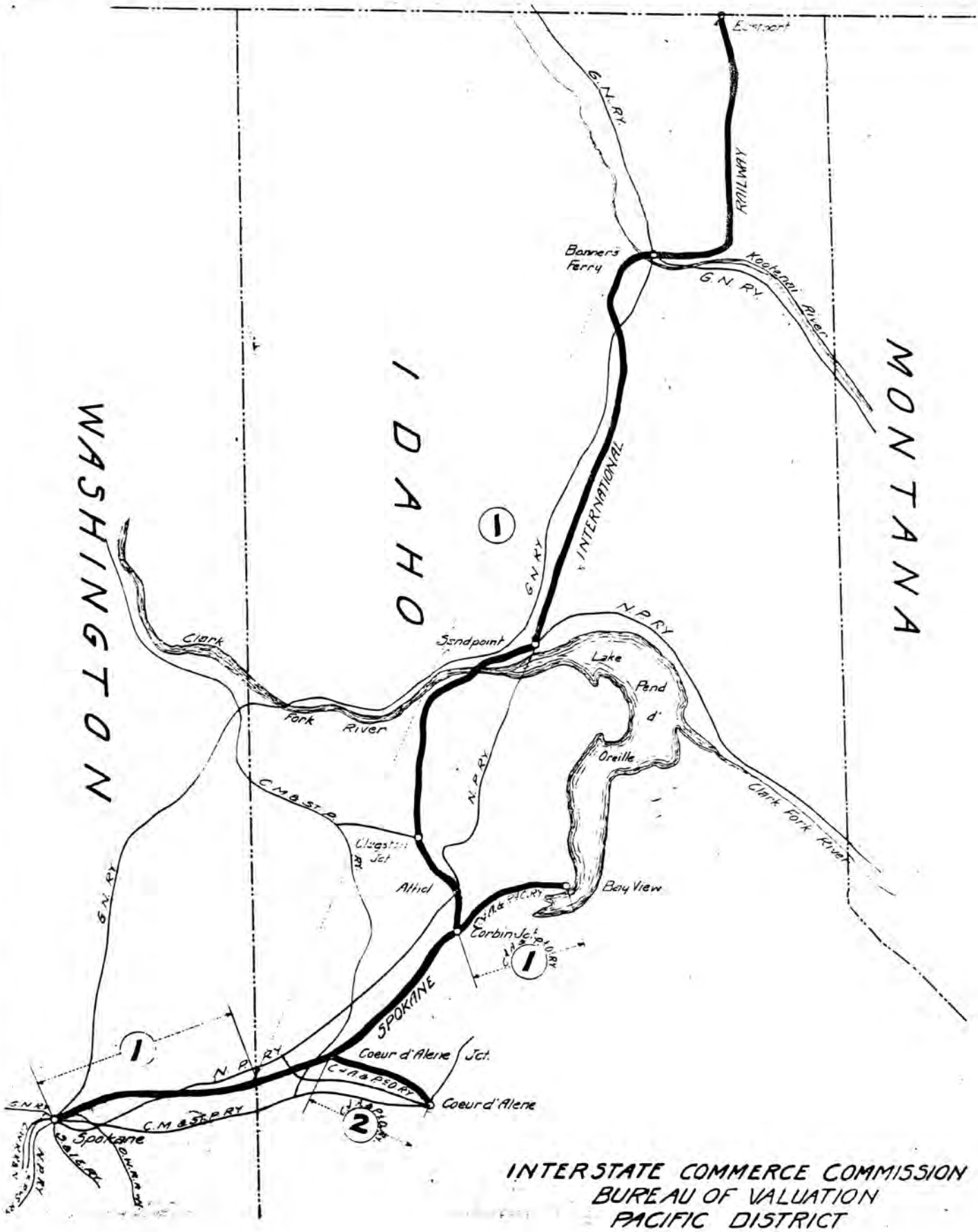
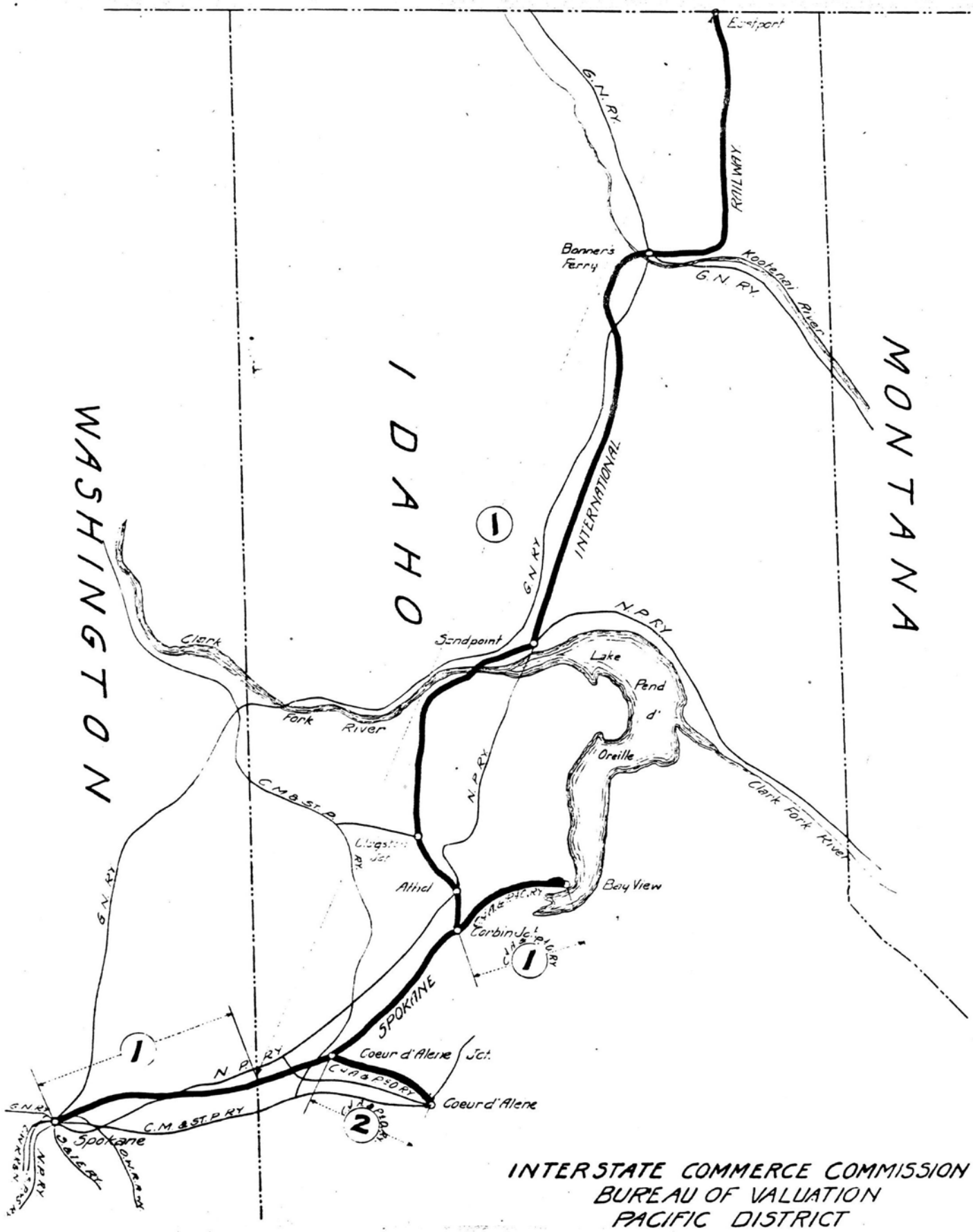


INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
PACIFIC DISTRICT

MAP SHOWING THE

SPOKANE INTERNATIONAL RAILWAY

Scale 1 inch = 8 miles June 30 - 1917



INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
PACIFIC DISTRICT

MAP SHOWING THE

COEUR D'ALENE AND PEND OREILLE RAILWAY

Scale 1 inch = 8 miles June 30 - 1917

EXPLANATORY TEXT

6/30-7

I. DESCRIPTION OF ROAD

The Spokane International Railway is a single track standard gauge line extending from Spokane, Washington, northerly to the Canadian International Boundary line near Eastport, Idaho. This carrier also uses exclusively under a fifty year lease, dated July 1, 1910, two lines owned by the Coeur d'Alene and Pend d'Oreille Railway extending from Corbin Junction to Bay View, Idaho, and from Coeur d'Alene Junction to Coeur d'Alene, Idaho.

II. MILEAGE AND VALUATION SECTIONS

Valuation Section	Description	MILES		
		Main Line	Other	Total
	A. OWNED AND USED			
Washington 1	Spokane to Idaho-Washington State Line	17.717	10.555	28.272
Idaho 1	Idaho-Washington State Line to Eastport (International Boundary)	122.172	16.187	138.359
	TOTALS- OWNED AND USED	139.889	26.742	166.631
	C. USED BUT NOT OWNED			
Coeur d'Alene & Pend d'Oreille Railway				
Idaho 1	Corbin Junction to Bay View	11.823	1.935	13.758
Idaho 2	Coeur d'Alene Junction to Coeur d'Alene	9.128	1.473	10.601
	TOTALS- USED BUT NOT OWNED	20.951	3.408	24.359

III. CHARACTERISTICS OF COUNTRY

The Spokane International leaves Spokane at an elevation of about 1900 feet, and after ascending the valley of the Spokane River finally reaches the summit at 2325 feet. It thereafter crosses a high plateau and descends into and follows the valleys of the Kootena and Moyies Rivers until it reaches the Canadian boundary line near Eastport, Idaho.

The southern portion of the line traverses an agricultural belt devoted principally to dry farming. Northern Idaho is heavily timbered and a large business is derived from the lumber industry.

The climate is temperate with moderately cold winters.

IV. ROAD

The grading may be classed as heavy, with a great deal of classified material in the excavations. No investigations were made by the carrier to ascertain subsidence of embankments, if any, and no subsidence quantities are included in this report, although at several points there was evidence of settlements.

The bridges are principally pile and frame trestles.

The main track is laid with new seventy-two pound rail. Other tracks are laid with 56 to 75 pound, both new and relay.

V. EQUIPMENT.

This carrier owns 14 steam locomotives, 153 freight cars and 3 passenger cars, and leases 97 gondola cars from the Corbin Coal and Coke Company, and one baggage and passenger car from the Eastern British Columbia Railway Company of Canada.

VI. ENGINEERING AND GENERAL EXPENDITURES.

Engineering is estimated upon the basis of 4-1/2 per cent of Road Accounts Nos. 3 to 48 inclusive, and is not depreciated.

General Expenditures are estimated upon the basis of 1-1/2 per cent of amounts given under Accounts Nos. 1 to 48 (except Account 2), and are depreciated upon the basis of the depreciation assigned to those accounts from which derived.

Interest during construction has been estimated on the basis of 6 per cent per annum, for one-half of the construction period, plus three months, upon amounts shown under Accounts 1 to 48, inclusive (except Account 2), and Accounts 71 to 75 and 77; and on a basis of 6 per cent for three months upon amounts shown under Accounts 51 to 58, inclusive. Account 76 has been depreciated on the basis of the depreciation assigned to those accounts from which they are derived.

VII. GENERAL INFORMATION

(a) Grading has been computed on the one-way basis with 500 feet free haul.

A shrinkage of 10 per cent has been added to all embankment and ballast quantities.

A swell of from 10 to 30 per cent has been added to solid rock excavation quantities.

A swell of 10 per cent has been added to loose rock excavation quantities.

(b) The following percentages have been added to inventoried quantities to cover loss and waste:

Spikes	3%
Track Bolts	1%
Nut Locks	2%
Angle Bars	2%

(c) The carrier reports Account 39, Assessments for Public Improvements as follows:

(Spokane)	Pavement	$7,004.
	Grading and Walks	5,597.
	Sewer	6,177.
	Street Widening	2,826.

COEUR D'ALENE AND PEND D'OREILLE RAILWAY

The Coeur d'Alene and Pend d'Oreille Railway is a single track standard gauge line consisting of two separate branches connecting with the Spokane International Railway at Corbin Junction and Coeur d'Alene Junction, Idaho, and extending to Bay View and Coeur d'Alene, Idaho.

This line is operated exclusively by the Spokane International Railway under a 50 year lease, dated July 1, 1910.

This carrier owns mileage as follows:

Valuation Section	Description	MILES		
		Main Line	Other	Total
	B. OWNED BUT NOT USED			
Idaho 1	Corbin Junction to Bay View	11.823	1.935	13.758
Idaho 2	Coeur d'Alene Junction to Coeur d'Alene	9.128	1.473	10.601
	TOTALS	20.951	3.408	24.359

This line is of light construction and reaches a lumber and dry farming district in the vicinity of Lakes Coeur d'Alene and Pend d'Oreille. Track is laid with new 72 pound rail.

This carrier owns no equipment.

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.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation (6)
	Acct. No. 51 Title STEAM LOCOMOTIVES (I. C. C. classification.)					$	$	$
	Nos. 1 to 4; American; 1907; type 4-6-0; cylinders 19"x24"; total light weight 87 tons; passenger service	70	72	Each	4	15320.	61,280.	43,942
	No. 9; Pittsburg; 1888; type 4-6-0; cylinders 18"x24"; total light weight 61 tons; freight service; purchased second-hand in 1906	35	42	"	1	5986.	5,986.	2,489
	No. 11; Baldwin; 1888; type 2-6-0; cylinders 19"x24"; total light weight 66 tons; freight service; purchased second-hand in 1906	26	33	"	1	6667.	6,667.	2,224
	No. 12; Baldwin; 1888; type 2-6-0; cylinders 18-1/2"x24"; total light weight 64 tons; freight service; purchased second-hand in 1906	26	33	"	1	6399.	6,399.	2,140
	Nos. 21 to 26; American; 1906-1907; type 2-8-0; cylinders 20"x28"; total light weight 103 tons; freight service	69	71	"	6	17238.	103,428.	73,287
	No. 51; American; 1910; type 0-6-0; cylinders 20"x28"; total light weight 96 tons; switching service	77	78	"	1	16011.	16,011.	12,548
	Total Steam Locomotives Owned and Used		68		14		199,771.	136,630
	Lot of pilot plows and flangers	75	77				1,207.	927
	Total for Account No. 51		68				$200,978.	$137,557
	ACCOUNT 53 - FREIGHT TRAIN CARS							
	Flat Cars Nos. 3 to 99 (odd numbers); Haskell & Barker; 1905; capacity 80000#; wood body and underframe	50	57	Each	34	706.	24,004.	13,634
	Flat Cars Nos. 1, 13, 15, 33, 47, 61, 63, 67, 71 and 95; Haskell & Barker; 1908; capacity 80000#; wood body and underframe	60	65	"	10	706.	7,060.	4,620
	Flat Cars Nos. 101 to 149 (odd numbers); Haskell & Barker; 1910; capacity 80000#; wood body and underframe	63	68	"	24	706.	16,944.	11,527
	Box Cars Nos. 4 to 100 (even numbers); Haskell & Barker; 1905; capacity 80000#; wood body and underframe	53	58	"	36	866.	32,908.	19,156
	Box Cars Nos. 2, 12, 20, 30, 34, 52, 70, 74, 76 and 92; Haskell & Barker; 1908; capacity 80000#; wood body and underframe	64	68	"	10	866.	8,660.	5,288
	Refrigerator Cars Nos. 500 to 502; Haskell & Barker; 1908; capacity 80000#; wood body and underframe	65	68	"	3	1079.	3,237.	2,205
	Hopper Cars Nos. 1001 to 1021; built by Spokane International Railway Co.; 1912; capacity 80000#; wood body and underframe	69	72	"	21	920.	19,320.	13,956
	Hopper Cars Nos. 1022 to 1027; built by Spokane International Railway Co.; 1914; capacity 80000#; wood body and underframe	76	78	"	6	920.	5,520.	4,333
	Cabooses Nos. C-1 to C-3; American Car & Foundry Company; 1905; capacity 40000#; wood body and underframe	59	61	"	3	1149.	3,447.	2,111
	Caboose No. C-4; built by Spokane International Railway Co.; 1914; capacity 60000#; wood body and underframe	80	81	"	1	1149.	1,149.	934
	Cabooses Nos. C-5 and C-6; Haskell & Barker; 1910; capacity 60000#; wood body and underframe	75	77	"	2	1149.	2,298.	1,760
	Caboose No. C-7; built by Spokane International Railway Co.; 60000#; wood body and underframe	60	62	"	1	1149.	1,149.	718
	Total Freight Train Cars		64		153		125,696.	80,842

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

BUREAU OF VALUATION

Owner Spokane International Railway Company — Sheet No. ..... of this valuation section.

Val. Section No. Non-Allocated ..... 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.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciat (6)
	Acct. No. 53 Title FREIGHT TRAIN CARS (Continued) (I. C. C. classification.)					$	$	$
	Tools on cabooses; miscellaneous lot	70	71				261.	18
	Removable wood racks; miscellaneous lot	50					377.	18
	Total for Account No. 53		64				$126,332.	$81,21
	ACCOUNT 54 - PASSENGER TRAIN CARS							
	Coaches Nos. 1 to 3; Wason; 1906; wood body and underframe; length over end sills 61' 0"; 4 wheel composite trucks with 36" steel tired wheels; oil lights; steam heat; open platforms	71	72	Each	3	7392.	22,176.	15,94
	Coaches Nos. 11 to 13; Wason; 1906; wood body and underframe; length over end sills 61' 10"; 4 wheel composite trucks with 36" steel tired wheels; oil lights; steam heat; open platforms	70	71	"	3	6956.	20,868.	14,80
	Baggage, Mail and Express Cars Nos. 21 and 22; Wason; 1906; wood body and underframe; length over end sills 61' 10"; 4 wheel composite trucks with 36" steel tired wheels; oil lights; steam heat; stub platforms	70	71	"	2	5374.	10,748.	7,64
	Baggage Car No. 23; Wason; 1906; wood body and underframe; length over end sills; 61' 10"; 4 wheel composite trucks with 36" steel tired wheels; oil lights; steam heat; stub platform	65	66	"	1	5165.	5,165.	3,42
	Total for Account 54		71				$58,957.	$41,82
	ACCOUNT 57 - WORK EQUIPMENT							
	Dozer; No. X-996; built by Spokane International Railway; 1913; wood body and underframe; 60000# capacity trucks; air operated	70	73	Each	1	1110.	1,110.	8
	Tool Car; No. X-997; built by Spokane International Railway; 1912; wood body and underframe; 80000# capacity trucks; including tools	75	76	"	1	2063.	2,063.	1,57
	Lidgerwood Unloader; No. X-999; built by Spokane International Railway; unloader 60 ton capacity; double cylinders; 12"x12"; 80000# capacity trucks	78	79	"	1	6953.	6,953.	5,50
	Pile Driver; No. 121; assembled by Spokane International Railway; 80000# capacity trucks; engine 7"x10"; double; 20 H.P. boiler; 3200# hammer; leads 38' 0"; self-propelling	80	81	"	1	3419.	3,419.	2,71
	Steam Shovel; No. 1; Atlantic Equipment Co.; 1906; Class 40-16-2-1/2; all metal construction; swing and boom engines 7"x8"; hoisting engine 10"x10"; 70 tons capacity; 2-1/2 cubic yard dipper	70	72	"	1	10302.	10,302.	7,42
	Aprons for Ballast Cars; miscellaneous lot	65					194.	1
	Total for Account 57		76				$24,011.	$18,1

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

BUREAU OF VALUATION

Owner Corbin Coal and Coke Company

Sheet No. ..... of this valuation section.

Val. Section No. Non-allocated, ... 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.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Deprec. (6)
	E - OWNED BUT NOT USED - (Leased to Spokane, Inter-national Railway Company)							
	Acct. No. 53 Title FREIGHT TRAIN CARS (I. C. C. classification.)					$	$	$
	Gondola Cars-							
	Nos. 2001 to 2199; Haskell & Barker; 1909; capacity 100,000#; wood body and composite underframe; drop bottom	70	7%	Each	97	902.00	87,494.	84,7
	Total for Freight Train Cars		7%				$87,494.	$84,7

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

BUREAU OF VALUATION

Owner Eastern British Columbia Railway Company

Sheet No. ..... of this valuation section.

Val. Section No. Non-allocated ..... 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	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreci (6)
	B - OWNED BUT NOT USED (Leased to Spokane, International Railway Company)					$	$	$
	Acct. No. 54 Title PASSENGER TRAIN CARS (I. C. C. classification.)							
	Baggage and Passenger Car-							
	No. 2; (E.B. C.) Wason; date unknown; wood body and underframe; length over end sills 46'- 10"; 4 wheel composite trucks with 36" steel tired wheels; oil lights; steam heat and stoves; open platforms	48	50	Each	1	4200.00	4,200.	2,0
	Total for Passenger Train Cars		50				$4,200.	$2,0