



INTERSTATE COMMERCE COMMISSION
 BUREAU OF VALUATION
 PACIFIC DISTRICT

MAP SHOWING RAILROADS
 near
 SEATTLE and SPOKANE

PACIFIC COAST RAILROAD

Scale 1 inch = 8 miles

June 30, 1916

EXPLANATORY TEXT.

PACIFIC COAST RAILROAD COMPANY

6/23/16

1. DESCRIPTION OF ROAD.

The railroad of this carrier is standard gauge, steam operated and single track except 10.298 miles of double track between Renton and Island No. 1 in the city of Seattle. It is located entirely within the state of Washington, extending from Seattle south to Franklin with branches from Renton to Coal Creek, Mile 14 to Lake Washington, Maple Valley to Taylor, Black Diamond to Bruce, Franklin to Kanasket and Franklin to Sumner.

Under trackage rights agreement the carrier grants to the Chicago, Milwaukee and St. Paul Railway Company the right to use the main line tracks between Island No. 1 and Maple Valley, a distance of 20.362 miles, also to the Northern Pacific Railway the right to use 0.065 miles of side tracks at Briquetteville.

2. MILEAGE AND VALUATION SECTIONS.

Val. Sec.	From	To	1st Main Track	2nd Main Track	Yard Tracks and Sidings	All Tracks
1- Wash	Seattle	Island No. 1	2.064	-	9.129	11.193
2- "	Island No. 1	Maple Valley	20.362	10.298	0.146*	39.178
3, 3a, b, Wash	Maple Valley	Franklin	11.225	-	0.450*	14.497
4, 4a, "	Renton	Coal Creek	9.047	-	2.588	11.635
5-	Maple Valley	Taylor	9.357	-	2.460	11.817
Total			52.055	10.298	25.970	88.323
					0.596*	0.596

* Jointly Owned and Used Tracks.

3. CHARACTERISTICS OF COUNTRY.

The country traversed by this carrier is in the foot hills of the Cascade Mountains. The soil is loam and clay overlaid for the most part with sandstone.

The principal products are those of the farm, forest and mines.

4. ROAD.

The grading averages 46,000 cubic yards per mile classified as follows; 76% common, 8% loose rock and 17% solid rock. Truss spans, plate girders, pile and timber trestles constitute in general the various types of bridges. The steel new and relay varying in weight from 56-pounds to 85-pounds is laid on softwood ties.

5. EQUIPMENT.

The equipment of this carrier, part of which was purchased second hand, consists of 10 steam locomotives, 481 freight-train cars, nine passenger-train cars and 13 units of work equipment. The carrier also uses one business car, classified as work equipment, owned by the Pacific Coast Company (Steamship Company).

On equipment purchased second hand the cost of reproduction new herein is its second hand reproduction cost. The cost of reproduction less depreciation for such equipment was computed by applying a condition per cent of the property in its second cycle of use to its second hand cost.

6. ENGINEERING AND GENERAL EXPENDITURES.

Account 1 - Engineering.

Engineering has been estimated at 4 per cent upon Head Accounts 2 to 47, inclusive.

Accounts 71 to 77 - General Expenditures.

General Expenditures, Accounts 71 to 77, exclusive of account 76, have been estimated at 1-1/2 per cent upon Head Accounts 1 to 47, exclusive of Account 2, Land.

Interest During Construction, Account 76, has been estimated at the rate of 6 per cent per annum, for one half the construction period plus 3 months upon Head Accounts 1 to 47, exclusive of Account 2, Land and upon General Expenditures, Accounts 71 to 77, exclusive of Account 76, and for 3 months upon Equipment Accounts 51 to 58 inclusive.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Pacific Coast Railroad Company

Sheet No. _____ of this valuation section.

Val. Section No. Unallocated. Miles Main Line, _____ Miles all Tracks.*

Approved: John R. Thompson

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 New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciat (6)
Acct. No. <u>51.</u>	Title <u>STEAM LOCOMOTIVES.</u> (I. C. C. classification.)							
	No. 10, Type 0-6-0, switch service, cylinders 17"x24", total light weight 53 tons. Baldwin Loco. Works, 1897	40	43	Each	1		9,445	4,095
	No. 17, Type 0-6-0, switch service, cylinders 19"x26", total light weight 76 tons. American Loco. Co. 1910	80	81	"	1		12,940	10,504
	No. 5, Type 4-4-0, passenger service, cylinders 17"x24", total light weight 53 tons, second hand; New York Locomotive Works, 1900	86	88	"	1		3,275	2,891
	No. 18, Type 4-4-0, passenger service, cylinders 18"x24", total light weight 72 tons. American Loco. Co. 1910	80	81	"	1		12,921	10,481
	Nos. 8,11,12, Type 2-8-0, freight service, cylinders 19"x 24", total light weight 71 tons. Baldwin Loco. Works, 1897, 1902, 1903	50	53	"	3	12131.00	36,393	19,252
	Nos. 14-15, Type 2-8-0, freight service, cylinders 20"x24", total light weight 77 tons. American Loco. Co. 1907	70	72	"	2	13147.00	26,294	18,868
	No. 16, Type 2-8-0, freight service, cylinders 20"x24", total light weight 80 tons. American Loco. Co. 1910	78	79	"	1		14,167	11,226
	Total for Account 51.	67			10		115,435	77,328

Acct. 53 - FREIGHT TRAIN CARS.

	Box cars, Nos. 142-149, capacity 40,000#, wood body and underframe, second hand	26	40	Each	8	403.00	3,224	1,288
	Nos. 150-190, C.&P.S.R.R., 1908-1912, capacity 60,000#, wood body and underframe	60	65	"	41	746.00	30,586	19,729
	Nos. 120-129, 191-200, capacity 60,000#, wood body and underframes, C. & P. S. R. R. 1905-1907	65	69	"	20	771.00	15,420	10,674
	Flat cars, Nos. 203-299, 321-365, capacity 60,000#, wood underframe, Various builders, built 1899-1910	55	62	"	77	596.00	45,892	28,359
	Gondola cars, Nos. 400-479, capacity 60,000#, wood body and underframe, drop bottom, C. & P. S. R. R. 1897-1898	40	50	"	80	696.00	55,680	27,984
	Nos. 480-550, capacity 60,000#, wood body and underframe, drop bottom, C. & P. S. R. R. 1900-1906	38	49	"	71	696.00	49,416	24,016
	Nos. 551-600, capacity 60,000#, wood body and underframe, drop bottom, C. & P. S. R. R. 1907	50	59	"	50	696.00	34,800	20,375
	Nos. 601-636, capacity 80,000#, wood body and steel under- frame, drop bottom; C. & P. S. R. R. 1910	69	74	"	35	981.00	34,335	25,264
	Nos. 1260-1279, capacity 60,000#, wood body and underframe, C. & P. S. R. R. 1897	27	37	"	13	640.00	8,320	3,072
	Nos. 1232-1255, 1286-1287, 1296; capacity 60,000#, wood body and underframe, C. & P. S. R. R. 1900-1903	32	40	"	13	696.00	9,048	3,664

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Pacific Coast Railroad Company

Sheet No. _____ of this valuation section.

Val. Section No. Unallocated. Miles Main Line, _____ Miles all Tracks.*Approved: John A. Thompson.

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 at New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION.		
						(4) Per Unit.	(5) New, Total.	(6) Less Depreciat.
Acct. No. <u>53.</u>	Title <u>FREIGHT TRAIL CARS.</u> (I. C. C. classification.)							
	Nos. 1217-1257, 1355-1366, capacity 60,000#, wood body and underframe, C. & P. S. R. R. 1904-1907	46	53	Each	15	696.00	10,440	5,507
	Nos. 900-914, capacity 100,000#, wood body and underframe, drop bottom, Maskell & Barker Car Co. 1910	64	69	"	15	818.00	12,270	8,501
	Nos. 750-764, capacity 100,000#, wood body, steel underframe, national dump; A. C. & P. Co. 1907	62	67	"	15	1301.00	19,515	13,080
	Nos. 1001-1010, capacity 60,000#, steel body and underframe, air dump; Kilbourne & Jacobs, 1911	73	76	"	10	1755.00	17,550	13,357
	Nos. 700-701, 706-711, capacity 60,000#, wood body and underframe, side dump; C. & P. S. R. R. 1891-1897	36	46	"	8	671.00	5,368	2,460
	No. 702, capacity 60,000#, wood body and underframe, side dump; C. & P. S. R. R. 1899	36	46	"	1		646	295
	Nos. 703-705, capacity 60,000#, wood body and underframe, side dump; C. & P. S. R. R. 1902	37	48	"	3	671.00	2,013	974
	Caboose cars, Nos. 815,816,817, length 24', wood body and underframe, 8 wheel, rebuilt 1909-1912; C. & P. S. R. R. 1897-1900.	73	75	"	3	1028.00	3,084	2,315
	Nos. 812,813,814, length 24', wood body and underframe, 8 wheel; C. & P. S. R. R. 1905-1907	58	61	"	3	1028.00	3,084	1,887
	Total Account 53		59		481		360,691	212,801

Acct. 54 - PASSENGER TRAIN CARS.

	Baggage car, No. 3, length 47', wood body and underframe, wood 4 wheel trucks, second hand; Billmeyer and Small Car Co. 1890	11	16	Each	1		2,570	403
	Baggage and passenger cars, 47', No. 7, length 47', wood body and underframe, wood- 4 wheel trucks, 2nd hand; Billmeyer and Small Car Co. 1890	32	35	"	1		2,570	905
	No. 9, length 56', wood body and underframe, wood plated, 4 wheel trucks; Harlin & Hollingsworth Carp. 1909	71	72	"	1		4,958	3,503
	Baggage and mail car No. 9, length 51', wood body and underframe, wood plated, 4 wheel trucks; C. & P. S. R. R. 1905	61	63	"	1		4,300	2,696
	Coaches, Nos. 4,5, length 47', wood body and underframe, wood 4 wheel trucks, second hand; Billmeyer and Small 1890	32	34	"	2	2820.00	4,640	1,652
	Nos. 10-12, length 56', wood body and underframe, wood plated 4 wheel trucks, Harlin & Hollingsworth	69	70	"	3	5238.00	15,714	11,018
	Total for Account 54		58		9		34,652	20,175

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Pacific Coast Railroad Company

Sheet No. _____ of this valuation section.

Val. Section No. Unallocated Miles Main Line, _____ Miles all Tracks.*Approved: John H. Thompson
12-240

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 New	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Deprecia- (6)
Acct. No. <u>57</u>	Title <u>WORK EQUIPMENT.</u> (I. C. C. classification.)					\$	\$	\$
	Outfit box cars, Nos. 131, 133, 138, 139, capacity 40,000#, wood body and underframe; C. & P. S. R. R. 1890	24	44	Each	4	268.00	1,072	473
	Nos. 140, 141, capacity 40,000#, wood body and underframe,	57	69	"	2	275.00	550	379
	Box-caboose car used as a bunk car. No. 820, capacity 40,000#, wood body and underframe, C. & P. S. R. R. 1890	38	53	"	1		374	198
	Derrick (Hand) No. 1000, length 32', wood body and underframe; C. P. & S. R. R. 1897, rebuilt 1916	76	80	"	1		1,200	954
	Outfit flat cars, Nos. 314, 318, capacity 40,000#, wood body and underframe, C. & P. S. R. R. 1890,	100	100	"	2	389.00	778	778
	No. 215, capacity 60,000#, wood body and underframe, C. & P. S. R. R. 1904	88	90	"	1		500	452
	Pile driver, No. 259, length 41', wood body and underframe, capacity 60,000#. C. & P. S. R. R. 1904	50	54	"	1		2,285	1,233
	Marine pile driver, length 60', wood hull, 60' leads, with engine and boiler, Miller and Diske Construction Co. 1900	45	46	"	1		4,238	1,948
	Total for Account 57		58		13		10,997	6,415

INTERSTATE COMMERCE COMMISSION

Owner **Pacific Coast Company (Steamship Company)** BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. **Unallocated**, _____ Miles Main Line, _____ Miles all Tracks.*

Approved: **John R. Thompson** 12-900

(1)	LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Where but a single percentage is stated it represents both per cents.		UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
			Condition Per Cent.	Per Cent. at Cost New.			Per Unit.	New, Total.	Less Depreciation.
			(2)	(2)		(3)	(4)	(5)	(6)
		Acct. No. 57 Title WORK EQUIPMENT <small>(I. C. C. classification.)</small>					\$	\$	\$
		Used by Pacific Coast Railroad Company							
		Business Cars:							
		No. A.1; Pullman Co., 1891; length 52'; wood body and underframe; wood plated 4-wheel trucks; secondhand	100	100	Each	1		4,800	4,800
		Total for Account 57		100				4,800	4,800

Acct. 76 - INTEREST DURING CONSTRUCTION

Approved: **Louis Hood**

6% for 3 months on Equipment Accounts 51 to 58	100	4800	.015	72	72
--	-----	------	------	----	----