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B. V. Form No. 562  
 Owner Northern Pacific Railway Company  
 Operating Company do.  
 Division Idaho State Idaho  
 Valuation Section No. Idaho 7  
 From Joseph to Grangeville  
66.476 Miles Main Line, 76.040 Miles All Tracks.\*

INTERSTATE COMMERCE COMMISSION  
 BUREAU OF VALUATION

SUMMARY SHEET

WHOLLY OWNED AND USED

Date of Inventory as of June 30, 1917  
 Date Compiled Nov. 5, 1929  
 Compiled by F.A.Mc.  
 Correct Report  
 Approved \_\_\_\_\_  
 Engineer \_\_\_\_\_

R. and E. Account Number	CLASSES	ORIGINAL COST TO DATE	COST OF REPRODUCTION		R. and E. Account Number	REMARKS
			(1) New	(2) Less Depreciation		
(1)	(2)	(3)	(4)	(5)	(6)	(7)
<b>I. ROAD:</b>						
1	Engineering,		163,183	163,183	1	
2	Land for transportation purposes,				2	
3	Grading,		1,911,845	1,892,594	3	
4	Underground power tubes,				4	
5	Tunnels and cut-aways,		198,618	189,793	5	
6	Bridges, trestles, and culverts,		626,723	545,832	6	
7	Elevated structures,				7	
8	Ties,		114,612	63,037	8	
9	Rails,		244,110	211,411	9	
10	Other track material,		70,685	55,784	10	
11	Ballast,		167,593	140,358	11	
12	Track laying and surfacing,		166,159	131,266	12	
13	Right-of-way fences,		18,526	10,835	13	
14	Snow and sand fences and snowsheds,		565	293	14	
15	Crossings and signs,		7,946	6,883	15	
16	Station and office buildings,		40,380	29,159	16	
17	Roadway buildings,		19,899	15,611	17	
18	Water stations,		28,731	22,672	18	
19	Fuel stations,				19	
20	Shops and engine houses,		3,468	3,348	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,		238	202	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,		3,037	1,797	35	
36	Paving,				36	
37	Roadway machines,		472	307	37	
38	Roadway small tools,		2,674	1,336	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,		3,789,464	3,485,691		
<b>II. EQUIPMENT:</b>						
51	Steam locomotives,				51	
52	Other locomotives,				52	
53	Freight-train cars,				53	
54	Passenger-train cars,				54	
55	Motor equipment of cars,				55	
56	Floating equipment,				56	
57	Work equipment,				57	
58	Miscellaneous equipment,				58	
	Total, 51 to 58, inclusive,					
<b>III. GENERAL EXPENDITURES:</b>						
71	Organization expenses,				71	
72	General officers and clerks,				72	
73	Law,				73	
74	Stationery and printing,				74	
75	Taxes,				75	
77	Other expenditures—General,				77	
76	Interest during construction,				76	
	Total, 71 to 77, inclusive,					
	Grand total, 1 to 77, inclusive,					
	Grand total—Other,					

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B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner Northern Pacific Railway Company

Approved: C. H. Spencer

Val. Section No. 7 Idaho

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

12-990

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. (Where but a single percentage is stated it represents both per cents.) (L. C. C. classification.)	Condition Per Cent. (2)	Per Cent. At Cost New. (3)	UNIT. (4)	NUMBER OF UNITS. (5)	COST OF REPRODUCTION.		
						Per Unit. (6)	New, Total. (7)	Less Depreciation. (8)
						\$	\$	\$
Acct. No. <u>3</u>	Title <u>GRADING</u>							
<b>All Tracks:</b>								
	Clearing	100		Acre	411.53		18,376	18,376
	Grubbing	100		"	22.02		2,830	2,830
	Excavation:							
	Common	100		Cu.yd.	441977	.23	101,655	101,655
	Hard pan	100		"	635157	.38	241,360	241,360
	Loose rock	100		"	231563	.45	104,203	104,203
	Solid rock	100		"	1264511	1.03	1,302,446	1,302,446
	Team Overhaul, 500' free haul	100		C.Y.Sta.	4987825	.0125	62,348	62,348
	Protection of Roadway:							
	Riprap	82		Cu.yd.	39375		62,626	51,354
	Lumber	50		M.B.M.	332.420	25.25	8,394	4,197
	Iron	50		Cwt.	102.05	4.00	408	204
	Piling	50		Lin.ft.	12740	.43	5,478	2,739
	Sundry items	51					1,721	882
Total for Valuation Section			99				1,911,845	1,892,594

Note: Due to subsidence 16483 cu.yds. have been added to the measured volume of embankment before distribution of pay quantities.

Account 5 - TUNNELS AND SUBWAYS

Tunnel No. 1 M.P. 20.15 - 885' long, 30' timber lined

	Solid rock excavation, neat section	100		Cu.yd.	11717	4.00	46,868	46,868
	"                    overbreak	100		"	1996	1.50	2,994	2,994
	"                    enlargement	100		"	120	3.25	390	390
	Portal & lining, net in place	50		M.B.M.	13.640	35.00	477	239
	Sundry items	50					33	17
Total			99				50,762	50,508

Tunnel No. 2 M.P. 21.38 - 90' long, timber lined

	Solid rock excavation, neat section	100		Cu.yd.	1192	4.00	4,768	4,768
	"                    enlargement	100		"	502	3.25	1,632	1,632
	Portals & lining, net in place	50		M.B.M.	30.690	35.00	1,074	537
	Sundry items	50					123	62
Total			92				7,597	6,999

Tunnel No. 3, M.P. 22.05 - 564' long, 481' timber lined  
83' unlined

	Solid rock excavation, neat section	100		Cu.yd.	7467	4.00	29,868	29,868
	"                    enlargement	100		"	1935	3.25	6,289	6,289
	Portals & lining, net in place	50		M.B.M.	268.10	35.00	9,384	4,692
	Iron	50		Cwt.	45.08	5.00	225	112
	Cordwood, packing	50		Cord	60	7.00	420	210
	Loose rock	100		Cu.yd.	700	2.00	1,400	1,400
Total			89				47,586	42,571

Tunnel No. 4, M.P. 22.76 - 213' long, unlined

	Solid rock excavation, neat section	100		Cu.yd.	2820	4.00	11,280	11,280
	"                    overbreak	100		"	418	1.50	627	627
Total			100				11,907	11,907

Tunnel No. 5 M.P. 23.22 - 242' long, unlined

	Solid rock excavation, neat section	100		"	3204	4.00	12,816	12,816
	"                    overbreak	100		"	267	1.50	401	401
Total			100				13,217	13,217

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R. V. Form No. 501

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner **Northern Pacific Railway Company**

BUREAU OF VALUATION

Approved: **C. H. Spencer**

Val. Section No. **7 Idaho**

Miles Main Line, \_\_\_\_\_

Miles all Tracks, \_\_\_\_\_

LOCATION.	CAPACITY OF PROPERTY AND DESCRIPTION.	Conditn Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit.	New, Total.	Less Depreciatn.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	
<b>Acc't. No. 5 TUNNELS AND SUBWAYS</b>								
Tunnel No. 6, M.P. 23.66 - 522' long, unlined								
	Solid rock excavation, neat section	100		Cu.yd.	6900	4.00	27,600	27,600
	" " overbreak	100		"	700	1.50	1,050	1,050
	<b>Total</b>		100				<b>28,650</b>	<b>28,650</b>
Tunnel No. 7, M.P. 24.09 - 509' long, 185 unlined 324' timber lined								
	Solid rock excavation, neat section	100		"	7284	4.00	29,136	29,136
	" " enlargement	100		"	1183	3.25	3,845	3,845
	Timber portals and lining net in place	50		M.B.M.	157.012	35.00	5,495	2,748
	Iron	50		Cwt.	16.55	4.00	66	33
	Cordwood packing	50		Cord	51	7.00	357	179
	<b>Total</b>		92				<b>38,899</b>	<b>35,941</b>
	<b>Total for Valuation Section</b>		96				<b>198,618</b>	<b>189,793</b>

Approved: **F. B. Scheetz**

**Account 6 - BRIDGES, TRESTLES AND CULVERTS**

**Steel Bridges:**

Bridge 38 - Mile 39, single track, length 1524' built 1908 and 1916 & 1917

Substructure: Two concrete abutments, forty-eight concrete pedestal piers and two concrete piers, Concrete

" (approach)

Excavation

Reinforcing iron

Superstructure: Five 100', twelve 40', six 60', two 80' steel deck plate girders on steel towers

Two concrete slab spans (approach)

Sundry items

**Total**

**Total steel bridges**

**Combination Bridges:**

Bridge 1 - Mile 2, single track, length 61', built 1914

Substructure: Two pile piers

Timber

Piling

Iron

Superstructure: One 60' thru pony Howe truss

Timber

Iron

**Total**

Bridge 12.1 - Mile 13, single track, length 60', built 1907

Substructure: Two double bent piers on timber cribs

Timber

Iron

Excavation, common

Rock crib filling

Superstructure: One 60' thru pony Howe truss span

Timber

Iron

Galvanized iron

**Total**

*Ret'd 1926*

*Ret'd 1956*

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B.V. Form No. 561  
 INTERSTATE COMMERCE COMMISSION  
 BUREAU OF VALUATION  
 Owner Northern Pacific Railway Company  
 Sheet No. \_\_\_\_\_ of this valuation section.  
 Val. Section No. **Idaho 7** Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*  
 Approved: **F. B. Scheetz.**

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No.	Title					\$	\$	\$
<b>BRIDGES, TRETTLES AND CULVERTS</b>								
<b>Combination Bridges: (Cont'd.)</b>								
Bridge 17 - Mile 18, single track, length 61', built 1907								
Substructure - Two double frame bent piers on mud sills								
	Timber	80		M.B.M.	66,000	38.75	2,558	2,046
	Iron	80		Lb.	3400	.04	136	109
	Excavation, common	80		Cu.yd.	31	.50	16	13
Superstructure - One 60' deck Howe truss span								
	Timber	80		M.B.M.	22,000	62.80	1,382	1,106
	Iron	80	82	Lb.	26720	.052	1,389	1,139
	Galvanized iron	80		"	635	.054	34	27
Total			81				5,515	4,440
Bridge 19 - Mile 20, single track, length 81', built 1907								
Substructure: Two double frame bents on mud sills								
	Timber	80		M.B.M.	46,000	38.75	1,783	1,426
	Iron	80		Lb.	2570	.04	103	82
	Excavation, common	80		Cu.yd.	25	.50	12	10
Superstructure: One 80' thru Howe truss span								
	Timber	80		M.B.M.	37,900	62.80	2,360	1,904
	Iron	80	82	Lb.	42210	.052	2,195	1,800
	Galvanized iron	80		"	850	.054	46	37
Total			81				6,519	5,259
Bridge 20 - Mile 20, single track, length 61', built 1907								
Substructure: Two double frame bents on mud sills								
	Timber	80		M.B.M.	19,500	38.75	756	605
	Iron	80		Lb.	1380	.04	55	44
	Excavation, common	80		Cu.yd.	17	.50	8	6
Superstructure: One 60' thru pony Howe truss span								
	Timber	80		M.B.M.	25,000	62.80	1,570	1,256
	Iron	80	82	Lb.	25870	.052	1,345	1,103
	Galvanized iron	80		"	635	.054	34	27
Total			81				3,768	3,041
Bridge 20.1 Mile 20, single track, length 61', built 1907								
Substructure: Two double frame bents on mud sills								
	Timber	80		M.B.M.	21,900	38.75	849	679
	Iron	80		Lb.	1410	.04	56	45
	Excavation, common	80		Cu.yd.	17	.50	8	6
Superstructure: One 61' thru pony Howe truss span								
	Timber	80		M.B.M.	25,000	62.80	1,570	1,256
	Iron	80	82	Lb.	25870	.052	1,345	1,103
	Galvanized iron	80		"	635	.054	34	27
Total			81				3,862	3,116
Total Combination Bridges			83				26,819	22,141
<b>File and Frame Trestles:</b>								
59 Timber Trestles, total length 13455'								
	Piling, cedar			Lin.ft.	1490	.63	939	
	" fir			"	180	.63	113	
	Stringers			M.B.M.	1157.200	40.75	47,156	
	Other timber			"	5519.800	38.75	213,892	
	" second hand			"	226.100	24.05	5,438	
	Iron			Lb.	391150	.04	15,646	
	Galvanized iron fire protection			"	122105	.054	6,594	
	Excavation, common			Cu.yd.	15752	.50	7,876	
	" loose rock			"	419	.60	251	
	" solid "			"	1763	1.00	1,763	
	Riprap, hand placed			"	718	2.00	1,436	
	Sundry items						246	
Total File and Frame Trestles			80				301,350	241,080

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B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Northern Pacific Railway Company

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

Val. Section No. 7 Idaho Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

Approved: F. B. Scheetz.

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. (I. C. C. classification.)	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. 6	Title BRIDGES, TRESTLES AND CULVERTS					\$	\$	\$
<b>Masonry Culverts:</b>								
	3 Masonry Arch Culverts, span 5' to 8'			Cu.yd.	297	9.00	2,673	
	Plain concrete			"	212	.50	106	
	Excavation, common							
	Total Masonry Culverts		97				2,779	2,696
<b>Pipe and Timber Culverts:</b>								
	95 wood box culverts	90		M.B.M.	734.293	40.75	29,922	28,930
	21 cast iron pipe culverts, 36"-24"	82		Net Ton	69.98	19.25	3,447	2,832
	1 corrugated iron pipe culvert, 36"	90		Lin.ft.	40	2.60	104	94
	6 " " " 24"	90		"	118	1.70	201	181
	2 concrete pipe culverts, 36"	96		"	148	6.15	910	874
	2 " " " 24"	96		"	162	4.25	689	661
	38 tile pipe culverts, 24"	70		"	1788	2.60	4,649	3,254
	1 tile pipe culvert, 14"	70		"	24	1.10	26	18
	12 log culverts							
	Logs	90		"	23104	0.18	4,159	3,743
	Riprap, hand placed	85		Cu.yd.	31	2.00	62	53
	Masonry, rubble in mortar	85		"	20	9.00	180	153
	Total Pipe and Timber Culverts		87				44,349	38,793
	Total for Valuation Section		87				626,723	545,832

Approved: C. H. Spencer

Account 8 - TIES

Main Track:

Cross ties, pine	55	Each	78956	.51	40,268	
" fir	55	"	94521	.51	48,206	
Bridge ties, "	55	M.B.M.	845,534	14.50	12,260	
Switch " "	55	"	147,985	14.50	2,146	
Total Main Track	55				102,880	56,584

Yard Tracks and Sidings:

Cross ties, fir	55	Each	21577	.51	11,004	
Bridge " "	55	M.B.M.	4,070	14.50	59	
Switch " "	55	"	46,166	14.50	669	
Total Yard Tracks and Sidings	55				11,732	6,453
Total for Valuation Section	55				114,612	63,037

Account 9 - RAILS

Main Track:

Relay 85# Bess. rail, 1903	0.348 trk.miles	96	97	Gr.Ton	46,548	30.50	1,420	1,377
" 72# " 1890-1907	33.546 "	82	88	"	3795,493	30.50	115,763	101,871
" 66# " 1889-1890	23.902 "	82	88	"	2478,929	30.50	75,607	66,534
" 56# " 1883-1887	8.680 "	64	76	"	765,800	30.50	23,296	17,705
Total Main Track			87				216,086	187,487

Yard Tracks and Sidings:

Relay 72#-66# Bess rail 1889-1899	5.808 trk.miles	81	87	"	619,214	30.50	18,886	16,431
" 60#-56# " 1880-1890	3.394 "	73	82	"	299,593	30.50	9,138	7,493
Total Yard Tracks and Sidings			85				28,024	23,924
Total for Valuation Section			87				244,110	211,411

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H. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Northern Pacific Railway Company

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

Val. Section No. 7 Idaho

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

Approved: C. H. Spencer

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit.	New, Total.	Less Depreciation.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Acct. No. 10	Tide OTHER TRACK MATERIAL <small>(I. C. C. classification.)</small>					\$	\$	\$
<b>Main Track:</b>								
Joints:								
	Relay 85#-66# plain angles	82	87	Cwt.	7667.51	1.35	10,351	9,005
	" 56# " and fish plates	64	75	"	1108.18	1.35	1,496	1,122
	Spikes	55		"	5577.98	2.11	11,770	6,474
	Bolts	80	83	"	799.99	2.66	2,128	1,766
	Tie plates	80	84	"	9332.46	2.01	18,758	15,757
	Rail braces	80	82	"	51.51	3.30	170	140
	Anti creepers	80	82	"	345.02	5.75	1,984	1,617
	Guard rail points	76	79	"	135.36	3.45	467	369
	Rigid frogs, 72#-66# new, steel	70	73	Each	40		1,475	1,074
	" 60#-56# "	67	72	"	4		146	102
	Split switches, 75#-66# new, steel	65	73	"	45		1,831	1,328
	" 60#-56# "	67	70	"	9		317	222
	High switch stands	85	86	"	55		872	750
	Switch guard rails, braced	85	87	Cwt.	380.31	3.25	1,236	1,075
	Bridge guard rail, 72#-66# relay	88	92	Gr. Ton	218,702	30.50	6,670	6,136
	" " 56# "	88	92	"	129,017	30.50	3,935	3,620
	Sundry items	64	66				324	214
	<b>Total Main Track</b>						<b>63,930</b>	<b>50,771</b>
<b>Yard Tracks and Sidings:</b>								
Joints:								
	Relay 72#-66 plain angles	81	87	Cwt.	787.60	1.35	1,063	925
	" 60#-56# " and fish plates	73	81	"	382.64	1.35	517	419
	Spikes	55		"	727.11	2.11	1,534	844
	Bolts	79	82	"	110.10	2.66	293	240
	Tie plates	79	83	"	166.83	2.01	335	278
	Rail braces	79	82	"	155.26	3.30	512	419
	Rigid frogs, 72#-66# new, steel	70	73	Each	12		403	293
	Split switches 72#-66# steel	70	73	"	13		515	376
	High switch stands	84	85	"	26		429	363
	Switch guard rails, braced	86	88	Cwt.	132.43	3.25	430	378
	Sundry items	64	66				724	478
	<b>Total Yard Tracks and Sidings</b>						<b>6,755</b>	<b>5,013</b>
	<b>Total for Valuation Section</b>						<b>70,685</b>	<b>55,784</b>

Account 11 - BALLAST

<b>Main Track:</b>								
	Decomposed granite ballast from M.P. 46, average haul 10 miles	82		Cu. yd.	79790	0.61	48,672	39,911
	Crushed rock ballast from M.P. 49 average haul 11 miles	85		"	128448	0.83	106,612	90,620
	Gravel ballast from Swift, average haul 71 miles	82		"	3482	0.61	2,124	1,742
	Cinder " " Lewiston " " 13 "	50		"	1378	0.33	455	228
	<b>Total Main Track</b>				<b>84</b>		<b>157,663</b>	<b>132,501</b>
<b>Yard Tracks and Sidings:</b>								
	Decomposed granite ballast from M.P. 46, average haul 15 miles	82		"	12071	0.65	7,846	6,434
	Crushed rock ballast from M.P. 49 average haul 20 miles	85		"	1561	0.88	1,374	1,168
	Cinder ballast from Lewiston, average haul 40 miles	50		"	1066	0.47	510	255
	<b>Total Yard Tracks and Sidings</b>				<b>81</b>		<b>9,730</b>	<b>7,857</b>
	<b>Total for Valuation Section</b>				<b>84</b>		<b>167,593</b>	<b>140,358</b>

Revised page prepared by direction of the Commission Nov. 20, 1929.

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H. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner **Northern Pacific Railway Company**

Approved: **C. H. Spencer**

Val. Section No. **7 Idaho** Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit.	New, Total.	Less Depreciation.
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)

Acct. No. **12** Title **TRACK LAYING AND SURFACING**

Main Track:

Tracklaying and initial surfacing	85#-66# rail	Mile	57.790	1000.00	57,790	
"	60#-56# "	"	23.036	950.00	21,884	
Extra for full earth surfacing		"	8.686	100.00	869	
Placing bridge guard rail		Rail ft.	37450	.025	936	
" decomposed granite ballast		Cu.yd.	79790	.25	19,948	
" crushed rock ballast		"	128448	.30	38,534	
" gravel ballast		"	3482	.25	871	
" cinder "		"	1378	0.20	276	

Yard Tracks and Sidings:

Tracklaying and initial surfacing,	72#-66# rail	Mile	6.091	900.00	5,482	
"	60#-56#	"	2.911	850.00	2,474	
Placing decomposed granite ballast		Cu.yd.	12071	.25	3,018	
" crushed rock ballast		"	1561	.30	468	
" cinder ballast		"	1086	0.20	217	

All Tracks:

Placing turnouts	- 7	Each	73	30.00	2,190	
" tie plates	M = 2142	"	174381	.0125	2,180	
" rail braces	M = 28	"	5605	.02	112	
" anti-creepers	M = 248	"	12392	.02	248	
Framing and placing bridge ties	- M = 8455	M.B.M.	849,604	10.00	8,496	
Placing derails split and stub, with stand	M = 53	Each	13	7.50	98	
" guard rail points	- M = 68	"	72	.94	68	

Total for Valuation Section

79

166,159

131,266

Account 13 - RIGHT OF WAY FENCES

All Tracks:

Posts	50	Each	24875	0.16	3,980	1,990
Barbed wire	73	Cwt.	1390.27	2.85	3,962	2,892
Labor setting posts	50	Each	24875	0.15	3,731	1,866
" stringing barbed wire, posts spaced over 12'	50	Wire Mi.	394,964	4.75	1,876	938
Wire stay cinches	73	Each	71083	0.03	2,132	1,556
Lumber in place	50	M.B.M.	20,640	24.75	511	256
Steel gates, 16'-18'	73	Each	112		734	536
Cattle guard, single track	50	"	85		1,372	686
" standard double track	50	"	1	31.00	31	16
Gates, wood, 12' to 16'	50	"	12	3.00	36	18
" " over 16'	50	"	27	3.50	94	47
Staples	50	Cwt.	17.97	2.85	51	26
Nails	50	"	6.45	2.55	16	8

Total for Valuation Section

58

18,526

10,835

Account 14 - SNOW AND SAND FENCES AND SNOW SHEETS

All Tracks:

Snow fences, 143 panels	50	M.B.M.	19,448	27.50	535	268
Iron	50	Cwt.	5.90	5.00	30	15

Total for Valuation Section

50

565

283

Revised page prepared by direction of the Commission Nov. 20, 1929.

es

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

E. V. Form No. 561  
Owner **Northern Pacific Railway Company**

Approved: **C. H. Spencer**

Val. Section No. **7 Idaho** Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. (2)	Condition Per Cent. of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION.		
					Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
					\$	\$	\$
Acct. No. <b>15</b> Title <b>CROSSINGS AND SIGNS</b> (I. C. C. classification.)							
<b>124 Grade Crossings:</b>							
	Common embankment borrow	100	Cu.yd.	11821	.23	2,719	2,719
	Loose rock " "	100	"	581	.45	261	261
	Common excavation	100	"	1887	.23	434	434
	Hard pan "	100	"	2217	3.80	842	842
	Solid rock "	100	"	1293	1.03	1,332	1,332
	Flanking	50	M.B.M.	46.550	26.75	1,245	622
	Hardware	50	Cwt.	14.69	4.00	59	30
	Wood box drainage culverts	50	M.B.M.	11.620	40.75	474	237
	Warning signs	67	Each	43	5.00	215	144
	1 corrugated iron pipe culvert, 16"	90	Lin.ft.	24	1.00	24	22
	Riprap hand placed	92	Cu.yd.	8	2.00	16	15
	<b>Total Grade Crossings</b>			<b>87</b>		<b>7,621</b>	<b>6,658</b>
<b>SIGNS:</b>							
	Mile posts and other signs	69	Each	215		325	225
	<b>Total Signs</b>			<b>69</b>		<b>325</b>	<b>225</b>
	<b>Total for Valuation Section</b>			<b>87</b>		<b>7,946</b>	<b>6,883</b>

Revised page prepared by direction  
of the Commission Nov. 20, 1929.



**Northern Pacific Railway Company**

VALUATION DEPARTMENT

Owner Northern Pacific Railway Company

dmc

State of \_\_\_\_\_

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

Val. Section No. Idaho 7 Miles Main Line, \_\_\_\_\_ Miles all Tracks\*

Approved: Jno. A. Galvin

LOCATION (1)	Where but a single percentage is stated it represents both per cents CHARACTER OF PROPERTY AND DESCRIPTION	Condi- tion Per Cent	Per Cent of Cost New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciation (6)
Acct. No. <u>16.</u> Title <u>STATION AND OFFICE BUILDINGS.</u> (I. C. C. Classification)						\$	\$	\$
<u>Fort Lapwai, Mile 4.0</u>								
Passenger and freight depot, one story 30'x48', frame, built 1912		90		Each	1		2,102	1,892
Furniture		50		"			399	200
Platform 162 cu.yds. cinders		50		"	1		170	85
Grading 300 cu.yds. common		100		"			150	150
Sundry items		70		"			234	164
Total		82					3,055	2,491
Stock yard 40'x112' built 1909		58		"	1		359	208
Total (Fort Lapwai)		77					3,414	2,699
<u>Sweetwater, Mile 6.0 -</u>								
Grading 260 cu.yds. common		100		"			130	130
<u>Bundy, Mile 9.0-</u>								
Shelter shed, 8'x20' frame, built 1912		83		Each	1		142	118
Platform 32 cu.yds. cinders		50		"	1		24	12
Stock chute		72		"	1		46	33
Total (Bundy)		77					212	163
<u>Jacques, Mile 10.0 -</u>								
Shelter shed, 8'x20' frame, built 1908		70		"	1		142	99
Platform 440 sq.ft. frame		54		"	1		55	30
Total (Jacques)		65					197	129
<u>Culdesac, Mile 12.0 -</u>								
Passenger and freight depot, one story 16'x162' frame, built 1908		80		"	1		2,684	2,147
Furniture		50		"			535	268
Platform 2300 sq.ft. frame		54		"	1		385	208
" 112 cu.yds. cinders		50		"	1		132	66
Piping		80		"			192	154
Outhouse		67		"	1		140	94
Fence		50		"			79	40
Total		72					4,147	2,977
Stock yard 50'x112', built 1909		58		"	1		803	466
Total (Culdesac)		70					4,950	3,443
<u>Reubens, Mile 27.0 -</u>								
Passenger and freight depot, one story 32'x70' frame, built 1908		67		"	1		2,611	1,749
Furniture		50		"			428	214
Platform 2562 sq. ft. frame		54		"	1		434	234
" 150 cu. yd. cinders		50		"	1		178	89
Sundry items		80		"			144	115
Total (Reubens)		63					3,795	2,401

620

H. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner Northern Pacific Railway Company

Approved: JMS. A. CALVIN.

Val. Section No. Idaho 7 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

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

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

Vollmer, Mile 35.0-

Passenger and freight depot, one story 32'x76' frame, built 1908	82	Each	1	2,465	2,021
Furniture	50	"	1	469	255
Platform 4883 sq.ft. frame	58	"	1	717	416
" 168 cu.yds. cinders and common	50	"	1	180	90
Sundry items	65			242	157
<b>Total</b>	<b>72</b>			<b>4,073</b>	<b>2,919</b>
Stock yard 32'x80' built 1909	58	"	1	364	223
<b>Total (Vollmer)</b>	<b>71</b>			<b>4,457</b>	<b>3,142</b>

Ferdinand, Mile 43.0-

Passenger and freight depot, one story 32'x40', frame, built 1908	82	Each	1	1,803	1,478
Furniture	50	"	1	383	192
Platform 315 cu.yds. cinders	54	"	1	485	262
Sundry items	70			179	125
<b>Total</b>	<b>72</b>			<b>2,850</b>	<b>2,057</b>
Stock yard 32'x77' built 1909	58	"	1	335	194
<b>Total (Ferdinand)</b>	<b>71</b>			<b>3,185</b>	<b>2,251</b>

Cottonwood, Mile 53.0-

Passenger and freight depot, one story 32'x76' frame, built 1908	82	Each	1	2,544	2,066
Furniture	50	"	1	510	255
Platform 700 sq.ft. frame	54	"	1	113	61
" 61 cu.yds. cinders	50	"	1	328	164
Parking	100			358	358
Sundry items	60			558	335
<b>Total</b>	<b>74</b>			<b>4,411</b>	<b>3,259</b>
Agent's dwelling, two story 24'x29', one story 10'x12', frame, built 1907	80	"	1	2,051	1,625
Stock yard 100'x213', built 1909	58	"	1	1,321	764
<b>Total (Cottonwood)</b>	<b>73</b>			<b>7,763</b>	<b>5,650</b>

Fenn, Mile 60.0-

Passenger and freight depot, one story 30'x48', frame, built 1913	95	"	1	2,146	2,039
Furniture	50	"	1	394	197
Platform 1920 sq.ft. frame	60	"	1	222	178
" 114 cu.yds. cinders	50	"	1	182	91
Sundry items	90			197	177
<b>Total</b>	<b>85</b>			<b>3,141</b>	<b>2,682</b>
Stock yard 42'x220' built 1909	62	"	1	2,297	1,424
<b>Total (Fenn)</b>	<b>76</b>			<b>5,438</b>	<b>4,106</b>

Grangerville, Mile 67.0-

Passenger and freight depot, one story 32'x110' frame, built 1908	84	"	1	3,374	2,534
Furniture	50	"	1	525	263
Platform 145 cu.yds. cinders	50	"	1	222	111

Revised March 1924.  
Aug. 1, 1925

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

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

Owner Northern Pacific Railway Company

Approved: J.M.A. Galvin

Val. Section No. Idaho 7 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

12-960

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

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

Grangeville, Mile 67.0 (Cont'd.)

Passenger and freight depot (Cont'd.)							
Grading 309 cu. yds. common	100					155	155
Piping	80					144	115
Sundry items	54					197	106
Total	78					4,617	3,584
Stock yard 109'x173' built 1909	62	Each	1			1,990	1,234
Office 16'x26' frame, built 1916	98	"	1			232	227
Total	66					2,222	1,461
Total (Grangeville)	74					6,839	5,045
Total for Valuation Section	72					40,380	29,159

ACCT. 17 - ROADWAY BUILDINGS.

Sweetwater, Mile 6.0 -

Section house, one story 16'x17' and 2'x6' bay, frame, built 1908	80	Each	1			1,605	1,284
Platform	58	"	1			249	144
Furniture	50					47	24
Total	76					1,901	1,452
Bunk house, one story 16'x24' frame, built 1917	100	"	1			441	441
Two carbodies, installed 1912	54					534	297
Total	75					977	738
Outhouse 7'x10' built 1908	68	"	1			163	111
Sundry Items	80					110	88
Total (Sweetwater)	76					3,151	2,381

Cul De Sac, Mile 12.0-

Section house, one story 16'x28' and 20'x26' frame, built 1908	80	"	1			1,307	1,046
Fence	50					78	38
Total	78					1,385	1,084
Bunk house, one story 14'x28' frame, built 1908	80	"	1			319	255
Tool house, 10'x24' frame, built 1908	62	"	1			203	126
Sundry Items	60					77	46
Total (Cul De Sac)	76					1,984	1,512

Bozrah

Box car body	54	"	1			171	92
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Reubens, Mile 26.0-

Section house, two story 22'x28' and one story 10'x12', frame, built 1908	81	"	1			1,544	1,251
Fence	50					204	102
Total	77					1,748	1,353

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Northern Pacific Railway Company

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

Val. Section No. Idaho 7 Miles Main Line, \_\_\_\_\_ Miles all Tracks, \_\_\_\_\_

Approved: Jno. A. Galvin.

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

Acct. No. 17. Title ROADWAY BUILDINGS.

Reubens, Mile 28.0 (Cont'd).

CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost of New.	UNIT.	NUMBER OF UNITS.	Per Unit.	New, Total.	Less Depreciation.
Bank house, one story 16'x24' frame, built 1917	100		Each	1	441	441	
One story 10'x14' frame, built 1907	80		"	1	64	64	
Carbodies, installed 1912	54		"	2	375	375	
<b>Total</b>	<b>79</b>				<b>880</b>	<b>880</b>	<b>695</b>
Double tool house, 10'x24' frame, built 1908	59		"	1	206	206	122
Wood shed built 1912	80		"	1	157	157	125
Sundry items	83				200	200	166
<b>Total (Reubens)</b>	<b>77</b>				<b>8,191</b>	<b>8,191</b>	<b>2,462</b>

Vollmer, Mile 35.0- (New Craigmont)

Section house, one and one-half story 16'x24' leanto, 6'x11' frame, built 1917	100		"	1	1,055	1,055	
Bank house, one story 15'x22' frame, built 1908	80		"	1	166	166	133
Carbody installed 1912	54		"	1	275	275	142
<b>Total</b>	<b>64</b>				<b>442</b>	<b>442</b>	<b>285</b>
Tool house, 11'x32' frame, built 1908	60		"	1	80	80	48
Section laborer's house, one story 16'x24' frame, built 1917	100		"	1	441	441	441
Sundry items	100				71	71	71
<b>Total (Vollmer)</b>	<b>91</b>				<b>2,089</b>	<b>2,089</b>	<b>1,897</b>

Ferdinand, Mile 43.0-

Section house, two story 22'x28' and 10'x12' frame, built 1908	80		"	1	1,775	1,775	1,480
Fence	50				78	78	39
<b>Total</b>	<b>50</b>				<b>1,853</b>	<b>1,853</b>	<b>1,459</b>
Fuel shed car body 11'x32'	80				201	201	101
Bank house, one story 16'x24' frame, built 1917	100		"	2	883	883	883
Carbody installed 1912	54		"	1	275	275	139
Double tool house 10'x24' frame, built 1908	62		"	1	202	202	125
Sundry items	65				149	149	97
<b>Total (Ferdinand)</b>	<b>79</b>				<b>3,583</b>	<b>3,583</b>	<b>2,804</b>

Cottonwood, Mile 51.0-

Section house, one and one-half story 16'x24' and 6'x11', frame, built 1917	100		"	1	1,093	1,093	1,093
Bank house, one story 16'x24' frame, built 1917	100		"	1	461	461	461
Carbodies 1907 and 1912	50		"	3	791	791	396
<b>Total</b>	<b>68</b>				<b>1,252</b>	<b>1,252</b>	<b>857</b>

1d

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Northern Pacific Railway Company

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

Val. Section No. Idaho 7 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

Approved: Jno. A. Galvin 12-1926

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

(1)	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
			Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. <u>17</u> Title <u>ROADWAY BUILDINGS (CONT'D.)</u> <small>(I. C. C. classification.)</small>			\$	\$	\$
<u>Cottonwood, Mile 51.0 (Cont'd.)</u>					
Bunk and car house car body 1907	47	Each	1	258	121
Sundry items	90			73	66
Total (Cottonwood)	80			2,676	2,137
<u>Grangeville, Mile 67.0</u>					
Section house, two story 22'x28' and 10'x12' frame, built 1908	80	"	1	1,585	1,268
Fence	50			97	49
Total	78			1,682	1,317
Bunk house, one story 16'x24' frame, built 1917	100	"	1	441	441
Carbody installed 1912	54	"	1	258	139
Total	83			699	580
Wood shed, car body 8'x32' built 1908	45			180	81
Tool house 10'x24' frame, built 1908	62	"	1	217	135
Sundry items	70			276	193
Total (Grangeville)	75			3,054	2,306
Total for Valuation Section	79			19,899	15,511

Approved: F. B. Scheetz & J. W. Barrie.

ACCT. 18 - WATER STATIONS.

Sweetwater, Mile 5.0-

Pump house, 12'x16' frame, built 1909	80	Each	1	151	121
Total (Sweetwater)	80			151	121

Cul-de-Sac, Mile 12.0-

Tank 8'x20'x7' high, 2 wood tanks on wood tower	70	"	1	886	620
Pipe lines	80			104	83
Total (Cul-de-Sac)	71			990	703

Nucrag, Mile 20.0-

Tank 24' dia. x 16' high wood tub on wood tower, concrete foundation, built 1915	94	"	1	2,200	2,068
Pipe lines	80			1,889	1,511
Total (Nucrag)	86			4,089	3,579

Reubens, Mile 26.0-

Pump house, 14'x29' with 11'x12' lean-to frame, built 1908	80	"	1	532	426
Equipment	50			3,149	1,575
Gas house 9'x4' frame on brick cellar 1-200 gal. tank	95	"	1	167	159
Oil house 5'x9' Frame	95	"	1	79	75
Pipe lines	80			121	97
Total	58			4,048	2,332

INTERSTATE COMMERCE COMMISSION  
**Northern Pacific Railway Company**  
 VALUATION DEPARTMENT

Owner Northern Pacific Railway Company

State of \_\_\_\_\_

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

Val. Section No. Idaho 7 Miles Main Line, \_\_\_\_\_ Miles all Tracks\*

Approved: P.B. Scheetz & J.W. Barrie

LOCATION (1)	Where but a single percentage is stated it represents both per cents CHARACTER OF PROPERTY AND DESCRIPTION	Condi- tion Per Cent	Per Cent of Cost New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciation (6)
Acct. No. <u>18</u> Title <u>WATER STATIONS</u> <small>(I. C. C. Classification)</small>						\$	\$	\$
<u>Reubens, Mile 26.0 (Cont'd.)</u>								
	Tank 24' dia.x16' high, wood tub on wood tower, Concrete foundation, built 1908	90		Each	1		2,080	1,872
	Well 10" dia. x 772' deep, built 1910	80		"	1		7,992	6,394
	Total (Reubens)		75				14,120	10,598
<u>Craig Junction, Mile 30.0 -</u>								
	Pump house, 12'x16' frame, built 1908	70		"	1		117	82
	Total (Craig Junction)		70				117	82
<u>Ferdinand, Mile 42.0</u>								
	Pump house 14'x24' frame, built 1908	80		"	1		399	319
	Equipment	80		"			837	670
	Gas cellar 4'x9', wood lined 1-200 gal. tank	60		"	1		78	47
	Pipe lines	80		"			14	11
	Total		79				1,328	1,047
	Tank 24' dia.x16' high wood tub on wood tower, concrete foundation, built 1908	90		"	1		2,092	1,883
	Well 5-5/8" x 82' deep	70		"	1		242	169
	Total (Ferdinand)		85				3,662	3,099
<u>Grangeville, Mile 66.0</u>								
	Pump house, 14'x28' frame, built 1908	80		"	1		492	394
	Equipment	80		"			1,034	827
	Gas cellar 5'x10', wood lined 1-200 gal. tank	60		"	1		77	46
	Pipe lines	80		"			102	82
	Total		79				1,705	1,349
	Tank 24' dia. x 16' high wood tub on wood tower, concrete foundation, built 1908	90		"	1		2,065	1,859
	Well 6" dia.x395' deep, built 1907	70		"	1		1,832	1,282
	Total (Grangeville)		80				5,602	4,490
	Total for Valuation Section		79				28,731	22,672
ACCOUNT 20 - SHOPS AND ENGINEHOUSES.						Approved: <u>Jno.A.Galvin.</u>		
<u>Reubens, Mile 26.0</u>								
	Car repair shop 33' car body 10'x11' frame, leanto built 1908	81		Each	1		300	243
	Total (Reubens)		81				300	243
<u>Grangeville, Mile 67.0</u>								
	Engine house 37'x90', 2 stall frame, built 1915	98		"	1		3,168	3,105
	Total (Grangeville)		98	"	1		3,168	3,105
	Total for Valuation Section		97				3,468	3,348

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Northern Pacific Railway Company

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

Val. Section No. 1440 7

Miles Main Line, \_\_\_\_\_

Miles all Tracks, \_\_\_\_\_

Approved: H. H. O'Laughlin

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

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

Acct. No. 27 Title SIGNALS AND INTERLOCKERS.

Various Locations-

	Disc type train order signals	85		Each	7	34.00	238	202
	Total for Valuation Section	85					238	202

Acct. 35 - MISCELLANEOUS STRUCTURES.

Approved: J. A. Galvin

Fort Lapwai, Mile 4.0-

	Bunk house 9'x16' frame, built 1912	90		Each	3		277	232
	Total (Fort Lapwai)	90					277	232

Cul De Sac, Mile 12.0-

	Dwelling, 2 story 22'x26' frame, built 1897	60					1,391	1,182
	Total (Cul De Sac)	60					1,391	1,182

Ma Crag, Mile 20.0-

	Pumpman's house, car body 1912	54		"	1		267	182
	Total (Ma Crag)	54					267	182

Reubens, Mile 27.0

	Car repairer shed, car body and lean to 5'x9' built 1908	49		"	1		296	148
	Total (Reubens)	49					296	148

Grangerville, Mile 67.0-

	Bunk house, car body 1907	47		"	1		376	197
	Total (Grangerville)	47					376	197

Total for Valuation Section

89 2,037 1,797

Acct. 37 - ROADWAY MACHINES.

Approved: H. C. Johnston

	Hand cars, Sheffield #1- non-insulated	65		Each	9	31.41	283	184
	Push cars, Sheffield #4, non-insulated	65		"	8	23.61	189	128
	Total for Valuation Section	65					472	312

Acct. 38 - ROADWAY SMALL TOOLS.

	Section sets	50		Sets	8	115.00	920	650
	Extra gang sets	50		"	2	148.40	297	188
	B. & B. gang sets	50		"	2	728.72	1,457	728
	Total for Valuation Section	50					2,674	1,566