60.19
7	From Montana-North Dakota State Line, to End of Track south of Ollie, at Carlyle (Portion of track removed in 1960)	952+00	End	8.51		1.24 9.75
8	From M.P. 1, south of Laurel, to End of Track near Red Lodge	52+80	End	43.33		14.12 57.45
9	From North Line of Section 26, south of Silesia, to End of Track near Bridger	4+21	End	19.66		6.44 26.10
9A	Tracks to Geba Coal Mines at Coalville.	14+00	End			4.29 4.29
10	From South Line of Section 25, north of Mission, to End of near Wilsall.	30+28	End	22.38		2.16 24.54
20	From H.B. of Great Northern Railway connection at Hesper, to End of Track at Rapelje. (Mileage not included in State Total) Operation July 1, 1919	0-104.7	End	38.18		3.16 41.34
22	From Billings to End of Track of Shepherd Operation Oct. 1, 1921	15+63.7	End	12.50		1.01 13.51
24	From Armell Jct. to Colstrip Operation Sept. 1, 1924	2+20.4	End	30.73		6.16 36.89
25	From H.B. Connection with Glendive East Line at Glendive to End of Track at Brockway Operation Sept. 1, 1925.	0+28.6	End	62.12		

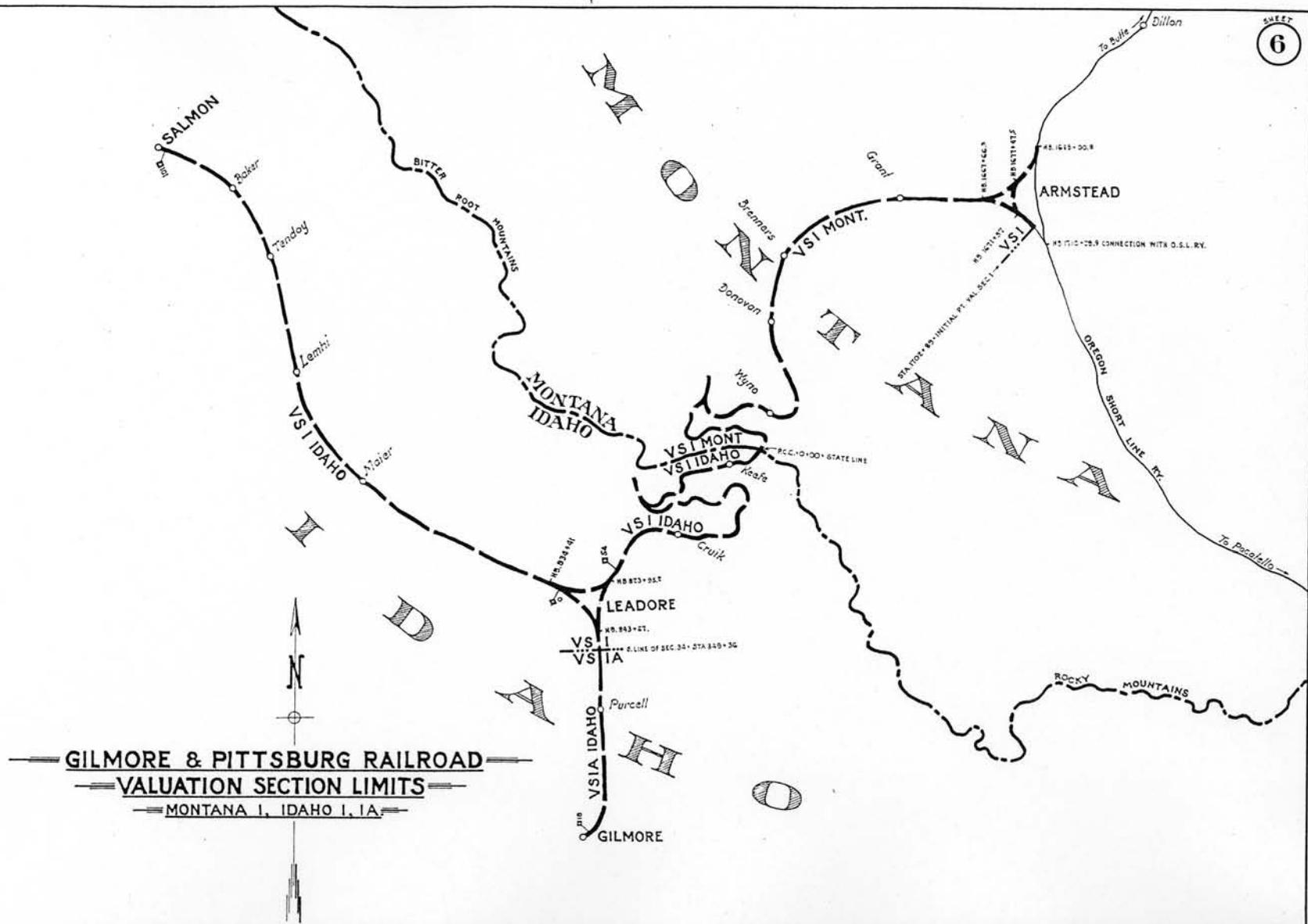


Joins Sheet No 7.

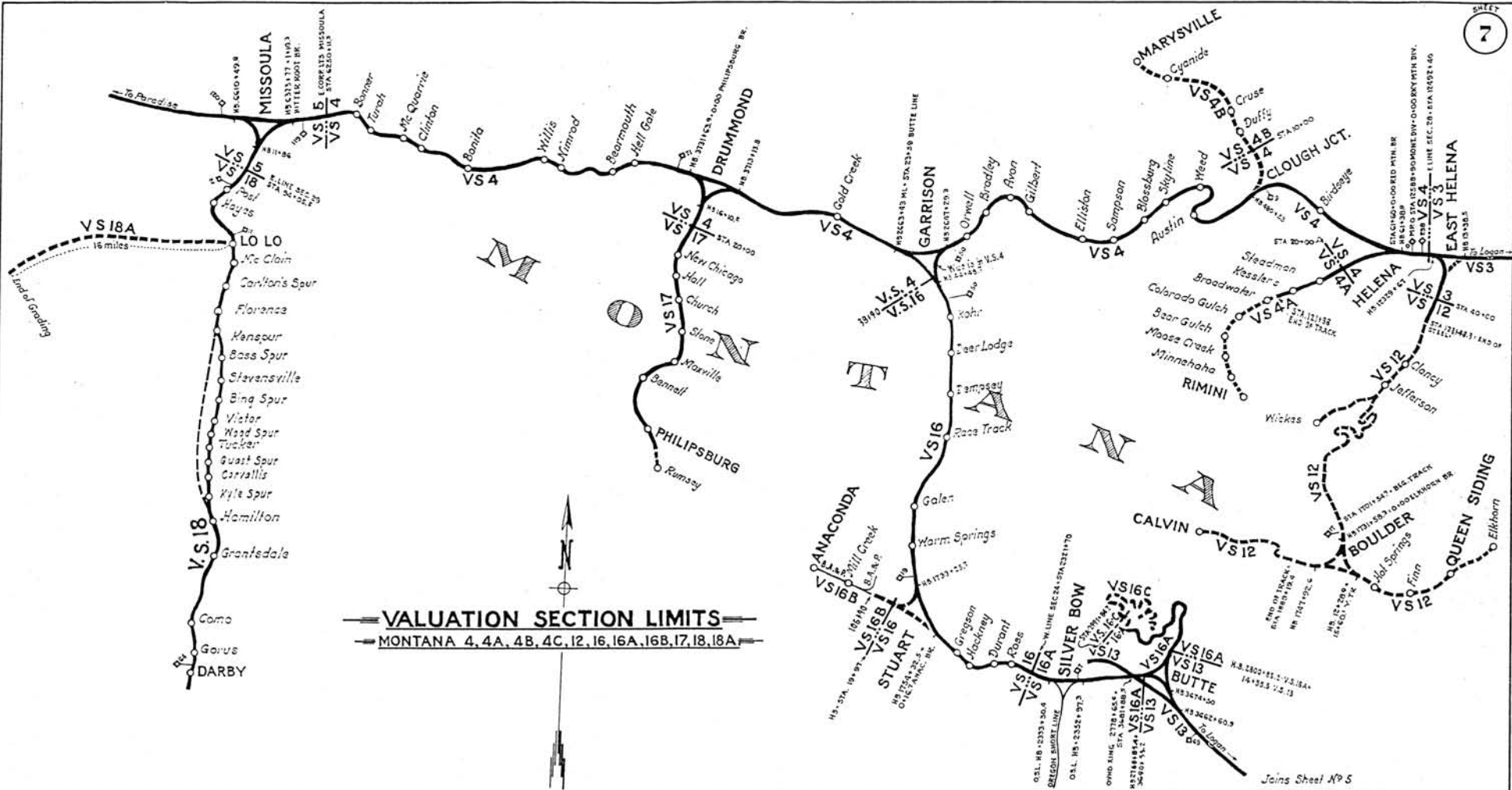
Joins Sheet No 4.

VAL. SECTION	DESCRIPTION — NOTE— Mileage shown as of June 30, 1917, unless otherwise noted.	ENGINEER'S STATION					TRACK MILES		
		FROM	TO	MAIN	2ND	OTHER	TOTAL		
3	From East Line of Section 7, east of Livingston, to East Line of Section 28, east of Helena.	5988+69.2	12492+40	125.91	23.99	85.60	235.50		
3A	From South Line of Section II, south of Manhattan, to End of Track at Ancency	45+04	End	14.56		1.53	16.09		
3B	From East End of Pile Bridge at Station 71+84.9, near Bozeman, to West End of Pile Bridge at Station 1670+56.6 near Logan (Mileage not included in State Total) Operation Nov. 16, 1919 Removed Dec. 5, 1957	71+84.9	1670+56.6	30.34		3.26	33.60		
11	From Station 60+00, south of Livingston, to End of Track near Gardiner.	60+00	End	53.22		7.97	61.19		
13	From Mile Post 1, west of Logan, to end of Upper Yard Tracks in Butte, and to Head Blocks of tracks connecting to Montana Union Tracks of Butte Wye.	52+80	End	71.18	20	29.12	101.10		
14	From Station 20+00, south of Sappington, to End of Track near Norris	20+00	End	20.97		1.85	22.82		
14A	From Station 25+00 west of Harrison, to End of Tracks, near Pony. Track removed 1943	25+00	End	6.18		.27	6.45		
15	From East Line of Section 4, south of Whitehall, to End of Tracks near Alder.	16+51.7	End	45.42		4.45	49.87		

North Boundary of Yellowstone National Park

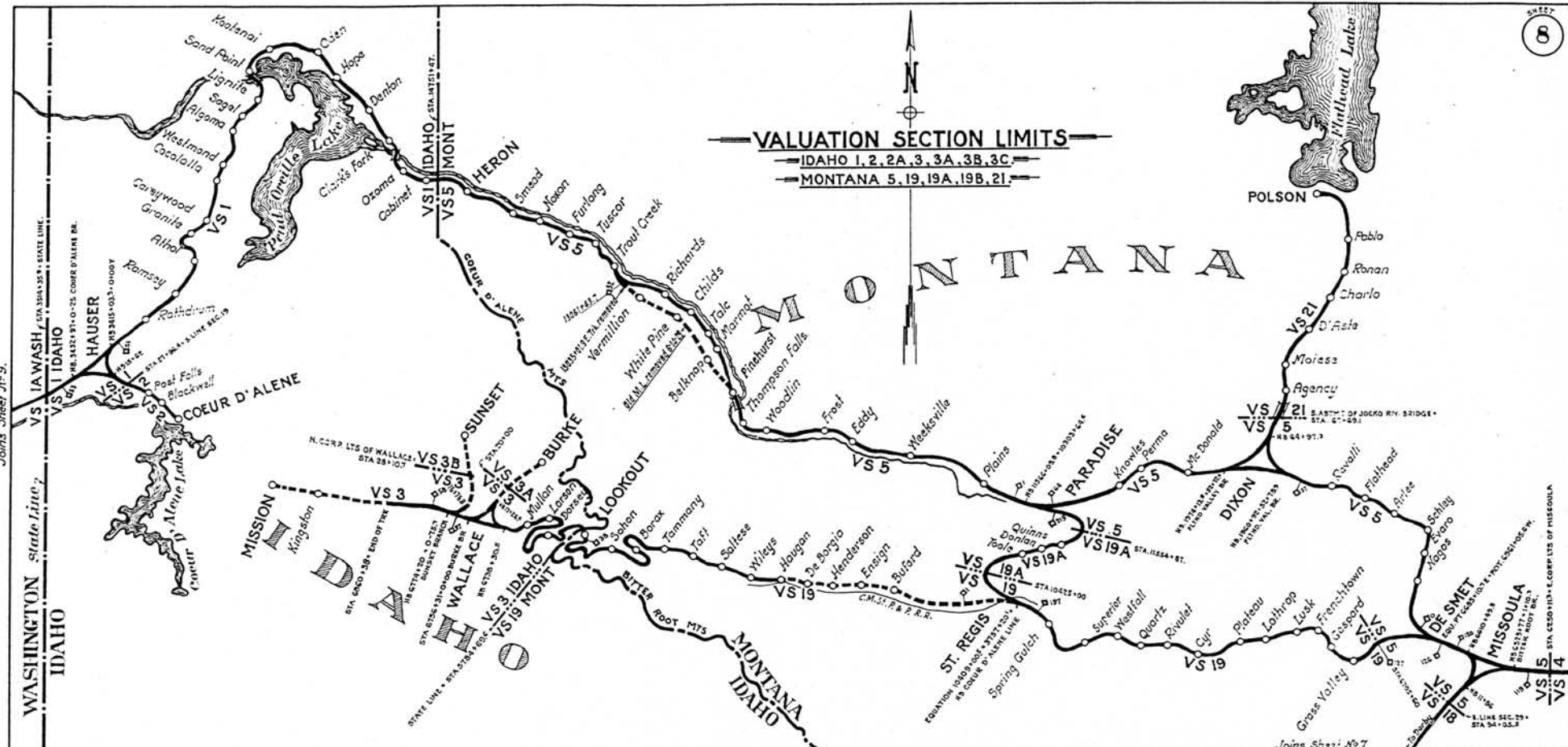


VAL SECTION	DESCRIPTION —NOTE— Mileage shown as of June 30, 1917.	ENGINEER'S STATION		TRACK MILES		
		FROM	TO	MAIN	2ND	OTHER TOTAL
Mont. 1	From Right of Way Line of Oregon Short Line Ry. Co. at Armstead, Montana, to Montana-Idaho State Line, Northern Pacific Railway Co. to handle valuation	1702+89	0+00	34.43		6.85 44.28
Idaho 1	From Montana-Idaho State Line, to End of Track at Salmon, Idaho, Northern Pacific Railway Co. to handle valuation.	0+00	End	64.13		6.27 70.80
Idaho 1A	From South Line of Section 34, south of Leadore, Idaho, at Station 849+36 to End of Track at Gilmore, Idaho, Northern Pacific Railway Co. to handle valuation	849+36	End	17.59		1.59 19.18
				119.15		18.11 134.26



Joins Sheet No. 5

VAL SECTION	DESCRIPTION -- NOTE -- Mileage shown as of June 30, 1917.	ENGINEER'S STATION		TRACK MILES		
		FROM	TO	MAIN	2ND	OTHER TOTAL
4	From East Line of Section 29, east of Helena, to East Corporate Limits of Town of Missoula.	12492+40	6250+11.3	122.63	68.38	60.99 252.00
4A	From Station 20+00, west of Helena, to End of Grade at Rimini. -- Track from Broadwater to Rimini Removed March 1926.	20+00	End	15.99		4.16 20.15
4B	From Station 10+00, north of Clough Junction, to End of Grade at Marysville -- Track Removed July 30, 1926	10+00	End	12.39		1.00 13.39
4C	Tracks to saw mills at Bonnar; joint with C.M. & St. P. Ry. Co; each company owns one-half interest; C.M. & St. P. Ry. Co. to handle valuation					1.81 1.81
12	From Station 40+00, south of East Helena, to End of Grade near Queen Siding and Calvin. TRACKS REMOVED, SEPT.-NOV. 1931	40+00	End	21.99		2.69 24.62
16	From West Line of Section 24, west of Silver Bow, to 25+50, east of Garrison	2321+70	3890+46.5	42.77		6.07 48.84
16A	From Butte, including all Montana Union Ry. Tracks, to West Line of Section 24, west of Silver Bow.	2991+84.7	2321+70	5.63	1.76	24.81 32.20
16B	From H.B. of west leg of wye switch, at Stuart, to End of M.P. Tracks at Anaconda. Portion of track removed, March 1944. Remainder sold to B.A.&P. Ry. Co. June 6, 1956	106+90	End	8.57		4.91 13.48
17	From Station 20+00, south of Drummond, to End of Track near Philipsburg	20+00	End	25.56		4.69 30.25
18	From East Line of Section 29, south of Missoula, to End of M.P. Track, south of Darby -- Line change Florence to Hamilton -- Operation Sept. 1, 1926.	94+05.5	End	64.62		12.93 77.55
18A	From connection with Biller Root Branch at LoLo to End of Grade (No track laid on this section)					
16C	From Sta. 2991+84.7 Butte Hill To End (Track removed from sta. 2992+39.2 to end, Aug. 1936)	2991+84.7	End	2.73		2.81 5.54



VAL SECTION	DESCRIPTION — NOTE — Mileage shown as of June 30, 1917, unless otherwise noted.	ENGINEER'S STATION		TRACK MILES		
		FROM	TO	MAIN	2ND	OTHER TOTAL
Idaho 1	From Idaho-Montana State Line, near Dixon, to Idaho-Washington State Line near Hausen.	14751+47	3514+38.9	84.163	6.40	45.50 136.063
Idaho 2	From South Line of Section 19, near Hausen, to End of Track at Coeur d'Alene.	27+86.4	End	13.977		5.13 19.007
Idaho 2A	Joint Tracks to Lewis Saw Mill, near Coeur d'Alene, from H.S. on spur at Sta. 34+72.5 to End of Spur, at Sta. 94+99.8 with I & W. Ry. Co.; each own one-half interest. C.M. & St. P. Ry. Co. handled valuation.	34+72.5	94+99.8			.86 .860
Idaho 3	From Idaho-Montana State Line at Lookout, to End of Grade at Mission. NOTE—Track has been removed west of Station 6860+39	5784+69.4	End	21.308		9.83 31.138
Idaho 3A	From Station 20+00 near Wallace, to connection with O.W.R. & N.Co. at Burke, at Station 352+25 (Track removed, Aug. 1919)	20+00	352+25	6.292		6.48 8.763
Idaho 3B	From North Corporate Limits of Town of Wallace, to End of Tracks near Sunset. (Track removed from sta. 171+38.8 to end, Oct. 1914) Remainder removed under AFE 415-B-55	29+19.7	End	5.643		1.31 6.993
Idaho 3C	Tracks at Burke and Wallace, owned jointly with O.W.R. & N.Co.; each one-half interest —NOTE—On Valuation Section 3C, Idaho, N.P.Ry.Co. will handle valuation on 2.55 miles: Main Line at Burke, .34 miles; Side Track at Burke, 1.55 miles; Double Crossover at Wallace, .66 miles. O.W.R. & N.Co. will handle valuation on .66 miles; Mammoth Ore Bin at Doris, .10 miles; High Line at Wallace, .49 miles; Tracks at Gem, .07 miles.				.167	1.43 1.597
Mont. 5	From East Corporate Limits of Town of Missoula, to Montana-Idaho State Line near Heron.	6250+11.9	14751+47	158.75	24.73	87.67 271.15
Mont. 19	From Mills Post 127, west of De Smet, to Montana-Idaho State Line near Lookout (Portion of track removed, July 1915)	6705+60	5784+69.4	108.69		22.41 131.10
Mont. 19A	From Station 10425+00, west of St. Regis, to near north line of Sec. 29, east of Paradise	10425+00	11554+87	21.40		3.69 25.09
Mont. 19B	Track to saw mill near St. Regis; jointly owned with C.M. & St. P. Ry. Co.; each company owns one-half interest; C.M. & St. P. Ry. Co. to handle valuation					1.30 1.30
Mont. 21	From and including South abutment of Jacks River Bridge at Station 67+69.1, north of Dixon, to end of track at Polson (Mileage not included in State Total) Operation Aug. 15, 1918	67+69.1	End	32.65		4.55 37.20

Joins Sheet No. 9.

Joins Sheet No. 7.

VALUATION SECTION LIMITS
WASHINGTON I, IA, IB, 12, 12 A, 13, 14.

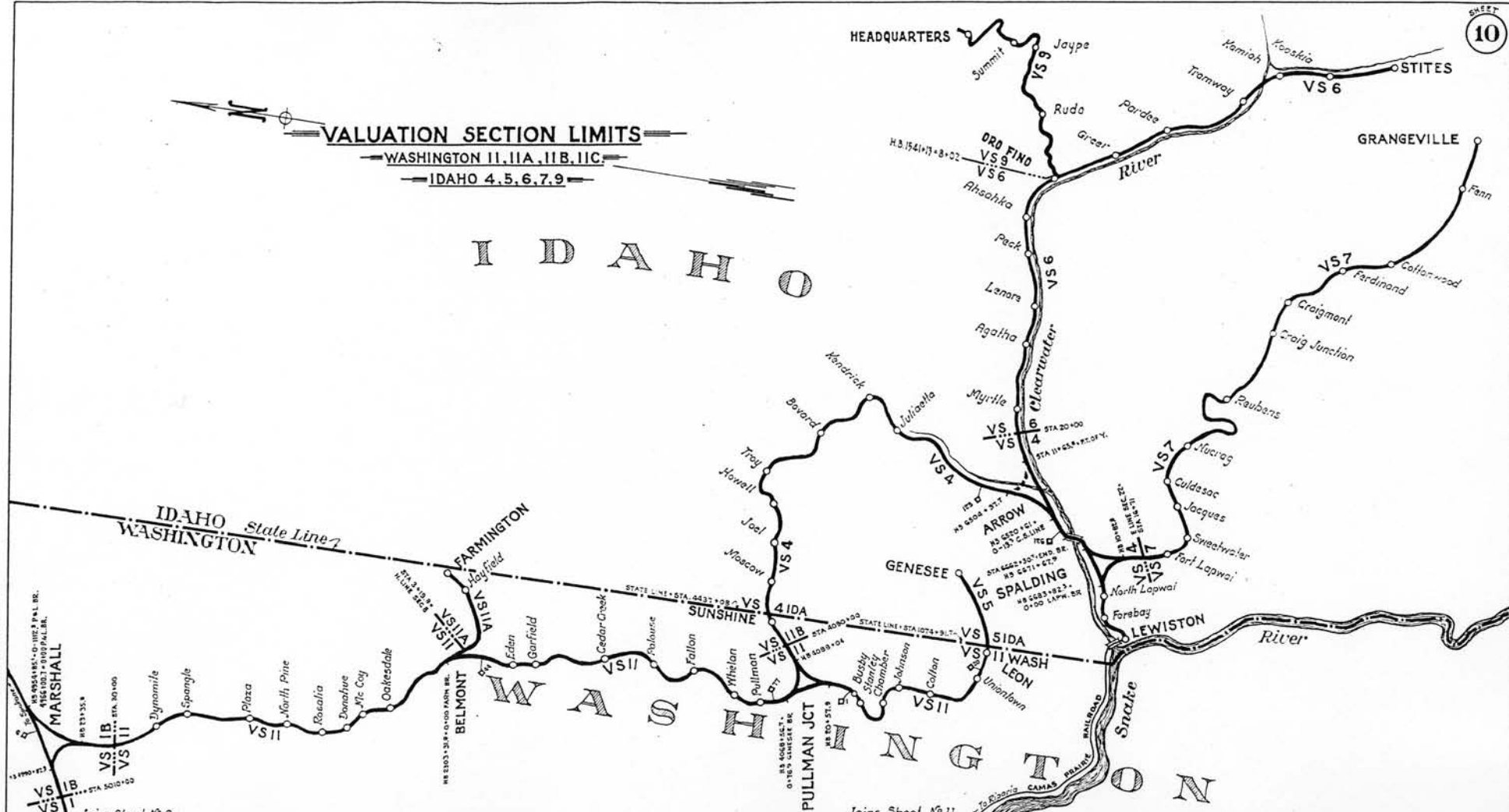
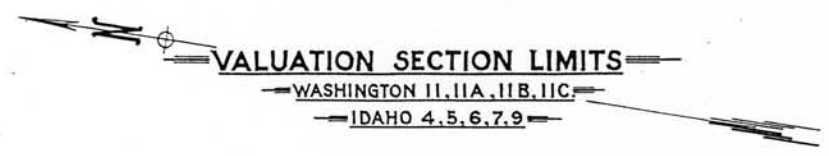


Joins Sheet No 12.

WASHINGTON IDAHO
VS I A WASH. STA. 3054+35.9
VS I IDAHO
Joins Sheet No 8.

Joins Sheet No 10

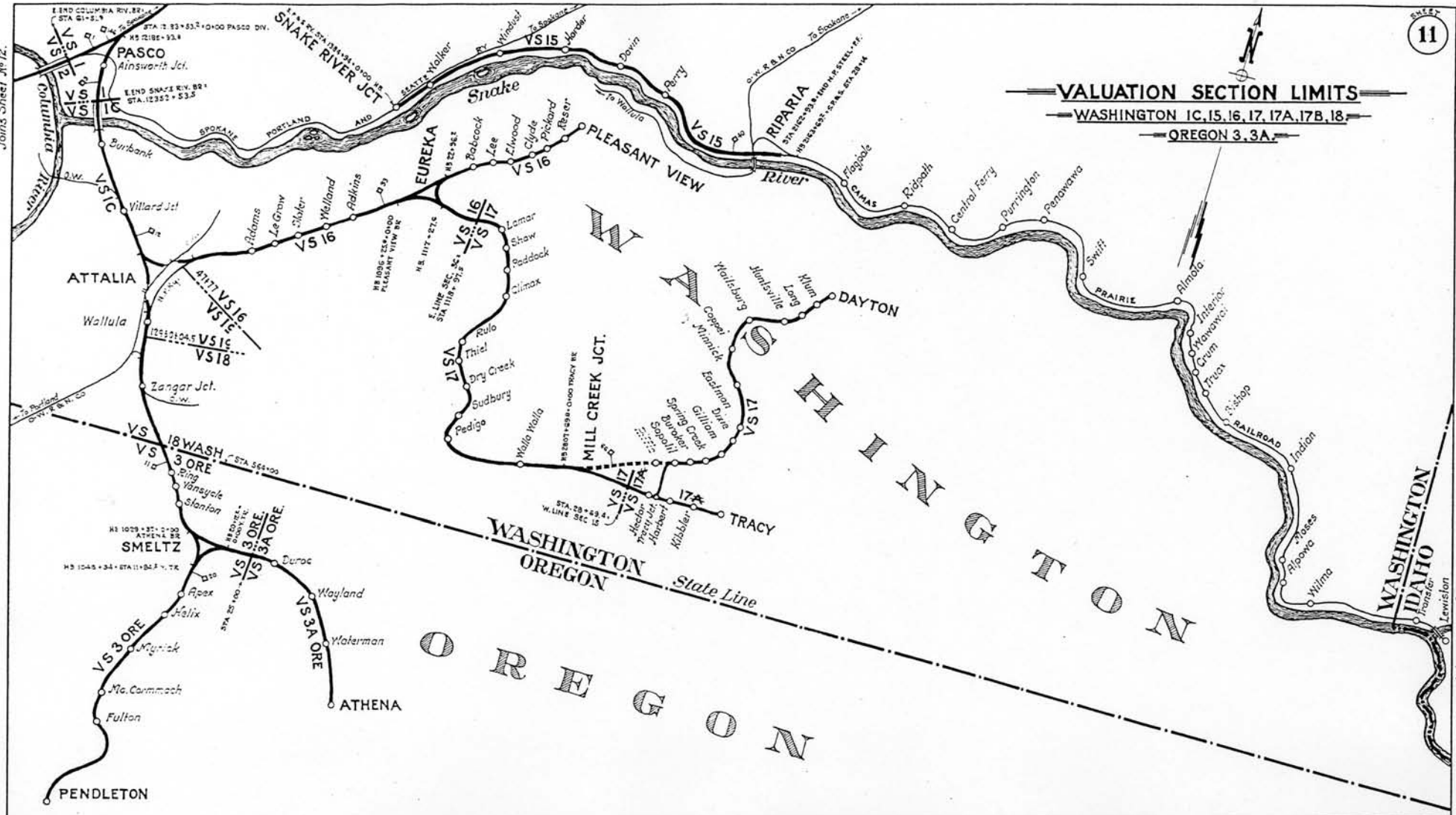
VAL SECTION	DESCRIPTION —NOTE— Mileage shown as of June 30, 1917.	ENGINEER'S STATION		TRACK MILES		
		FROM	TO	MAIN	2ND	OTHER TOTAL
1	From Station 5010+00, west of Marshall, to east abutment of Columbia River Bridge, at Pasco.	5010+00	61+51.9	138.91		59.76 198.67
1 A	From Washington-Idaho State Line, near Hauser, to Mile Post 65, east of Parkwater.	3514+35.9	4145+51.6	11.94	5.49	4.13 21.56
1 B	From Mile Post 65, east of Parkwater, to Station 5010+00, west of Marshall.	4145+51.6	5010+00	16.46	15.27	55.56 87.29
12	From Station 70+00, north of Cheney, to Station 3200+00, north of Connell, via Adrian	70+00	3200+00	189.01		16.60 205.61
12 A	From west line of Section 2, west of Odair to end of grading, west of Coulee	5666+65.9	End	1.49		1.27 2.76
13	From south line of Section 22, south of Davenport, to end of grading at Spokane	2528+57.6	End	16.22		.77 16.99
14	From Station 20+00, east of Bassett Junction, to west line of Section 27, west of Ritzville	20+00	1923+53	12.16		.81 12.97



Joins Sheet No. 9.

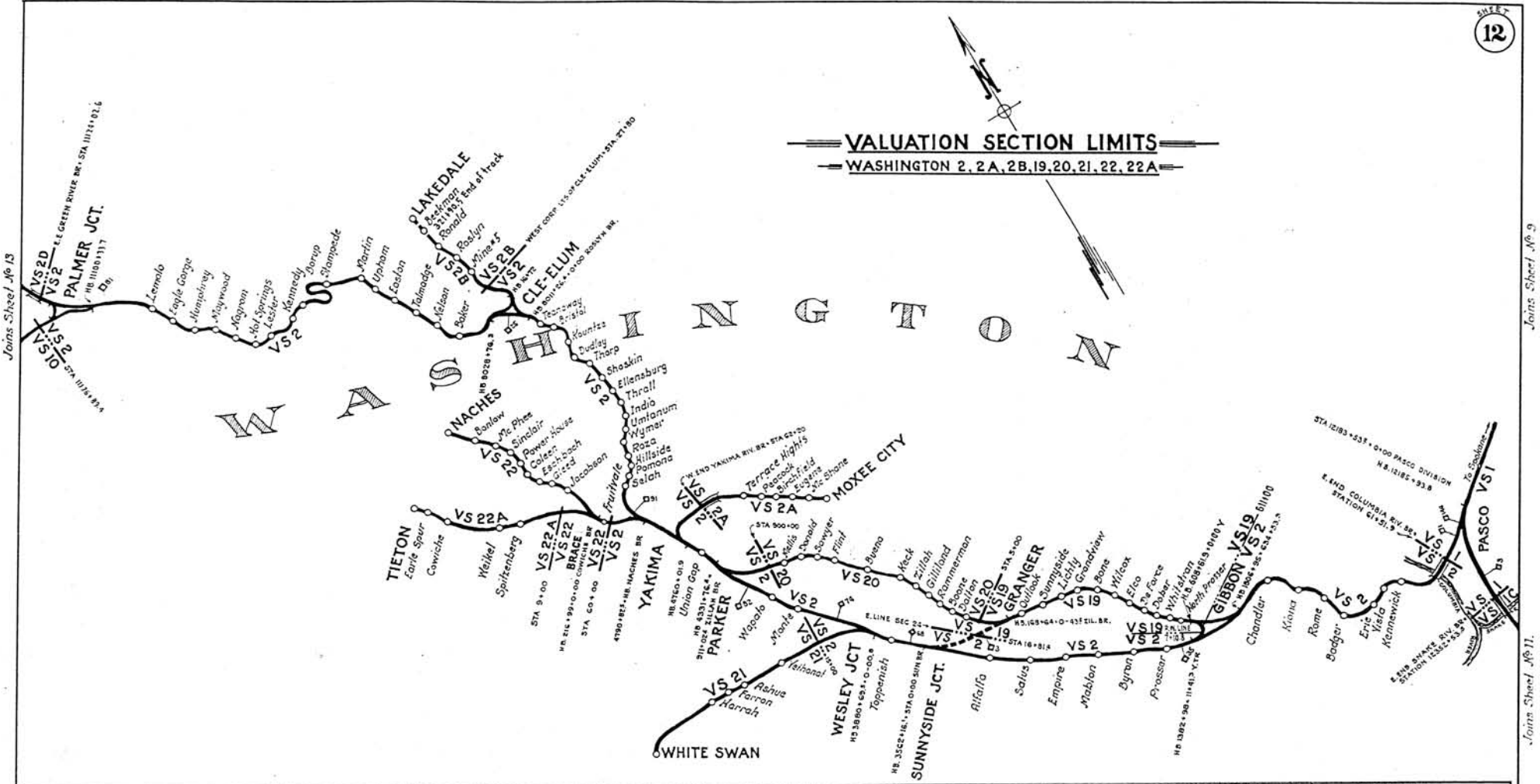
Joins Sheet No. 11.

VAL SECTION	DESCRIPTION — NOTE— Mileage shown as of June 30, 1917.	ENGINEER'S STATION		TRACK MILES		
		FROM	TO	MAIN	2ND	OTHER TOTAL
Wash II.	From Station 30+00, near Marshall, to Washington-Idaho State Line, near Leon	30+00	1074+91.7	97.70		16.18 113.88
Wash IIA	From Station 3+19.8, near Belmont, to End of Track at Farmington.	3+19.8	End	5.83		5.83 6.33
Wash IIB	From Station 4090+00, near Pullman Junction, to Washington-Idaho State Line	4090+00	4437+08	6.61		6.61
Wash IIC	Joint connection to O-W. R. & N. Co. at Pullman; J.P. interest, one-half; O-W. R. & N. Co. interest, one-half; O-W. R. & N. Co. to handle valuation			.02		.02
Ida. 4	From Idaho-Washington State Line, near Sunshine, to End of Track near Lewiston.	4437+08	End	56.286		19.97 76.156
Ida. 5	From Idaho-Washington State Line, near Leon, to End of Track near Genesee	1074+91.7	End	7.263		1.37 8.633
Ida. 6	From Station 20+00, near Arrow, to End of Track near Shites	20+00	End	62.528		8.00 70.528
Ida. 7	From East Line of Section 22, near Joseph, to End of Track, near Grangeville.	16+71	End	66.467		8.93 75.397
Ida. 9	From Station 1541+13 Clearwater Short Line + 8+01 Oro Fino Br. at Oro Fino to End of Track near Headquarters (Construction commenced Oct. 1925) Operation Jan. 1, 1928	8+02	End	40.893		7.00 47.893

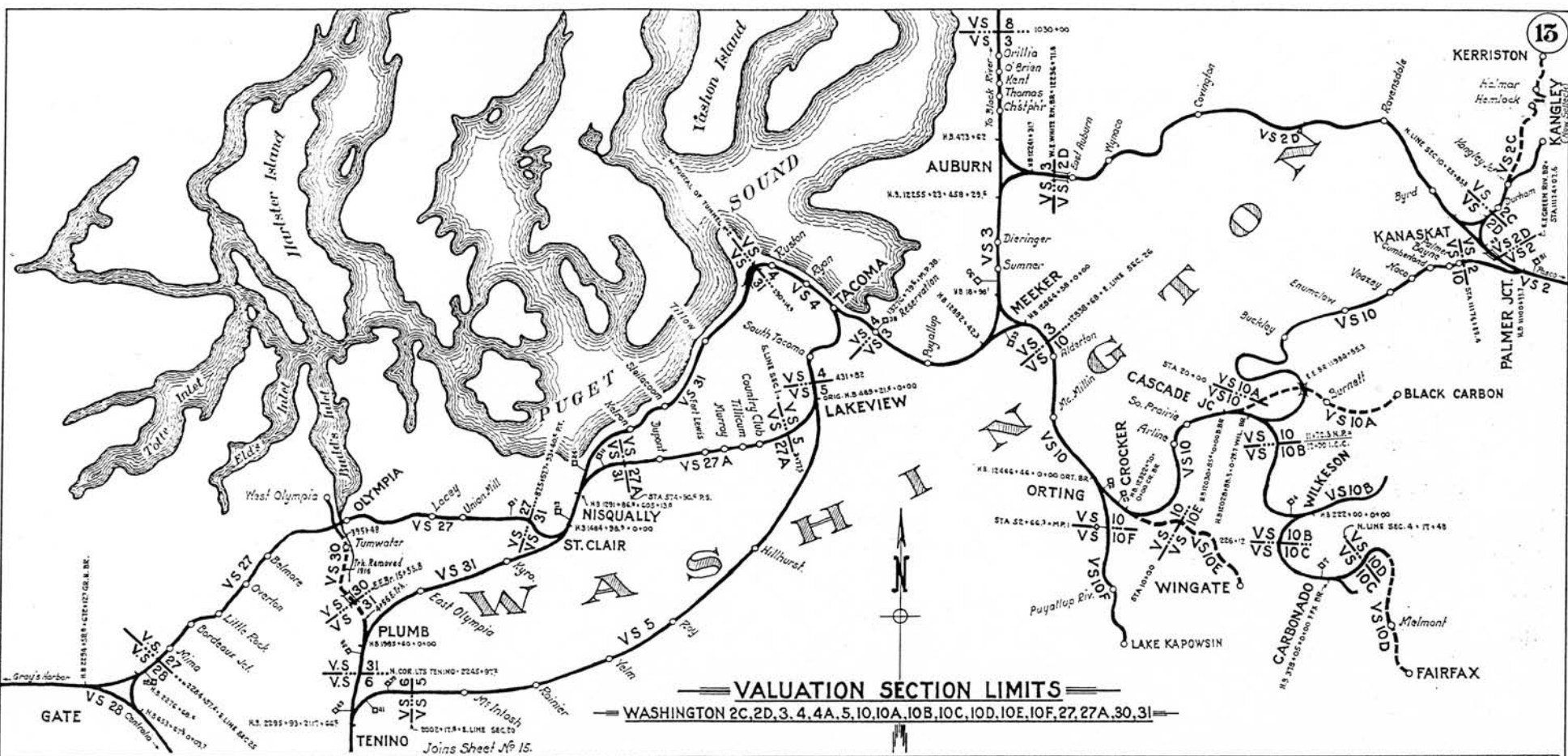


VALUATION SECTION LIMITS
WASHINGTON IC. 15, 16, 17, 17A, 17B, 18.
OREGON 3, 3A.

VAL SECTION	DESCRIPTION — NOTE — Mileage shown as of June 30, 1917.	ENGINEER'S STATION		TRACK MILES			
		FROM	TO	MAIN	2nd	OTHER	TOTAL
1C	From east abutment of Snake River Bridge, at Pasco to end of J. P. Steel at Wallula.	12352+53.5	12969+14.3	14.98		3.52	18.50
15	From H.B. of Junction Switch at Snake River Junction, to point of frog of Junction Switch at Riparia.	0+00	2162+53.9	40.97		3.34	44.31
16	From south line of Section 3, near Attalia, to End of Track, at Pleasant View.	47+77	End	40.56		4.19	44.75
17	From east line of Section 36, near Eureka, to End of Track, near Dayton. Portion of track between Mill Cr. Jct. and Sopolit removed in 1942.	1118+37.5	End	65.01		13.37	78.38
17A	From west line of Section 15, near Mill Creek Junction, to End of Track at Tracy. VS 17A transferred to VS 17 in 1943.	28+69.9	End	5.53		.51	6.09
17B	Joint Tracks to State Prison, at Walla Walla: J.P. interest, one-half; O.W. R & N. Co's interest, one-half; O.W. R & N. Co to handle valuation	-20+00	564+00	10.30		.49	49
18	From Station 12950+04.5 south of Wallula, to Washington-Oregon State Line	564+00	2170+24.5	30.89		4.03	34.92
Ors 3	From Washington-Oregon State line, near Ring, to End of Track at Pendleton. (6023 ft. taken up in 1917 at Pendleton)	25+00	End	14.07		2.20	16.27
Ors 3A	From Station 25+30, near Smeltz, to End of Tracks south of Athena.						

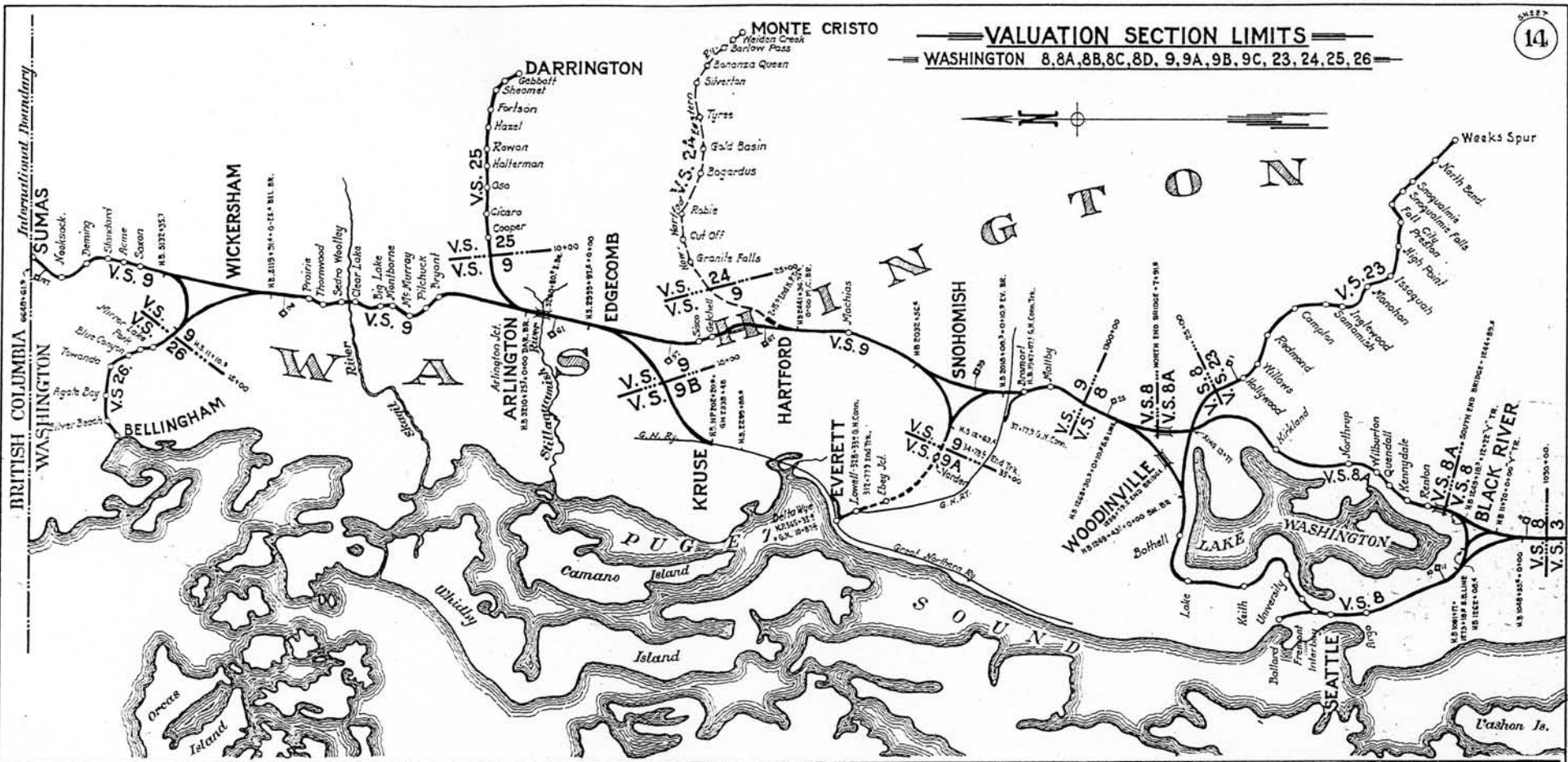


VAL SECTION	DESCRIPTION — NOTE — Mileage shown as of June 30, 1917, unless otherwise noted.	ENGINEER'S STATION		TRACK MILES			
		FROM	TO	MAIN	2ND	OTHER	TOTAL
2	From East abutment of Columbia River Bridge at Pasco, to East abutment of Green River Bridge at Palmer Junction	61+51.9	112+25.3	209.80	18.73	125.69	354.21
2A	From West End of Yakima River Bridge at North Yakima, to End of Track at Moxee City	62+20	End	7.67		.57	8.24
2B	From West Corporate Limits of Town of Cle Elum, to End of Track at Lakedale. (Portion of Track removed, June 1919)	27+80	End	6.63		9.23	15.86
19	From East Line of Section 24 near Sunnyside Junction, to Station 611+00, west of Gibbon (Portion of track removed, 1938)	16+81.4	611+00	31.16		8.38	39.54
20	From Station 900+00 east of Parker to Station 5+00 at Granger	900+00	5+00	16.72		4.49	21.21
21	From Station 15+00 near Wesley Junction, to End of Track near White Swan	15+00	End	19.88		1.76	20.64
22	From Station 60+00, west of North Yakima, to End of Track at Naches	60+00	End	12.73		2.47	15.20
22A	From Station 9+00 near Brace to End of Track at Tieton. NOTE — Extension from Weikel to Tieton. Main Track 6.53 mi.; Other Track 1.58 mi.; Total 8.17 mi. (Not included in State Total) Operation Jan. 11, 1914	9+00	End	4.90		.37	5.27

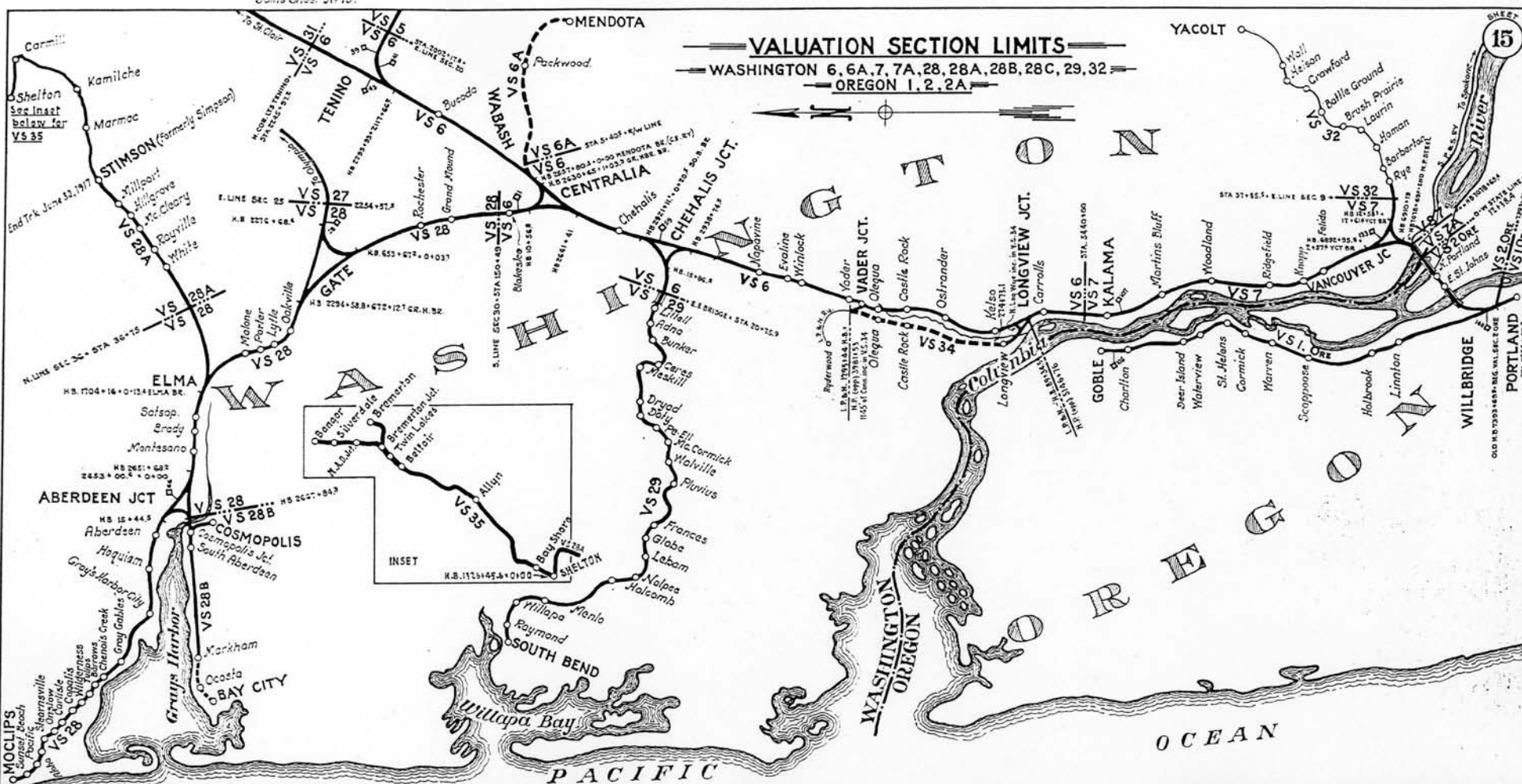


VALUATION SECTION LIMITS
 WASHINGTON 2C, 2D, 3, 4, 4A, 5, 10, 10A, 10B, 10C, 10D, 10E, 10F, 27, 27A, 30, 31

VAL SECTION	DESCRIPTION — NOTE — Mileage shown as of June 30, 1917.	ENGINEER'S STATION		TRACK MILES		
		FROM	TO	MAIN	2ND	OTHER TOTAL
2C	From North Line of Section 10, near Kanaskat to ends of Track at Kerriston and Kangley (Portion of track removed in April 1934 and in July 1937) (Portion of track removed, Nov. 1941)	25+85.5	End	15.61		5.92 21.53
2D	From east end of Girder of Green River Bridge at Palmer Junction, to west abutment of White River Bridge, East of Auburn	11126+35.5	12236+71.8	21.74		13.50 35.24
3	From M.P. 38, Station 13276+79.5, at Tidewater to Station 1030+00 at Black River	13276+79.5	1030+00	28.28	27.70	44.15 100.13
4	From Station 431+82 between Lakeview and South Tacoma to East Portal of Tunnel No. 2, on Point Defiance Line, and to M.P. 38, Station 13276+79.5 near Tidewater	431+82	290+14.9	15.50	8.32	94.67 118.49
4A	Joint Industry Tracks in Tacoma: M.P. Interest one-half; C.M. & St. P. Ry. one-half interest. C.M. & St. P. Ry. Co. to handle valuation.					.61 .61
5	From Station 431+82 between Lakeview and South Tacoma, to East Line of Section 20, north of Tenino	431+82	2002+17.8	29.74		6.76 36.50
10	From Station 1125+00 near Palmer Jct. to East Line of Section 26, near Meeker at Station 12838+68	1125+00	12838+68	34.54	1.53	14.52 50.59
10A	From Station 20+00 near Cascade Jct. to End of Track near Black Carbon. TRACK REMOVED JUNE 1934	20+00	End	3.25		1.73 4.98
10B	From Station 1125+00 near Cascade Jct. to End of Track near Wilkeson	1125+00	End	5.87		3.96 9.83
10C	From Station 226+12 near Wilkeson, to North Line of Section 4, near Carbonado	226+12	17+48	3.57		.13 3.70
10D	From North Line of Section 4, near Carbonado, to End of Track, near Fairfax. Track between sta. 85+00 and end removed 1942	17+48	End	7.27		1.63 8.90
10E	From Station 10+00, near Crocker, to End of Track at Wingate. TRACK REMOVED JAN. 1938	10+00	End	5.25		.61 5.92
10F	From M.P. 1, near Orting, to End of Track at Lake Kapowsin	32+66.3	End	9.01		.26 9.27
27	From Station 825+57.7, west of St. Clair, to East Line of Section 25, near Gate	825+57.7	2254+57.5	27.70		6.66 34.26
27A	From South Line of Section 1, near Lakeview to Station 574+90.6, east of Misqually	3+77.5	574+90.6	10.92		8.38 19.20
30	From East End of Bridge, over highway, near Plumb, to End of Track of Olympia. (Track betw. sta. 4+56 and sta. 354+54 removed in 1916)	395+49	End	3.61		1.19 4.80
31	From East Portal of Tunnel No. 2 (Point Defiance Tunnel) in Tacoma, to North Corporate Limits of Town of Tenino	290+14.9	2245+97.2	37.92	37.06	10.70 85.68



VAL SECTION	DESCRIPTION - NOTE - Mileage shown as of June 30, 1917.	ENGINEER'S STATION		TRACK MILES		
		FROM	TO	MAIN	2ND	OTHER TOTAL
8	From Station 1030+00 near Black River, to Station 1300+00, north of Woodinville, via Seattle.	1030+00	1300+00	52.43	12.10	68.05 132.58
8A	From South end of pile bridge at Station 1244+89.3, north of Black River, to North end of bridge near Woodinville at Station 7+91.8, via Seattle Belt Line	1244+89.5	7+91.8	23.43		5.12 28.65
8B	Joint Passenger Terminal and Industry Track in Seattle - J.P. one-half interest; G.N.Ry. one-half interest; G.N.Ry. Co. to handle valuation.			1.12	1.10	5.88 6.10
8C	Joint Industry tracks in Seattle. J.P. interest one-half; O.Y. R.R. & J. Co. one-half interest. J.P.Ry. Co. to handle valuation.					.99 .99
8D	Joint Tracks in Seattle: N.P.Ry. interest 1/4; C.M. & St. P.Ry. interest 1/4; O.W.R.R. & N. Co. interest 1/4; G.N.Ry. interest 1/4. - PRESENT (6-30-13) MARGINAL WAY & E. WATERWAY & PARTY ALONG BAY FRONT N.P. & C.M. & ST. P.					9.91 9.91
9	From Station 1300+00 north of Woodinville, to International Boundary Line at Sumas.	1300+00	6648+61.9	103.68		36.60 140.28
9A	From Station 35+00 near Snohomish to End of J.P. tracks at Everett - TRACK FROM SNOHOMISH TO LOWELL REMOVED NOV. 1914 -	35+00	End	10.72		13.02 23.74
9B	From Station 10+00 near Edgcomb to J.B. on Junction switch of passing track with G.N.Ry. at Kruse	10+00	G.X 2298+88.8	3.65		.84 4.49
9C	Joint Industry tracks in Everett. J.P. and C.M. & St. P.Ry. each one-half interest. C.M. & St. P.Ry. Co. to handle valuation.					.54 .54
23	From Station 25+00, east of Woodinville, to End of Track at Tanner	25+00	End	38.70		9.14 47.84
24	From Station 25+00 near Hartford Junction to End of Track near Monte Cristo - SOLD TO HARTFORD & EASTERN RY. - OCT. 1, 1915. TRACK REMOVED	25+00	End	41.66		4.46 46.11
25	From Station 10+00 east of Arlington to End of Track near Darrington	10+00	End	21.90		4.47 32.37
26	From Station 15+00 near Wickersham to End of J.P. Track of Bellingham.	15+00	End	22.47		6.39 28.86



VAL SECTION	DESCRIPTION — NOTE — Mileage shown as of June 30, 1917.	ENGINEER'S STATION		TRACK MILES			
		FROM	TO	MAIN	2nd	OTHER	TOTAL
6	From North Corporate Limits of Town of Tenino to Station 5440+00, north of Kalama.	2245+97.2	5440+00	69.37	65.11	41.93	175.41
6A	From J.P. Ry. Co's Right of Way Line at Wabash to End of Track near Mendota. (Central Eastern Railroad). J.P. Ry. Co. to handle valuation. Operation Sept. 1, 1917 Sold, Sept. 1941	5+40.5	462+44.7	8.60		2.00	10.60
7	From Station 5440+00, north of Kalama, to End of J.P. steel at Station 7078+69.4 at Vancouver = 5-9-17	5440+00	7078+69.4	30.85	30.08	11.52	72.45
7A	From end of J.P. steel at Vancouver, Station 7078+69.4 to Washington-Oregon State Line: J.P. owns 1/3 interest: S.P. & S. Ry. Co. owns 2/3 interest: S.P. & S. Ry. Co. to handle valuation 12+22.4	7078+69.4	7083+29.5	.03	.03		.06
28	From South Line of Section 30 west of Centralia, to End of Track at Moclips	150+49	End	63.37		32.62	115.99
28A	From North Line of Section 36, near Elma, to End of J.P. Tracks at Stimson. — Extension Stimson to Shelton 15.25 Mi. M.L. — 0.70 Mi. Other Trk. Oct. 3, 1925 (Not included in State Total)	36+75	End	9.59		1.43	11.02
28B	From H.S. at Wye Switch, west of Aberdeen Junction, to End of Track at Bay City and Cosmopolis — Track Removed Markham to Bay City, April 1927 —	2667+84.3	End	19.96		3.13	23.09
28C	Joint Drawbridge Line to Lulle Lbr. Co. at Hoquiam. J.P. int. 1/3: C.M. & St. P. Ry. int. 1/3: O.W. R. & J. Co. int. 1/3: J.P. Ry. Co. to handle valuation.					.44	.44
29	From East End of Bridge over Newaukum River, near Chehalis Jct. to End of Track at South Bend.	20+75.9	End	56.29		14.38	70.67
32	From East Line of Section 9, near Vancouver Junction, to End of Track east of Yacolt. Portion of line beyond Rye sold to L.P. & N. June 14, 1950	37+85.5	End	26.48		3.70	30.18
Ore 1	From Terminal Post, Portland, to End of J.P. Tracks west of Goble.	7564+67.3	5530+74.3	38.85	3.32	10.32	52.49
Ore 2	From Oregon-Washington State Line, center of Draw Span, Columbia River Bridge, to H.S. of Jct. switch near Willbridge, includes Astoria leg of Wye, near Willbridge, jointly owned with S.P. & S. Ry. Co. J.P. interest one-third: S.P. & S. interest two-thirds: S.P. & S. Ry. Co. to handle valuation.	7083+20.5	7393+69.8	1.76	1.74	.76	4.26
Ore 2A	From H.S. 89+00.6 North Portland Jct. Swift & Co's Spur. S.P. & S. Ry. Co. to handle valuation. (R/W begins at point where track leaves R/W of Main Line (approx. 600' from H.S. 89+00.6))						
Wash. 34	From L.P. & N. H.S. 1295+44 (opp. N.P. 3981+53) at Vader Jct. to L.P. & N. 391+45 (opp. N.P. 5146+76) at Longview Jct. inc. N. Leg Wye of Longview Jct. and 1145' of Conn. at Vader Jct. N.P. - G.N. - O.W. - Milw. each 1/4 interest Valuation by N.P. Ry.	274+73.1	89+34.5				

VALUATION SECTION DESCRIPTIONVALUATION SECTIONS IN VARIOUS STATES NOT SHOWN ON THE PRECEDING PAGES 1 to 15.

Valuation Section	Wisconsin	No. 6	Assigned to cover Non-Carrier Off-Line Land -	Remnants of U. S. Land Grant as of date of valuation only.
"	"	Minnesota No.12	Assigned to cover Non-Carrier Off-Line Land -	Remnants of U. S. Land Grant as of date of valuation only.
"	"	North Dak. No.13	Assigned to cover Non-Carrier Off-Line Land -	Remnants of U. S. Land Grant as of date of valuation only.
"	"	Montana No.23	Assigned to cover Non-Carrier Off-Line Land -	Remnants of U. S. Land Grant as of date of valuation only.
"	"	Idaho No. 8	Assigned to cover Non-Carrier Off-Line Land -	Remnants of U. S. Land Grant as of date of valuation only.
"	"	Washington No.33	Assigned to cover Non-Carrier Off-Line Land -	Remnants of U. S. Land Grant as of date of valuation only.
"	"	Oregon No. 4	Assigned to cover Non-Carrier Off-Line Land -	Remnants of U. S. Land Grant as of Date of valuation only.
"	"	Wyoming No. 1	Assigned to cover Non-Carrier Off-Line Land -	Remnants of U. S. Land Grant as of date of valuation only.