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CANADA

WYOMING

MONTANA

N. DAK.

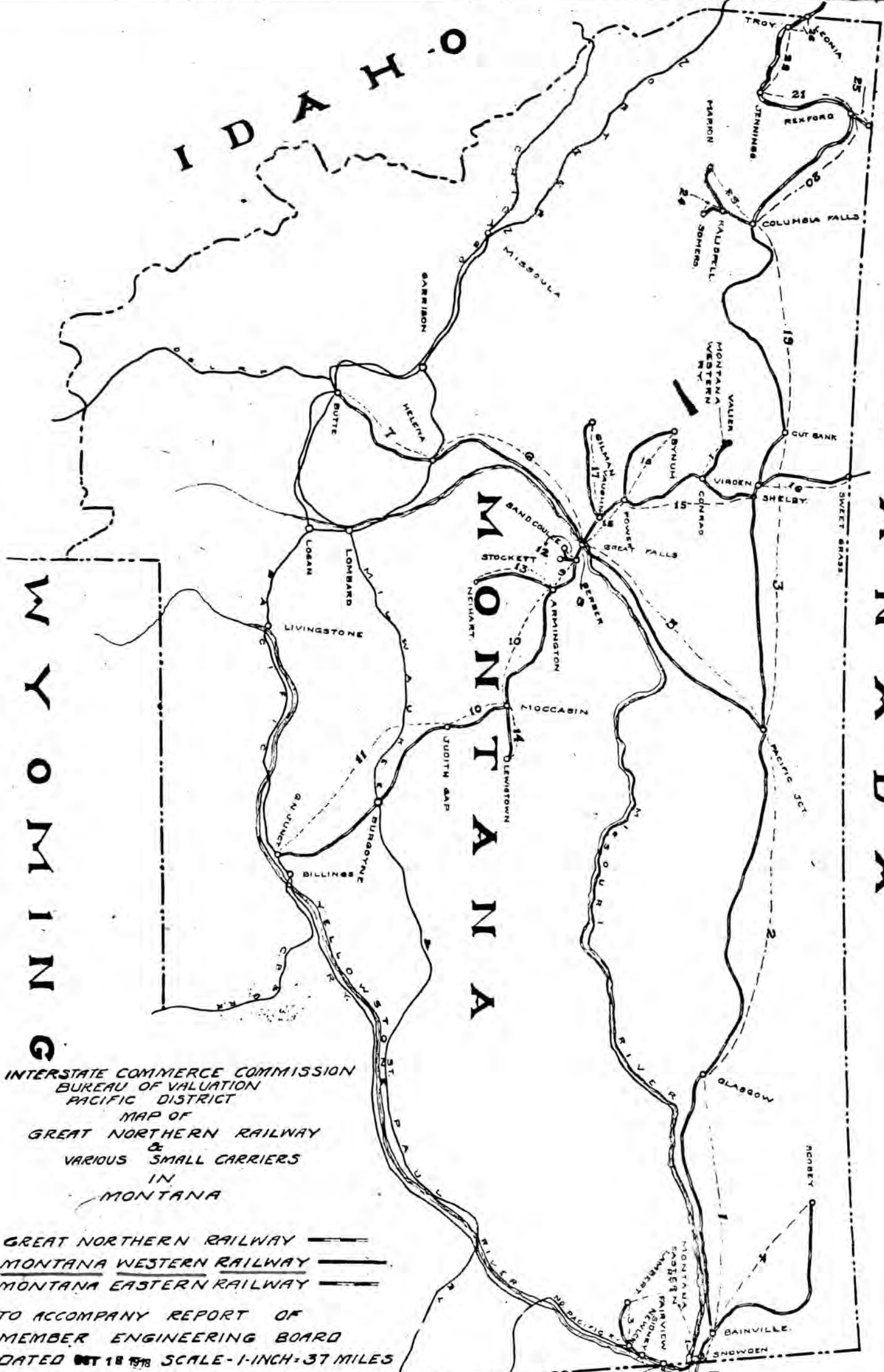
INTERSTATE COMMERCE COMMISSION  
 BUREAU OF VALUATION  
 PACIFIC DISTRICT  
 MAP OF  
 GREAT NORTHERN RAILWAY  
 &  
 VARIOUS SMALL CARRIERS  
 IN  
 MONTANA

GREAT NORTHERN RAILWAY ———  
 MONTANA WESTERN RAILWAY ———  
 MONTANA EASTERN RAILWAY ———

TO ACCOMPANY REPORT OF  
 MEMBER ENGINEERING BOARD  
 DATED OCT 18 1918 SCALE-1-INCH=37 MILES

H.L.M.

Serial # 30



EXPLANATORY TEXT

1. DESCRIPTION OF ROAD.

The Montana Western Railway is a single track standard gauge railroad extending from a connection with the Great Northern Railway at Conrad, Montana to Valier, Montana.

No branches are owned or operated.

2. MILEAGE AND VALUATION SECTIONS.

Val. Sec.	Description	Main Line (Miles)			Branch Lines (Miles)	Total (Miles)
		1st Main Track	2nd Main Track	Other Tracks		
	<u>A. Owned and Used.</u>					
Mont. 1	Conrad to Valier M.P. 0.00 to M.P. 20.20	20.199	0	2.720	0	22.919
	Totals	20.199	0	2.720	0	22.919

3. CHARACTERISTICS OF COUNTRY.

The country traversed is rolling prairie with occasional deep coulees. The soil is a sandy loam on which good crops of grain and hay are raised, both with and without irrigation. Hauling farm products, stock and supplies are the principal sources of revenues.

4. ROAD.

The grading is very light as the roadbed follows closely the surface of the ground. All bridges are pile trestles. Tracks are laid with relay steel rail weighing from 50 to 60 lbs. per yard.

5. EQUIPMENT.

The Carrier owns two locomotives, two passenger coaches and eight freight cars, which were bought second-hand.

6. ENGINEERING AND GENERAL EXPENDITURES.

Engineering is estimated on a basis of 3.5 per cent of Accounts Nos. 3 to 47 and is not depreciated.

General expenditures are estimated on a basis of 1.5 per cent of amounts given under Accounts Nos. 1 to 47 (except Account 2) and are depreciated upon the basis of the depreciation assigned to those accounts from which derived.

Interest during construction upon amounts shown under Accounts Nos. 1 to 47 inclusive (except Account 2), and Accounts 71 to 75 and 77 is estimated on a basis of six per cent per annum for one-half of the construction period of twelve months, plus three months.

Interest on amounts shown under Accounts 51 to 58, inclusive, is estimated on a basis of six per cent per annum for a period of three months.

Account 76 has been depreciated on the basis of the depreciation assigned to those accounts from which derived.

7. GENERAL INFORMATION.

- (a) Grading- Grading has been computed upon the one way basis, with 500 feet free haul.
- (b) Shrinkage- 6 per cent has been added to all embankments and 10 per cent to ballast for shrinkage.
- (c) Waste - The following percentages of actual quantities have been added to cover loss and wastage.

Spikes .....	3 per cent
Bolts .....	1 "
Angle Bars .....	2 "
Nut Locks .....	2 "

- (d) Salvage- Allowances have been made for salvage and scrap values as follows:

Nail .....	\$9.90 per gross ton
Other Track Material .....	0.38 " cwt.
Locomotives .....	10.00 " net ton
Cars .....	13.50 " " "
Shop Machinery (Cast Iron) .....	15.00 " " "
" " (Wrot iron and steel) .....	12.00 " " "

2/11/31 (A. S. H.)

INTERSTATE COMMERCE COMMISSION  
DIVISION OF VALUATION

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

Owner Montana Western Railway Company

Approved: R. T. Gray,  
Senior Tel. & Tel. Engineer.

Val. Section No. Mont. 1 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. (2)	Condition Per Cent. of Cost New. (2)	UNIT. (3)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION.		
					Per Unit. (4)	New. Total. (5)	Less Depreciation. (6)
Acct. No. <u>36</u> Title <u>TELEGRAPH AND TELEPHONE (Continued)</u> <small>(I. C. C. classification.)</small>							
<b>Pole Lines (Continued)</b>							
	Anchorage - to short stub	60	Each	28	2.65	74.	42.
	Sundry Items	61				42.	26.
	<b>Total (Pole Lines)</b>			68		2,031.	1,390.
<b>Aerial Wire</b>							
	#9 B.F.G. E.E.B. Gal. Iron	38	Mile	20.20	25.65	518.	45.
	#12 " " " "	33	"	20.20	18.41	372.	309.
	Other Aerial Wire	60				5.	
	<b>Total (Aerial Wire)</b>			86		895.	764.
	<b>Total for State of Montana</b>			74		\$3,006.	\$2,220.

ACCOUNT 37 - ROADWAY MACHINES

<u>Hand Cars</u>							
#1, Sheffield	70	Each	3	43.33	132.	9.	
<u>Push Cars</u>							
#4, Sheffield	70	Each	1	34.75	35.	2.	
<u>Section Motor Cars</u>							
#25, Sheffield	80	Each	1	238.22	238.	17.	
<b>Total for Valuation Section</b>			76		\$405.	\$30.	

ACCOUNT 38 - ROADWAY SMALL TOOLS

<u>Section Sets</u>	50	Set	1	213.70	214.	16.
<b>Total for Valuation Section</b>			50		\$214.	\$16.

ACCOUNT 44 - SHOP MACHINERY

Valiser

<u>Engine House and Smith Shop</u>							
Concrete forge, hood, stack and blower	75	Each	1	80.29	80.		
Post Drill Press; Champion #202	75	"	1	52.05	52.		
Tools, portables and hand; miscellaneous lot	75				537.		
<b>Total for Valuation Section</b>			75		669.		

ACCOUNT 51 - STEAM LOCOMOTIVES

Locomotives

No. 1; Schenectady; 1885; rebuilt 1905; mixed service; type 4-6-0; cylinders 18-1/2"x24"; total light weight 46 tons; purchased second-hand May 1909.	62	64	Each	1	6094.00	6,094.	3.5
No. 2; Rhode Island; 1336; mixed service; type 4-4-0; cylinders 18-1/2"x24"; total light weight 41 tons; purchased second-hand August 1909.	40	45	"	1	4195.00	4,195.	1.5
<b>Total for Valuation Section</b>				56		\$10,289.	\$5.0

INTERSTATE COMMERCE COMMISSION  
DIVISION OF VALUATION

Owner Montana Eastern Railway Company

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

Val. Section No. Mont. 1 Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

Approved: C. H. Kessler,  
Senior Mechanical Engineer.

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. Where but a single percentage is stated it represents both per cents.	Condition Per Cent. Per Cent of Cost New. (2)	UNIT. (3)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION.			
					Per Unit. (4)	New Total. (5)	Less Depreciation (6)	
Acct. No. <u>53</u>	Title <u>FREIGHT TRAIN CARS</u> <small>(I. C. classification.)</small>							
<u>Flat Cars</u>								
	Nos. 100 to 103; builder and date unknown; capacity 50000#; wood body and underframes; purchased second-hand 1909	70	74	Each	4	416.00	1,664.	1,239.
<u>Box Cars</u>								
	Nos. 112 to 113; builder and date unknown; capacity 50000#; wood body and underframes; purchased second-hand 1909	62	67	"	4	470.00	1,880.	1,260
Total for Valuation Section							\$3,544.	\$2,499

ACCOUNT 54 - PASSENGER TRAIN CARS

Coach and Baggage

No. 106; builder and date unknown; wood body and underframe; wood trucks with 4-33" cast iron wheels; purchased second-hand August 1909

70 71 Each 1 2791.00 2,791. 1,972

Coach

No. 107; Pullman; built 1883; wood body and underframe; wood trucks with 4-33" rolled steel wheels; purchased second-hand August 1912

33 " 1 2652.00 2,652. 2,21

Total for Valuation Section 77 \$5,443. \$4,18