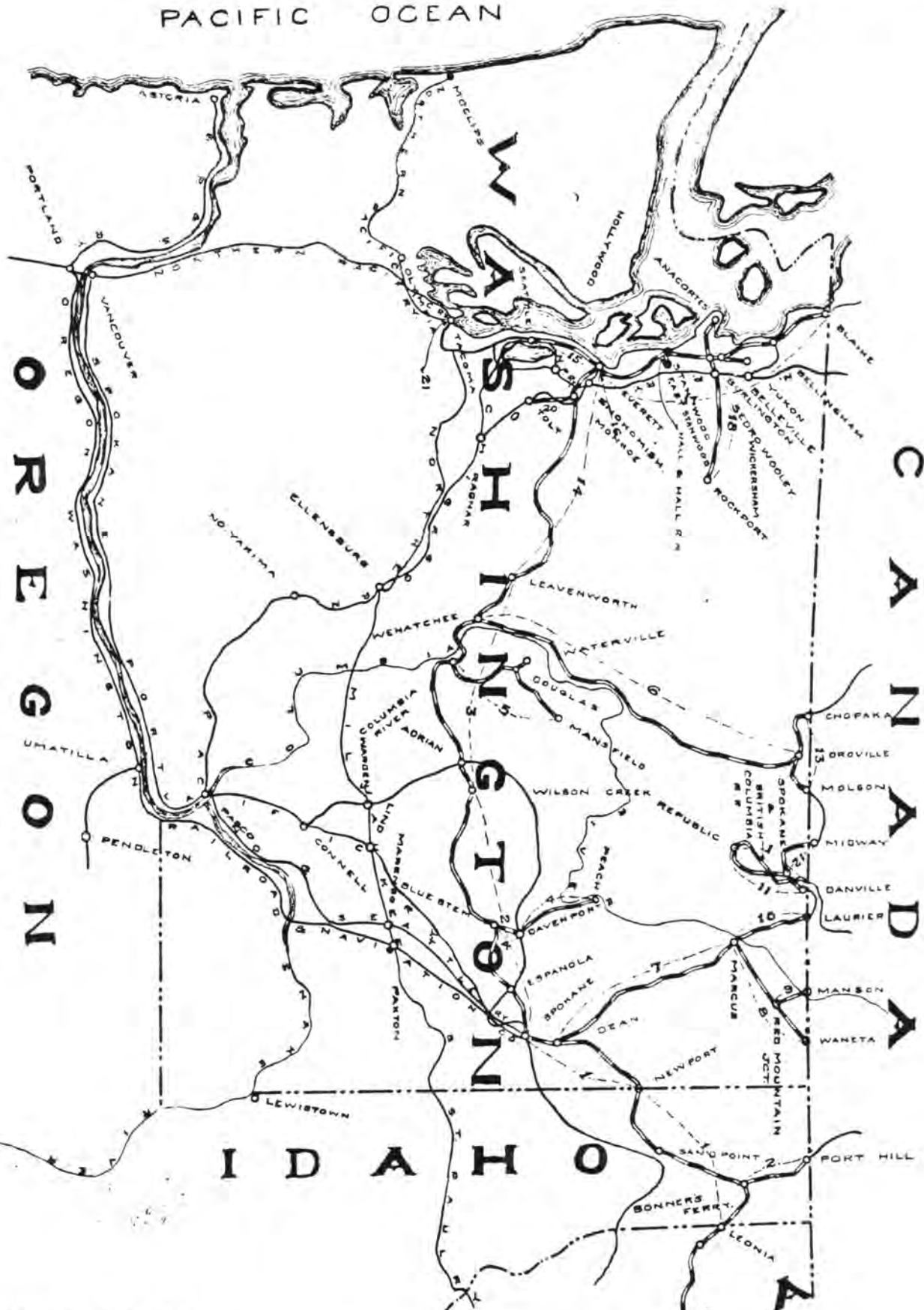


PACIFIC OCEAN



INTERSTATE COMMERCE COMMISSION
 BUREAU OF VALUATION
 PACIFIC DISTRICT

MAP OF
 GREAT NORTHERN RAILWAY
 &
 VARIOUS SMALL CARRIERS
 IN
 WASHINGTON & IDAHO

GREAT NORTHERN RAILWAY ———
 SPOKANE & BRITISH COLUMBIA RAILWAY ———
 HALL & HALL RAILROAD ———
 TO ACCOMPANY REPORT OF
 MEMBER ENGINEERING BOARD
 DATED OCT 18 1918 SCALE - 1-INCH = 37 MILES

EXPLANATORY TEXT

DESCRIPTION OF ROAD.

The Hall & Hall Railroad is a single track standard gauge railroad extending from a connection with the Great Northern Railway at East Stanwood, Washington, to the old town of Stanwood, one mile west.

MILEAGE AND VALUATION SECTIONS.

Val. Sec.	Description.	Main Track (Miles)			Branch Line (Miles)	Total (Miles)
		1st Main Track	2nd Main Track	Other Tracks		
	<u>A. OWNED AND USED.</u>					
Wash. 1	East Stanwood to Stanwood M.P. 0.000 to M.P. 1.218	1.218	0	0.278	1.496	
	Totals	1.218	0	0.278	1.496	

CHARACTERISTICS OF COUNTRY.

This railroad runs along a country highway to the town of Stanwood, where it uses the city streets. Transfer of passengers from the Great Northern Railway and the hauling of occasional cars of freight are the sole sources of revenue.

ROAD.

The grading is all very light embankment formed from common side borrow. Relay rail weighing 40 pounds per yard is used for all tracks.

EQUIPMENT.

The carrier's equipment consists of one saddle tank locomotive, one four wheel street car and one wood car, all purchased second-hand.

ENGINEERING AND GENERAL EXPENDITURES.

Engineering is computed at 3 per cent of Accounts 3 to 48 and is not depreciated.

General Expenditures are computed at 1.5 per cent of Accounts 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 is computed at 6 per cent per annum for one-half of the construction period of four months or 6 per cent for two months on Accounts 1 to 48 (except Account 2), on Accounts 51 to 58, and on Accounts 71 to 77 (except Account 76). Interest is depreciated on the basis of the depreciation assigned to those accounts from which derived.

GENERAL INFORMATION.

(a) Shrinkage - 10 per cent has been added to the embankment, 8 years old, for shrinkage.

(b) Waste - The following percentages of actual quantities have been added to cover loss and waste:

- Spikes 3 per cent
- Angle Bars 2 " "
- Bolts 1 " "

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

- Rail (Scrap) \$11.05 per gross ton
- Other Track Material 0.44 " Cwt.

W.A.R. - 3/23/18

257 1/2

D. V. Form No. 561.

INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION

Owner Hall & Hall R.R. Co.

Sheet No. _____ of this valuation section

Val. Section No. Wash. 1 Miles Main Line, _____ Miles all Tracks.*

Approved: C. H. Kessler,
Senior Mechanical Engineer

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

Acct. No.	Title	Condition Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total (5)	Less Deprec. (6)
<u>51</u>	<u>STEAM LOCOMOTIVES</u> <small>(I. C. C. classification.)</small>							
	No. _____; Baldwin; 1890; mixed service; type O-4-2; cylinders 10"x14"; total light weight 18 tons; purchased second-hand; 1909	50	52	Each	1	1100.00	1,100.	
	Total for Valuation Section		52				\$1,100.	\$

ACCOUNT 57 - WORK EQUIPMENT

	Wood Car; 4-wheeled type; 6 tons capacity	58	60	Each	1	104.00	104.	
	Total for Valuation Section		60				\$104.	\$

ACCOUNT 58 - MISCELLANEOUS EQUIPMENT

	No. 1; old 4-wheel street car; seats 20 people; purchased second hand	33	36	Each	1	220.00	220.	
	Total for Valuation Section		36				\$220.	\$