



INTERSTATE COMMERCE COMMISSION.  
 BUREAU OF VALUATION  
 PACIFIC DISTRICT

MAP SHOWING THE  
 WASHINGTON, IDAHO AND  
 MONTANA RAILWAY

Lo Lo

MONTANA  
 Paradise  
 Dison  
 De Smet  
 Missoula  
 Sand Point  
 Kootenai  
 Killen  
 Thompson Falls  
 Trout Creek  
 Columbia Falls

VI. EQUIPMENT.

EXPLANATORY TEXT.

The Washington, Idaho and Montana Railway owns 5 locomotives, 4 passenger train

cars, 206 freight train cars and 18 pieces of work equipment.

I. DEPRECIATION.

VII. FIXED ASSETS.

The Washington Railway is a single track standard gauge steam railroad extending from Pocatello, Idaho, to Pocatello, Idaho, and from Pocatello, Idaho, to Pocatello, Idaho. The fixed assets of this carrier's tracks between Pocatello and Pocatello, Idaho, and the buildings, etc., are estimated upon the basis of 1% of amounts given under Accounts Nos. 1 to 47 (except Account X), and are depreciated upon the basis of the depreciation II. FIXTURES AND VALUATION SECTIONS. assigned to these accounts from which derived.

Interest during construction upon amounts shown under Accounts 1 to 47, inclusive (except Account 57, and Accounts 71 to 75 and 77, is estimated at 6% per annum for one-half the construction period, plus one additional time as the valuation section is now under construction, of connecting or adjacent sections. Interest on amounts shown under Accounts 57, 71 to 75 and 77, inclusive, is estimated on a basis of 6% per annum for a period of three months. Account 78 has been depreciated on the basis of the depreciation assigned to these accounts from which derived.

Description	1927	1928	1929
State Line	2,322	1,107	4,479
Line to Pocatello	46,000	14,300	60,445
Total	48,322	15,407	64,924

VIII. CONNECTIONS WITH OTHER CARRIERS.

At Pocatello, Washington	At Pocatello, Idaho	At Pocatello, Idaho
Valuation Section	Consolidated Northern Railway (Electric)	Consolidated Northern Railway (Electric)
at Pocatello, Idaho	Chicago, Milwaukee & St. Paul Railway	Chicago, Milwaukee & St. Paul Railway
at Pocatello, Idaho	Chicago, Milwaukee & St. Paul Railway	Chicago, Milwaukee & St. Paul Railway

IV. CHARACTERISTICS OF COUNTRY.

IX. GENERAL DESCRIPTION.

(a) From Pocatello, Idaho, the carrier's line ascends the Pocatello River for about 21 miles and then, after crossing the Flat Creek Summit at an elevation of 2871 feet, follows the general a maximum track haul of 2500 feet has been used.

valley of the Pocatello River to Pocatello, Washington. A shrinkage of 10% has been added to all embankment and ballast quantities. The country was formerly heavily timbered with pine and fir. Considerable of the A maximum swell of 15% has been added to solid rock excavation.

cut-over land has been cleared and is now in cultivation. The chief revenue of the carrier is derived from the transportation of timber and its products. A swell of 10% has been added to loose rock excavation.

(b) The following percentages have been added to the inventoried quantities to cover loss and waste: - The climate is temperate except that the winters are cold and characterized by heavy snowfalls, especially in Idaho.

Spikes	3%
Track bolts	1%

V. ROADS.

The grading is high in the river-bottoms. At the head of the valleys and at the crossings of the summits, the grading is quite heavy with well-classified material in condition. There is no main road between Pocatello and Pocatello, Idaho, but there are several public improvements.

All tracks are laid with 60-lb. to 70-lb. new rail.

The line is ballasted with sand, gravel and rock.

**VI. MAINTENANCE.**

The Washington, Idaho and Montana Railway owns 5 locomotives, 4 passenger train cars, 226 freight train cars and 13 pieces of work

Compiled by *C. W. Curtis*  
 District Engineer

Correct.....

**VII. MAINTENANCE AND GENERAL EXPENDITURES.**

Engineering is estimated upon the basis of 4-1/2% of ~~gross~~ <sup>net</sup> ~~value~~ <sup>cost</sup> of ~~the~~ ~~property~~ ~~involved~~ ~~and~~ ~~is~~ ~~not~~ ~~depreciated~~.

General Expenditures are estimated upon the basis of 1-1/2% 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 1 to 47, inclusive (except Account 2), and Accounts 71 to 75 and 77, is estimated on a basis of 6% per annum for one-half the construction period, plus three months, plus such additional time as the valuation section is used in connection with the construction of connecting or adjacent sections. Interest on amounts shown under accounts Nos. 48 to 69, inclusive, is estimated on a basis of 6% 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.

	Miles		Cost of Depreciation		Net Cost
	Wash.	Idaho	Base	Depreciation	
<b>VIII. CONSTRUCTION PERIOD.</b>					
Wholly Owned and Used					\$7,370.54
Valuation Section					
Construction Period					
Interest Period					
Grand Total Owned	Wash. 1	12,336	2,823	\$1,187.90	\$4,370.34
Grand Total Used	Idaho 1	24,336	4,723	\$2,183.80	\$6,370.54
<b>IX. GENERAL INFORMATION.</b>					
Wholly Owned and Used	3,281		4,478	1,116.225	\$13,392
(a) Grading has been computed on the one-way basis with 200 foot free haul.					
(b) General a maximum free haul of 2500 feet has been used.					
Wholly Owned and Used	A shrinkage of 10% has been added to all excavated and hauled quantities.				
(c) A maximum swell of 10% has been added to solid rock excavation.					
NON-ALLOCATED	A swell of 10% has been added to loose rock excavation.				
Wholly Owned and Used	The following percentages have been added to the inventoried quantities to cover loss and waste: -				
	Spikes ..... 2%				
	Track nails ..... 2%				
	Ballast ..... 2%				
	Angle bars ..... 2%				

(d) The carrier reports an expenditure of \$1,212.17 for paving, covers and curb at Tolson, Washington, which is chargeable to Account 26 - Assessments for Public Improvements.



LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Miles Main Line	Miles all Tracks	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit.	New, Total.	Less Depreciation.
(1)						(4)	(5)	(6)
Acct. No. <b>81</b>	Title <b>STEAM LOCOMOTIVE</b> (I. C. C. classification.)							
	<b>Type 4-4-0 - (Ten Wheel) -</b>							
	No. 1 and 2; American; 1906; cylinders 20" x 28"; total light weight 21 tons; oil burning; passenger service	25	27	Each	2	15400.	32,812.	21,840.
	<b>Type 2-2-0 (Consolidation)-</b>							
	No. 20 and 21; American; 1906; cylinders 21" x 30"; total light weight 112 tons; oil burning; freight service	27	28	"	2	17947.	35,894.	24,642.
	No. 22; American; 1910; cylinders 22" x 30"; total light weight 114 tons; oil burning; freight service	70	70	"	1	18055.	18,055.	14,872.
	<b>Total (Type 2-2-0)</b>		70				<b>54,449.</b>	<b>39,514.</b>
	<b>Total for Steam Locomotives</b>		70		<b>5</b>		<b>\$87,261.</b>	<b>\$61,354.</b>
	<b>ACCOUNT NO. - FREIGHT TRAIN CARS.</b>							
	<b>Express Cars -</b>							
	No. 1; Washington, Idaho & Montana Railway Company; 1908; capacity 70,000; wood body and underframe; 28'-0" long; platform	70	70	Each	1	916.	916.	712.
	No. 2; Washington, Idaho & Montana Railway Company; 1907; capacity 70,000; wood body and underframe; 28'-0" long; platform; rebuilt from flat car	24	27	"	1	938.	938.	622.
	<b>Box Cars -</b>							
	No. 404 to 422; Chicago, Milwaukee & St. Paul Railway; 1910 and 1912; capacity 80,000; wood body and steel underframe	20	22	"	40	1125.	45,000.	36,760.
	<b>Loading Flat Cars -</b>							
	No. 141 to 727; American Car & Foundry Company; 1908 to 1910; capacity 70,000; wood body and underframe	65	65	"	229.	778.	185,164.	125,438.
	<b>Water Cars -</b>							
	No. 619; American Car & Foundry Company; 1908; capacity 70,000; wood body and underframe	70	70	"	1	638.	638.	609.
	<b>Combs Cars -</b>							
	No. 711; American Car & Foundry Company; 1910; capacity 70,000; wood body and underframe	70	70	"	1	725.	725.	535.
	<b>Wood Cars -</b>							
	No. 101 to 107; 60,000; wood body and underframe; purchased second hand	22	22	"	4	521.	2,084.	1,199.
	Sectional Tracks for log loader; miscellaneous lot	20	20				<b>2,162.</b>	<b>1,081.</b>
	<b>Total for Freight Train Cars</b>		77				<b>\$227,220.</b>	<b>\$147,922.</b>

Val. Section No. Non-allocated Miles Main Line, \_\_\_\_\_ Miles all Tracks, \_\_\_\_\_

Approved: W. W. Johnston,  
Senior Mechanical Engineer.

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION.	Where but a single percentage is stated it represents both per cent.	Condition Per Cent.	Cost Per Cent. New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
							(4) Per Unit.	(5) New, Total.	(6) Less Depreciation.
Acct. No. <u>54</u>	Title <u>PASSENGER TRAIN CARS.</u> (I. C. C. classification.)						\$	\$	\$
<u>Outfit Cars -</u>									
	No. 304; Pullman; wood body and underframe; length over end sills 61'-3"; 4 wheel composite trucks, with 28" steel tired wheels; 4-1/4" x 8" journals; oil lights; stoves; open platform; purchased second hand 1906; rebuilt 1912		60	81	Each	1	3043.	3,943.	2,416.
	No. 308; American Car & Foundry Company; 1910; wood body and underframe; length over end sills 61'-3"; 4 wheel composite trucks, with 28" steel tired wheels; 8" x 9" journals; oil lights; stoves; open platform		80	81	"	1	6725.	6,725.	5,412.
<u>Passenger, Baggage and Mail Cars -</u>									
	No. 302; Pullman; wood body and underframe; length over end sills 61'-3"; 4 wheel composite trucks, with 28" steel tired wheels; 4-1/4" x 8" journals; oil lights; stoves; open platform; purchased second hand 1906; rebuilt 1912		50	81	"	1	3335.	3,335.	2,019.
	No. 306; American Car & Foundry Company; 1909; wood body and underframe; length over end sills 60'-6"; 4 wheel composite trucks, with 8" x 9" journals; oil lights; stoves; open platform		80	81	"	1	5362.	5,362.	4,320.
	Tools and appurtenances on cars; miscellaneous lot		75	75				147.	110.
	Total for Passenger Train Cars			75				\$19,512.	\$14,277.

ACCOUNT 57 - WORK EQUIPMENT.

Outfit Cars -

No. 02, 04, 010, 012, 014, 016 and 018; wood body and underframe; capacity 40,000; length over end sills 41'-0"

25 40 Each 7 777. 5,439. 2,168.

No. 06 and 08; wood body and underframe; capacity 40,000; length over end sills 34'-0"

25 40 " 2 491. 982. 394.

Reel Cars -

No. 061 and 063; wood body and underframe; capacity 80,000 and 60,000; length over end sills 34'-0" and 36'-0"; purchased second hand 1906

33 47 " 2 480. 960. 451.

Rubbish Cars

No. 065; wood body and underframe; capacity 80,000; length over end sills 34'-0"; purchased second hand 1906

37 46 " 1 441. 441. 201.

Pump Cars -

No. 061; American Car & Foundry Company; 1910; wood body and underframe; capacity 70,000; length over end sills 41'-0"

77 " 1 793. 793. 613.

No. 063; wood body and underframe; capacity 80,000; length over end sills 41'-0"

90 81 " 1 831. 831. 756.

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION.	Where but a single percentage is stated it represents both per cent.	Condition Per Cent.	Per Cent. of Cost to Date.	USE.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
							Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. <b>57</b>	Title <b>WORK EQUIPMENT - (Cont'd)</b> (I. C. C. classification.)						\$	\$	\$
	<b>Pile Driver Car -</b>								
	No. 057; American Car & Foundry Company; 1910; steel body and underframe; capacity 70,000; length over end sills 41'-0"		75	75	Each	1	735.	735.	535.
	<b>Steam Shovel -</b>								
	No. 12; Bucyrus; metal underframe; capacity 2-1/2 cubic yards; purchased second hand 1914		60	64	"	1	4548.	4,548.	2,928.
	<b>Locomotive Crane -</b>								
	No. 14; Browning; 1907; metal underframe; capacity 15 tons; cylinders 8" x 10"		60	62	"	1	8770.	8,770.	5,385.
	<b>Pile Car -</b>								
	No. 059; American Car & Foundry Company; 1910; wood body and underframe; capacity 70,000; length over end sills 41'-0"; including snow plow and ballast spreader		77	78	"	1	1281.	1,281.	1,003.
	<b>Total for Work Equipment</b>		<b>58</b>					<b>\$24,798.</b>	<b>\$14,444.</b>

15