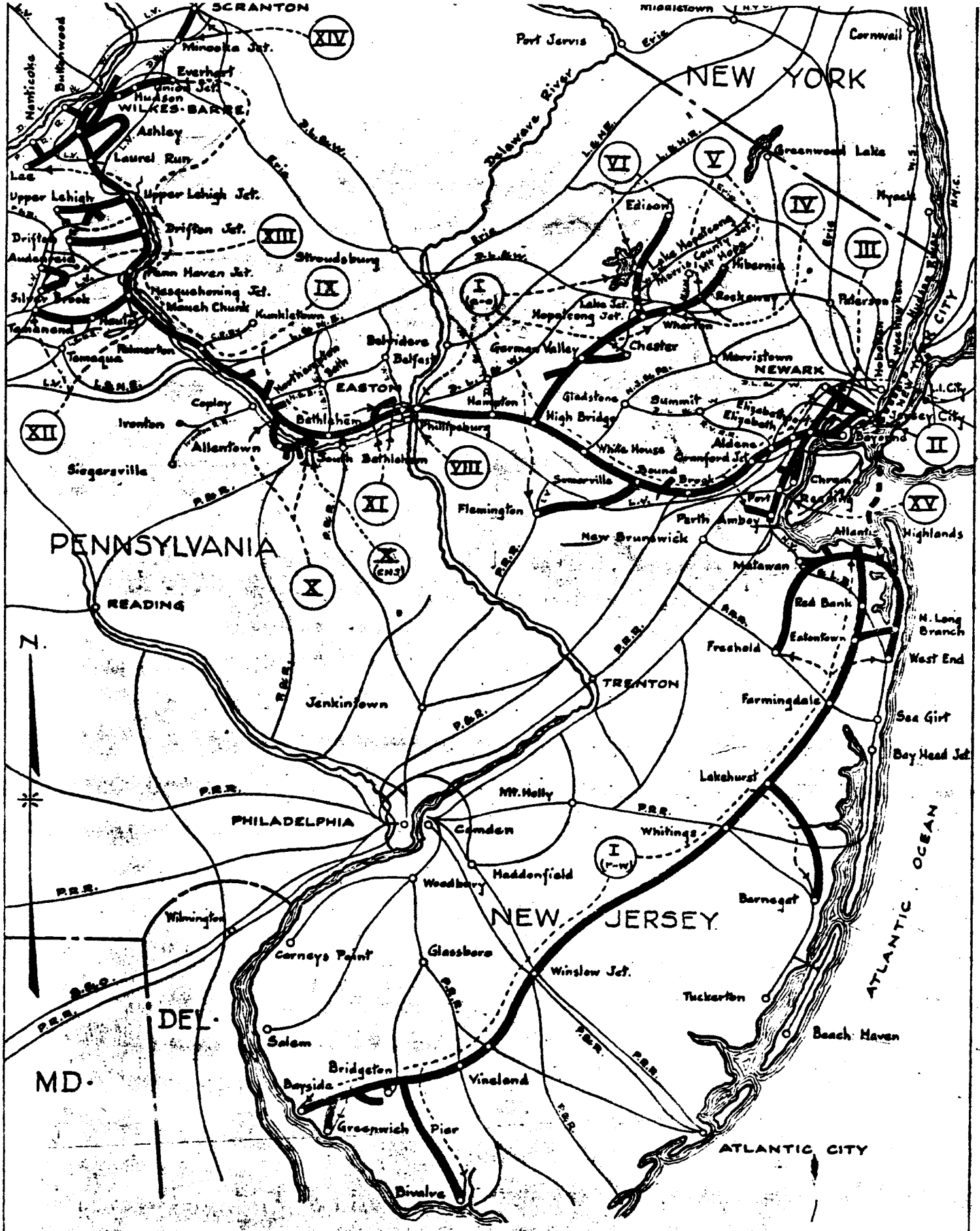

INTERSTATE COMMERCE COMMISSION,

BUREAU OF VALUATION

#1166

MAP TO ACCOMPANY REPORT UPON

THE CENTRAL R.R. CO. OF NEW JERSEY

EXPLANATORY TEXT

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY

I. DESCRIPTION OF ROAD.

The Central Railroad Company of New Jersey was incorporated by a special act of New Jersey, approved February 26, 1847, as The Somerville and Eastern Railroad Company and on April 1, 1849, the name was changed to The Central Railroad Company of New Jersey by the authority of a special act, approved February 22, 1849.

About 54.8 miles of the railroad, owned by the carrier on valuation date was constructed by the carrier and the remainder, about 330.5 miles, was acquired by merger and purchase.

The railroad system operated by the carrier through ownership or lease, consists of 599.304 miles of road and extends, in general, from Jersey City, N.J. southerly through the state of New Jersey to points upon the Atlantic Coast and Delaware Bay and from Jersey City westerly across the state of New Jersey and into the anthracite coal region of northeastern Pennsylvania to a terminus at Scranton, Pa. All of the road is steam operated and standard gauge.

(a) OWNED AND USED

The railroad owned by the carrier is located wholly in the state of New Jersey with the exception of pier and terminal property at New York City, New York and certain miscellaneous property located along the carriers leased lines in the State of Pennsylvania. The main lines owned, extend from Jersey City to Phillipsburg and from Red Bank to Bayside. The line from Jersey City to Phillipsburg is practically all four tracked from Jersey City to near Bound Brook, a distance of about 31 miles and the remainder of the line is double track. The line from Red Bank to Bayside is single track. The carrier owns the following double track branches; from Jersey City to Newark, about 7 miles; from Brills Junction to Elizabethport, about 5 miles; from Elizabethport to Perth Amboy, about 12 miles and from Atlantic Highlands to Long Branch about 5 miles. In addition, numerous single track branches extend from various parts of the carriers main and branch lines to communities of generally an industrial nature.

There is a creosoting plant together with tracks and other items used in connection therewith, at Port Reading owned jointly one third by the carrier and two thirds by the Philadelphia and Reading Railway Company.

The main and branch lines owned by the carrier comprise 384.855 miles of road.

(b) USED BUT NOT OWNED

The carrier operates as a part of its railroad system, the following properties, which it uses under some form of lease or contract.

(1) The Allentown Terminal Railroad Company comprising 3.629 miles of terminal and switching road, located at and in the vicinity of Allentown, Pennsylvania, extending from a connection with the Lehigh and Susquehanna Railroad of The Lehigh Coal and Navigation Company, a leased line of the carrier east of Allentown to a connection with the same railroad west of Allentown, together with two short branches or spurs to industrial plants. It connects with the East Pennsylvania, a leased line of the Philadelphia and Reading Railway Company, east of Allentown. The main line is double tracked.

The Allentown terminal Railroad Company is jointly leased and used by the carrier and the Philadelphia and Reading Railway Company, the carrier having an undivided two thirds interest and the Philadelphia and Reading Railway Company an undivided one third interest. This report includes the details of the total property owned by The Allentown Terminal Railroad Company, but only the carriers proportion of the reproduction costs is carried into the grand totals of owned and used property.

(2) Bay Shore Connecting Railroad Company comprising 1.103 miles of single track road, located in the City of Newark, N.J., and extending between connections with the railroad of the carrier and the railroad of the Lehigh Valley Railroad Company.

The Bay Shore Connecting Railroad Company is jointly leased and used by the carrier and the Lehigh Valley Railroad Company, each having an undivided one half interest. This report includes the details of the total property owned by the Bay Shore Connecting Railroad Company, but only the carrier's proportion of the reproduction costs is carried into the grand totals of owned and used property.

(3) Grading at the carrier's Bronx Terminal, New York City, owned by Robert W. and Henry W. De Forest.

Revised page prepared by direction of the Commission June 24, 1929.

(b) USED BUT NOT OWNED. (Cont'd.)

(4) The Dover and Rockway Railroad Company, consisting of 4.548 miles of single track road, located in the State of New Jersey and extending from Wharton to Rockaway. It connects with the railroad of the carrier at Wharton and with the railroad of The Hibernia Mine Railroad Company, a leased line of the carrier, at Rockaway.

(5) Easton and Western Railroad Company consisting of 4.434 miles of single track road, located in the State of Pennsylvania and extending from Hopes Lock to Easton. It connects at Hopes Lock with the Lehigh and Susquehanna Railroad of The Lehigh Coal and Navigation Company, a leased line of the carrier and at Easton with the Lehigh Valley Railroad Company.

(6) The Hibernia Mine Railroad Company, consisting of 4.888 miles of single track road, located in the State of New Jersey and extending from Rockaway to Hibernia. It connects at Rockaway with the railroad of The Dover and Rockaway Railway Company, a leased line of the carrier.

(7) The Lehigh Coal and Navigation Company's Railroad, known as the Lehigh and Susquehanna Railroad consisting of 155.907 miles of main and branch road, extending, in general, from Phillipsburg, New Jersey to Union Junction, Pennsylvania. The Lehigh Coal and Navigation Company owns other property, consisting Principally of anthracite coal mines, but only its Lehigh and Susquehanna Railroad is included in the reproduction costs.

Of the whole road, 155.816 miles are located in the State of Pennsylvania and 0.091 miles in the State of New Jersey. The principal line extends from a connection with the carrier's railroad at Phillipsburg, N.J. to a connection with the railroad of The Delaware and Hudson Company at Union Junction, Pa., and constitutes the main line of the carrier between these same points.

An important facility, constituting an auxilliary to this main line, is the double track line, known as Ashley Planes, used for east bound freight traffic. This auxilliary line extends from Solomon's Gap to Ashley, Pa., a distance of about three miles which is approximately one quarter of the distance covered by the main line between these same two points. The grades range from 5.7% to 14.6%, all ascending from Ashley easterly to Solomon's Gap, the total rise being 1061 feet, accomplished by several inclines. The cars are hauled up the inclines by cables, operated by steam power plants situated at the top of each incline.

In addition to the lines which have been described, there are numerous single track branch lines extending from various parts of the road, generally to coal mines.

(8) Nesquehoning Valley Railroad Company, consisting of 16.719 miles of road of which 7.870 is double track and the remainder is single track. The property is located in the State of Pennsylvania and extends from a connection with the Lehigh and Susquehanna Railroad of The Lehigh Coal and Navigation Company at Nesquehoning Junction to a connection with the railroad of the Philadelphia and Reading Railway Company at Tamanend.

In addition to the above described road, used by the carrier, the Nesquehoning Valley Railroad Company owns other road, which is used by The Lehigh and New England Railroad Company and which connects at Hauto, Pa., with that part of the road used by the carrier. This report contains neither the mileage nor the reproduction costs of the property used by The Lehigh and New England Railroad Company.

(9) Ore cars owned by the New Jersey Zinc Company.

(10) The Ogden Mine Railroad Company, consisting of 9.687 miles of single track road, located in the State of New Jersey and extending from Hopatcong to Edison. It connects with the railroad of the carrier at Hopatcong.

(11) The Treskow Railroad Company, consisting of 9.894 miles of single track road, located in the state of Pennsylvania and extending from Silver Brook Junction to Audenried. It connects at Silver Brook Junction with the railroad of the Philadelphia and Reading Railway Company.

(12) Wilkes-Barre and Scranton Railway Company, consisting of 4.254 miles of road, located in the State of Pennsylvania and extending from Minooka Junction to Scranton. About three quarters of a mile of the road is double track and the remainder is single track. It connects at Minooka Junction with the railroad of The Delaware and Hudson Company and at Scranton with the railroad of the New York, Ontario and Western Railway Company.

The railroad of the Wilkes-Barre and Scranton Railway Company does not connect with the carrier's system but is reached by 9.66 miles of trackage rights over the railroad of The Delaware and Hudson Company. It constitutes the carrier's main line in the vicinity of Scranton, Pa.

In addition to the mileage embraced in the carrier's system, which it operates through ownership or lease, but not included in the reproduction costs of this report, are certain portions of the railroad of other companies used by the carrier under trackage right agreements, the most important of which are described as follows:

Name of Grantor	Location	State	Mileage
Beaver Meadow, Treschow and New Easton Railroad Company	Between connection with Carriers branch line (The Treschow Railroad Company) near Beaver Brook and Collieraine Collieries	Pa.	2.61
Delaware and Hudson Company (The)	Between Union Junction and Minooka Junction	Pa.	9.66
" " " " "	Between South Wilkes-Barre and Plymouth Junction	Pa.	2.16
" " " " "	Between Hudson and Union Junction	Pa.	1.46
Delaware, Lackawanna and Western Railroad Company (The)	Between Plymouth Junction and Nottingham Collieries	Pa.	1.50
Freehold and Jamesburg Agricultural Railroad Company (The)	At Sea Girt	N.J.	0.28
Lehigh and New England Railroad Company	Between Haute and Greenwood Junction	Pa.	5.40
" " " " "	Between Tuscarora and Mary "D" Colliery	Pa.	1.45
Lehigh Valley Railroad Company	Between Claremont and National Junction	N.J.	1.86
Lehigh and Wilkes-Barre Coal Company	Between Franklin Junction and the Nanticoke Branch	Pa.	1.05
Hocanaqua and Eastern Railroad Company	Between Lee and West End Summit Yard	Pa.	1.95
New York and Long Branch Railroad Company (The)	Between Perth Amboy and Sea Girt and between Sea Girt and Bay Head Junction	N.J.	38.06
Philadelphia & Reading Railway Company	Between Tamanend and Silver Brook	Pa.	5.38
" " " " "	Between Greenwood Junction and Kaska William Colliery	Pa.	11.10
Pittston Coal Mining Company	Between Nanticoke Branch and Hadleigh Colliery	Pa.	1.44

The principal cities reached by the carrier's railroad system are as follows:

State of New Jersey	State of New York	State of Pennsylvania
Asbury Park (c)	New York (a)	Allentown
Bayonne		Bethlehem
Bridgeton		Easton
Elizabeth		Scranton
Hoboken (b)		Tamaqua (c)
Jersey City		Wilkes-Barre
Long Branch		
Newark		
Perth Amboy		
Phillipsburg		
Plainfield		

Note: (a) Reached by means of car floats and ferries
(b) Reached by means of car floats and by means of trackage rights over another carrier.
(c) Reached by means of trackage rights over other carriers.

II. MILEAGE AND VALUATION SECTIONS.

The Central Railroad Company of New Jersey - Wholly Owned and Used - New Jersey

Val. Sec.	From	To	1st Main Track	Other Main Track	Yard Tracks and Sidings	All Tracks
1(A to O)	Jersey City with various branches (See tabulation of Lines, following.)	Phillipsburg (See tabulation Location	183.342	170.172	461.829	815.343
					* 0.093	* 0.093
I (R to W)	Red Bank with various branches (See tabulation, location of lines, following hereinafter)	Bayside	201.185	12.236	71.255	284.676
B	Miscellaneous property on leased lines					
	Total Wholly Owned and Used in New Jersey		384.527	182.408	533.084	1100.019
					*0.093	*0.093

The Central Railroad Company of New Jersey - Jointly Used But Not Owned - New Jersey
Jointly Used under Lease - 50% by The Central Railroad Company of New Jersey and 50% by the Lehigh Valley Railroad Company
Owner - Bay Shore Connecting Railroad Company

Val. Sec.	From	To	1st Main Track	Other Main Track	Yard Tracks & Sidings	All Tracks
II	In the City of Newark		#1.108		# 1.647	# 2.750
	Total Jointly Used But Not owned in New Jersey		#1.108		# 1.647	# 2.750

The Central Railroad Company of New Jersey - Jointly Used But Not Owned - Pennsylvania
Jointly used under lease, 66-2/3% by The Central Railroad Company of New Jersey and 33-1/3% by the Philadelphia and Reading Railway Company
Owner - The Allentown Terminal Railroad Company

X	East of Allentown	West of Allentown	#3.689	# 3.112	# 7.106	#13.847
	Total Jointly Used But Not Owned in Pennsylvania		#3.689	# 3.112	# 7.106	#13.847
	Total Jointly Used But Not Owned - All States		#4.738	# 3.112	# 8.753	#16.597
	Grand Total Wholly Owned and Wholly Leased by The Central Railroad Company of New Jersey *		594.572	290.199	766.287	1651.058
	and used by it				0.284	0.284
			#: 4.738	3.112	18.677	26.527

Jointly owned or jointly leased property reported separately by valuation sections.
* In addition to jointly owned property reported separately by valuation sections, certain jointly owned tracks are shown with the mileage and units of property undivided, the costs being divided in the assembly sheets and carried into the cost columns as property wholly owned and used or used exclusively under lease. Such property is contained in valuation sections I (A to O) and XI.

LOCATION OF LINES

Val. Sec.	State	Owner	Location From	Location To	Remarks
I(A to O)	N.J.	Central Railroad Company of New Jersey (The)	At Jersey City		Jersey City Terminal
	N.J.	" " "	Jersey City	Phillipsburg	Main Line
	N.J.	" " "	At Bayonne		Constables Hook Branch
	N.J.	" " "	Middle Brook Junction	Chimney Rock	Middle Brook Branch
	N.J.	" " "	At Bayonne		Avenue "A" Branch
	N.J.	" " "	At Bayonne		West Second Street Branch
	N.J.	" " "	Near Somerville		Johns-Manville Spur
	N.J.	" " "	At Phillipsburg		Ingersoll Spur
	N.J.	" " "	Communipaw(Jersey City)	Broad Street,Newark	Newark Branch
	N.J.	" " "	At Jersey City		Lafayette Branch
	N.J.	" " "	At Jersey City		West Side Branch
	N.J.	" " "	Near Newark Transfer		Passaic River Extension
	N.J.	" " "	Near Newark Transfer		Manufacturers Branch
	N.J.	" " "	At Newark		Weigenspan Branch
	N.J.	" " "	Brills Junction	Elizabethport	Newark and Elizabeth Br.
	N.J.	" " "	Near Elizabethport		Race Track Spur
	N.J.	" " "	Near Newark Transfer	Oak Island Junction	Brills Branch
	N.J.	" " "	Elizabethport	Perth Amboy	Perth Amboy Branch
	N.J.	" " "	At Perth Amboy		Raritan North Shore Br.
	N.J.	" " "	At Elizabeth		Elizabeth Loop Line
	N.J.	" " "	Somerville	Flemington	South Branch
	N.J.	" " "	High Bridge	Wharton	High Bridge Branch
	N.J.	" " "	Middle Valley	Certain quarries	Middle Valley Branch
	N.J.	" " "	German Valley	Chester	Chester Branch
	N.J.	" " "	Hopatcong Junction	Lake Hopatcong	Lake Hopatcong Branch
	N.J.	" " "	Bay Way (Elizabeth)	Williams & Clark	Sound Shore Branch
	N.J.	" " "	At Elizabeth		Bay Way Spur
	N.J.	" " "	Grasselli	Tremley	Tremley Spur
	N.J.	" " "	East Railway	Carteret	Carteret Extension
	N.J.	" " "	Carteret	Near Chrome	Carteret and Sewaren Br.
	N.J.	" " "	Williams & Clark	Reformatory	Reformatory Branch
	N.J.	" " "	At Chrome		Chrome Spur
	N.J.	" " "	Matawan	Freehold	Freehold Branch
I(R to W)	N.J.	" " "	Atlantic Highlands	Stone Church	Stone Church Branch
	N.J.	" " "	At Long Branch		West End Branch
	N.J.	" " "	Red Bank	Bayside	Main Line

LOCATION OF LINES (Cont'd.)

Val. Sec.	State	Owner	From	To	Remarks
1(E to W)	N.J.	Central Railroad Company of New Jersey (The)	Matawan	Atlantic Highlands and Edgewater	Seashore Branch
	N.J.	" " " "	Bowentown Junction	Bridgeton	Vineland Branch
	N.J.	" " " "	Greenwich	Greenwich Pier	Buena Vista Branch
	N.J.	" " " "	Lakehurst	Barnegat	Barnegat Branch
	N.J.	" " " "	Bridgeton	Bivalve	C. & M. River Branch
II	N.Y.	" " " "	Red Bank	Port Monmouth	Branch Line
IIA	N.Y.	Robert H. and Henry W. De Forest		At New York City	Piers and Terminals
III	N.J.	Bay Shore Connecting Railroad Company	Near Newark Transfer	At New York City	Part of Bronx Terminal
IV	N.J.	Dover and Rockaway Railroad Company (The)	Wharton	Connection with Lehigh Valley R.R.Co.	Lehigh Valley R.R.Connection
V	N.J.	Hibernia Mine Railroad Company (The)	Rockaway	Rockaway	Branch Line
VI	N.J.	Ogden Mine Railroad Company (The)	Lake Hopatcong	Hibernia	Branch Line
VIII	N.J.	Lehigh Coal and Navigation Company (Lehigh and Susquehanna Railroad)	Phillipsburg	Edison	Branch Line
IX	Pa.	" " "	New Jersey Penn State Line	New Jersey-Pennsylvania State Line	Main Line
	Pa.	" " "		Union Junction	Main Line
	Pa.	" " "		Near Northampton	Carbon Branch
	Pa.	" " "		Near Northampton	Conlay Branch
	Pa.	" " "		Near Northampton	Standard Cement Branch
	Pa.	" " "		Near Northampton	Allen Cement Branch
	Pa.	" " "	Hudson	Plains Junction	Canal Branch
	Pa.	" " "	Near Hudson	Lee	Nanticoke Branch
	Pa.	" " "	Lee Mine	Nanticoke	Lee Mine Branch
	Pa.	" " "	Drifton Junction	Drifton	Drifton Branch
	Pa.	" " "	Upper Lehigh Junction	Upper Lehigh	Upper Lehigh Branch
	Pa.	" " "	Union Junction	Everhart	Everhart Branch
	Pa.	" " "	Pond Creek Junction	Sandy Run	Sandy Run Branch
	Pa.	" " "	Pond Creek Junction	Pond Creek	Pond Creek Branch
	Pa.	" " "	Franklin Junction	Buttonwood	Buttonwood Branch
	Pa.	" " "	Solomon's Gap	Ashley	Ashley Planes
X	Pa.	Allentown Terminal Railroad Company (The)	East of Allentown	At Bethlehem	North Penn Connections
X(CMJ)	Pa.	Central Railroad Company of New Jersey (The)		West of Allentown	Allentown Terminal
XI	Pa.	Easton and Western Railroad Company	Carrier's main line near Easton	At Allentown	Aimeyville Branch - A spur of the Allentown Terminal
				Connection with Lehigh Valley R.R. at Easton	Easton Connection
XII	Pa.	Nesquehoning Valley Railroad Company	Nesquehoning Junction	Tamaqua	Branch Line
XIII	Pa.	Treichow Railroad Company (The)	A connection with Philadelphia & Reading Ry. at Silver Brook Junction	Audenried	Branch Line
XIV	Pa.	Wilkes-Barre and Scranton Railway Company	A connection with the Delaware & Hudson Co's railroad at Minooka	A connection with the New York, Ontario & Western Ry.Co. at Scranton	Main Line
XV	N.J.	Philadelphia and Reading Railway Company (2/3 ownership) The Central Railroad Company of New Jersey (1/3) ownership)		At Port Reading	Creosoting Plant

III. TERMINI.

The principal freight and passenger terminals and the basis upon which they are used are shown in the following table:

Location	Basis of Use		Remarks
	Freight Terminal	Passenger Terminal	
Jersey City, N.J.	Ownership	Ownership	Passenger facilities are also used by The Baltimore and Ohio Railroad Company and the Lehigh Valley Railroad Company upon a rental basis.
Newark, N.J.	"	"	
Perth Amboy, N.J.	"	"	
Scranton, Pa.	Lease	Lease	All facilities owned by the Wilkes-Barre and Scranton Railway Company (The Central Railroad Company of New Jersey, lessee). These facilities are also used by the New York Ontario and Western Railway Company upon a rental basis.
Tamaqua, Pa.	Rental	Rental	All facilities owned and operated by the Philadelphia and Reading Railway Company.
Wilkes-Barre, Pa.	Lease	Lease	All facilities owned by Lehigh Coal and Navigation Company (Lehigh and Susquehanna Railroad)(The Central Railroad Company of New Jersey, lessee)

IV. CONNECTIONS WITH OTHER ROADS.

The principal connections with other carriers for the interchange of business are as follows:

Chestnut Ridge Railway Company	Palmerton, Pa.
Delaware & Hudson Company (The)	Hudson, Wilkes-Barre, Minooka Jct., Union Jct., Pa.
Delaware, Lackawanna & Western Railroad Company (The)	Hampton, Hoboken, Lake Jct., Phillipsburg, N.J.; Scranton, Pa.
East Jersey Railroad & Terminal Company	Bayonne, N.J.
Erie Railroad Company	*Weehawken, N.J.; Everhart, Plains Jct., Pa.
Freehold and Jamesburg Agricultural Railroad Company (The)	Farmingdale, Freehold, N.J.
Ironton Railroad Company (The)	Hokendauqua, Pa.
Lehigh & Hudson Railway Company (The)	Easton, Pa.
Lehigh and New England Railroad Company	Bethlehem, Catasauqua, Hauto, Pa.
Lehigh Valley Railroad Company	Allentown, Beaver Brook, Easton, Franklin Jct., Glen Onoko, Laurel Run, Packerton Jct., Penn Haven Jct., Upper Lehigh, Sugar Notch, Wilkes-Barre, Pa.; Aldene, Bayonne, Bound Brook, Claremont, Jersey City, Oak Island Jct.; Perth Amboy, Phillipsburg, N.J.
Long Island Railroad Company (The)	*Long Island City, N.Y.
Mount Hope Mineral Railroad Company	Wharton, N.J.
New York Bay Railroad Company (The)	Oak Island Jct., N.Y.
New York Central Railroad Company (The)	*New York, N.Y.
New York, New Haven & Hartford Railroad Company (The)	*Jersey City, N.J.
New York and Long Branch Railroad Company (The)	Branchport, Long Branch, Matawan, Perth Amboy, Red Bank, N.J.
New York, Ontario & Western Railway Company	Scranton, Pa.
Northampton and Bath Railroad Company	Northampton, Pa.
Pennsylvania Railroad Company (The)	Bridgeton Jct., Flemington, Jersey City, Phillipsburg, Whitings, N.J.; Buttonwood, Hanticoke, Pa.
Perth Amboy and Woodbridge Railroad	Perth Amboy, N.J.
Philadelphia & Reading Railway Company	Bound Brook, Port Reading Crossing, Winslow Jct., N.J.; Allentown, Bethlehem, Hauto, Silver Brook, Tamanend, Pa.
Rahway Valley Company	Aldene, N.J.
Staten Island Rapid Transit Railway Company (The)	Cranford Jct., N.J.
Tuckerton Railroad Company (The)	Whitings, N.J.
West Shore Railroad Company	#National Jct., *Weehawken, N.J.
Wharton & Northern Railroad Company	Lake Jct., N.J.
Wilkes-Barre Connecting Railroad Company	Near Wilkes-Barre, Pa.

* Connections are by means of car floats.
\# Connects by means of the Carrier's trackage rights over the Lehigh Valley Railway Company

V. IMPORTANT JOINT FACILITIES.

In addition to the parts of other railroads used by the carrier under trackage right agreements and the property owned or used with other carriers, as hereinbefore noted, the following are the principal trackage rights granted by the Carrier.

Name of Grantee	Location	State	Road Mileage
Delaware and Hudson Company (The)	Between Hudson and Union Junction	Pa.	1.46
Delaware, Lackawanna & Western Railroad Company (The)	Between Phillipsburg and Easton	Pa.&N.J.	0.58
Lehigh Valley Railroad Company	Between Jersey City and Oak Island Junction	N.J.	6.65
Perth Amboy and Woodbridge Railroad Company	Between Woodbridge Junction and Raritan River Bridge	N.J.	1.78
Philadelphia and Reading Railway Company	Between P&R Junction (South Bethlehem) and E. Junction A.T.R.R. (Allentown)	Pa.	4.30
" " " " "	Between Bound Brook and Bound Brook Junction	N.J.	1.60
" " " " "	Between Bound Brook and Dunellen*	N.J.	6.70
Wilkes-Barre and Eastern Railroad Company (The)	Between Union Junction and Everhart	Pa.	3.07
Wharton and Northern Railroad Company	Between Hopatcong Junction and Lake Junction	N.J.	0.96

* These rights cover one passenger train per day only.

VI. CHARACTERISTICS OF COUNTRY.

(a) Topography.

The surface of the country traversed by the lines situated south of Jersey City varies from low and flat to gently rolling. At Jersey City and nearby places located adjacent to one or more of the several salt water bays, the country is low and marshy.

West of Jersey City, the road passes through a light rolling country for one half the distance across the State of New Jersey. From there the topography rapidly becomes rougher and more broken, culminating, about 20 miles west of the New Jersey-Pennsylvania state line, in conditions which may be classified as semi-mountainous. This same character of country obtains for the remaining territory traversed.

The principal rivers are the Delaware, the Lehigh and the Susquehanna. The main line westward to Scranton crosses the divide between the Atlantic Ocean and the Delaware River; crosses or follows the Delaware or Lehigh Rivers; climbs the mountains; crosses the divide between the Delaware and Susquehanna watersheds at an elevation of about 1700 feet above sea level and descends to an elevation of about 600 feet at Wilkes-Barre.

(b) Geology.

On the southern portion of the road the soil is of sand and clay; practically no rock being found. On the central and western portions the soil is generally of clay except in the New Jersey lake region where considerable gravel is present. The rocks underlying the soil of the central and western portions are varied in kind and degree of hardness, and include shales, slates, sandstones and limestones, the sandstones largely predominating. Among the rocks of the western portion extensive seams of anthracite coal are quite general.

(c) Climate.

The climate varies from the temperate on the southern portion of the road to the much more severe conditions of the mountain climate with its long winters and fairly heavy snows on the western portions of the line. The temperature ranges from 100 degrees above zero to 25 degrees below. Normal annual precipitation is found to be from 40 to 45 inches per year. The snow fall varies from 25 to 50 inches per year.

(d) Development - Farm.

On the southern portion of the road the soil is generally sandy and not well adapted to farming, the agricultural development being mainly limited to truck gardening, poultry and grape and berry raising. In the central portions the soil is quite fertile and staples such as corn, grain, potatoes, etc are grown. West of the Delaware River, owing partly to the mountainous topography, the farms are less frequent and smaller.

(e) Development - Industrial.

The eastern and central portion of the line serves a highly developed industrial community. Manufacturing in nearly all lines is carried on at Jersey City, Newark and many other points, one or more factories being located in nearly every town. In the vicinity of the Delaware River the industries are mainly, but not entirely, those involving the use of minerals and consist of such industries as stone quarries, cement plants, brick yards, anthracite coal mines, iron and steel mills, smelters, machine shops and tool shops. On the western end of the road the anthracite coal industry is predominant and furnishes the bulk of the freight traffic. The southern portions of the Carrier's road reach no communities of industrial importance.

VII. PHYSICAL CHARACTERISTICS OF ROAD.

(a) Grades

The ruling and maximum grades on the principal lines are shown in the following table, prepared from information submitted by the Carrier:

Between	Ruling Grade		Maximum Grade	
	Against East Bound Traffic	Against West Bound Traffic	East Bound Traffic	West Bound Traffic
Jersey City, N.J. and Scranton, Pa.				
Jersey City and Phillipsburg	0.45%	1.00%	0.45%	1.18%
Phillipsburg and Mauch Chunk	(1)	0.18%	(1)	0.60%
Mauch Chunk and Union Junction	1.85 (2)	1.10% (3)	1.85%	1.10%
Minooka Junction and Scranton	(4)	0.30%	(4)	0.30%
Red Bank, N.J. and Bayside, N.J.	1.00%	1.00%	1.00%	1.00%
Jersey City, N.J. and Newark, N.J.	0.60%	1.18%	0.60%	1.18%
Newark, N.J. and Elizabethport, N.J.	(5)	(5)	(5)	(5)
Elizabethport, N.J. and Perth Amboy, N.J.	0.70%	0.94%	0.70%	0.94%
Freehold, N.J. and Atlantic Highlands, N.J.	1.00%	1.00%	1.00%	1.00%
Lakehurst, N.J. and Barnegat, N.J.	0.70%	0.70%	0.70%	0.70%
High Bridge, N.J. and Wharton, N.J.	1.00%	1.00%	1.00%	1.00%
Mauch Chunk, Pa. and Tamaqend, Pa.	(4)	1.20%	(4)	1.20%

NOTE: (1) Practically all grades are descending
(2) Applies to passenger trains between Union Junction and Penobscot; for freight trains (via Ashley Planes) the ruling grade is about 0.98%. From Penobscot easterly there are practically no ascending grades.
(3) Pushers are used between White Haven and Rita.
(4) All descending grades.
(5) Grades practically level.

(b) Curvature:

The average and maximum degrees of main track curvature on the principal lines are shown in the following table, prepared from information submitted by the Carrier:

Between	Degree of Curvature	
	Average	Maximum
Jersey City, N.J. and Scranton, Pa.		
Jersey City and Phillipsburg	1°37'	4°-00'
Phillipsburg and Union Junction	3°-40'	15°-20'
Minooka Junction and Scranton	7°-00'	13°-30'
Red Bank, N.J. and Bayside, N.J.	2°-05'	7°-00'
Jersey City, N.J. and Newark, N.J.	3°-40'	5°-00'
Newark, N.J. and Elizabethport, N.J.	7°-00'	7°-00'
Elizabethport, N.J. and Perth Amboy, N.J.	1°-20'	7°-00'
Freehold, N.J. and Atlantic Highlands, N.J.	2°-25'	8°-00'
Lakehurst, N.J. and Barnegat, N.J.	2°-30'	10°-00'
High Bridge, N.J. and Wharton, N.J.	6°-45'	12°-00'
Mauch Chunk, Pa. and Tamaqend, Pa.	5°-50'	10°-00'

VIII. ROAD.

Account 3 - Grading.

The volume of grading averages about 49,000 cubic yards of excavation per mile of road, including single and multiple track stretches and ranges between extremes of 16,000 cubic yards and 210,000 cubic yards per mile.

The total grading quantities are classified in about the following proportions:

Cinders and slag	6 per cent
Common or earth	58 "
Loose rock	3 "
Mine, zinc and city waste	11 "
Solid rock	22 "
Total	100 per cent

Revised page prepared by direction

Account 5 - Tunnels and Subways.

There are two tunnels, both located in the mountainous section of Pennsylvania. One of the tunnels is 300 feet and the other 1755 feet in length. Both were driven through solid rock. A small part of the longer tunnel is lined.

Account 6 - Bridges, Trestles and Culverts.

The bridges consist generally of superstructures of steel and substructures of either stone or concrete. In addition there are a number of arches of stone or concrete and bridges and trestles of timber construction. The timber structures are most numerous on the lines south of Jersey City at crossings of marshes and salt water inlets.

Small waterways are carried under the tracks by culverts of stone, concrete or cast iron pipe.

Account 8 - Ties.

The cross ties are generally 7" thick and 8'6" long; the width ranges from 6" to 8". The proportions of the various kinds are as follows:

Oak	19 per cent
Yellow Pine	29 "
Chestnut	19 "
Creosoted	33 "
Total	100 per cent

The bridge and switch ties are of yellow pine and oak, a large percentage being creosoted.

Account 9 - Rails.

The main track is laid principally with 90 and 100 pound rail while 90, 80 and 70 pound rails predominate in yard tracks and sidings. About 40 per cent of the track mileage is laid with rails of Open Hearth steel and about 60 per cent with rails of Bessemer steel.

Account 11 - Ballast.

The principal materials used for ballast are crushed stone and cinders, the latter predominating. There is some gravel, slag, earth and sand.

Account 13 - Right-of-Way Fences.

The prevailing fence is of the wooden post and woven wire type. Other types include barbed wire, board, wooden rail, pipe rail, picket, hedges and permanent snow fences.

Account 14 - Snow and Sand Fences and Snowsheds.

There are a few snow fences classified under this account.

Account 15 - Crossings and Signs.

Many of the street and highway crossings, particularly on the main lines, are carried either over or under the railroad tracks. Some of these overgrade and undergrade crossings have been constructed to eliminate grade crossings and, in some cases, there has been public participation in the cost. Where such participation has occurred, either the amount contributed, or the proportion of the cost borne, by the public has been deducted from the total cost of reproduction of the items included herein.

Account 16 - Station and Office Buildings.

In the more important towns the passenger stations and freight stations are generally of brick or stone, and in addition there are a number of brick buildings used for other purposes. The remainder of the buildings are mostly of frame construction.

The largest structure included in this account is the extensive ferry house and passenger station at Jersey City, N.J.

Account 17 - Roadway Buildings.

The buildings with but few exceptions are of frame construction and consist principally of section houses, tool houses, dwellings and small structures of miscellaneous character.

Account 18 - Water Stations.

The majority of the water tanks are of wood and have a capacity of about 50,000 gallons. Many of the remaining tanks have a capacity of about 10,000 or 15,000 gallons and a few have a capacity of about 100,000 gallons.

Account 19 - Fuel Stations.

There are a number of different types of fuel stations, including several mechanical coaling plants, elevated platforms with inclined trestle approaches, on which the coal is handled by gravity, and bins or stockades in which the coal is handled by shoveling.

Account 20 - Shops and Engine Houses.

The most important shop facilities are located at Jersey City, N.J., Elizabethport, N.J., Mauch Chunk, Pa. and Ashley, Pa. In addition there are shops of more or less importance at many other points along the road. Many of the buildings are of brick but most are of frame construction.

The principal engine terminals are situated at Jersey City, N.J., Elizabethport, N.J., Philipsburg, N.J., Lakehurst, N.J., Bethlehem Junction, Pa., Mauch Chunk, Pa., Pennbscot, Pa., Ashley, Pa. and Scranton, Pa. The engine houses at these places are of brick construction.

Account 23 - Wharves and Docks.

The property classified under this account is quite extensive and consists principally of numerous piers, float bridges and ferry slips located at the Carrier's terminus at Jersey City.

In addition there are relatively small amounts of wharf and dock property located at a number of other points in the State of New Jersey.

Account 24 - Coal and Ore Wharves.

The property classified under this account consists principally of piers located at Jersey City, Bayonne, and Elizabethport, N.J.

Account 25 - Gas Producing Plants.

Classified under this account there is one item of property consisting of a brick building together with necessary equipment for production of gas.

Account 26 - Telegraph and Telephone Lines.

The Carrier, together with its constituent companies, owns about 1024 miles of aerial wire located on the poles of foreign companies, about 4 miles of pole line together with aerial wire, a certain amount of submarine cable and various appurtenances. All of the owned property is included in this report.

In addition the Carrier, under the terms of a contract, uses, in the conduct of its transportation business, certain property consisting of pole lines, wires and appurtenances located along its right-of-way and owned by The Western Union Telegraph Company. None of such property is included in this report.

Account 27 - Signals and Interlockers.

The property included under this account consists chiefly of automatic signals and interlockers on the more important sections of the road, and manually operated signals and switches chiefly located on the less important lines. The interlockers are of both the electro-pneumatic and mechanical types. The automatic signals are of both the electric and electro pneumatic type, the latter predominating.

The operating power for electro pneumatic switches and signals, aside from the electric control circuits, as well as for some crossing gates, is distributed over the road by pipe lines.

A large portion of the road is equipped with steel bridges for carrying the signal masts over the tracks.

Account 29 - Power Plant Buildings.

The property classified under this account is located at Jersey City, N.J.; at Elizabethport, N.J.; and at Ashley and Solomon's Gap, Pa.

Account 31 - Power Transmission Systems.
Account 32 - Power Distribution Systems and
Account 33 - Power Line Poles and Fixtures.

The property classified under this account is principally located at the Jersey City Terminus. In addition there are relatively small amounts of such property located at various other points along the road.

Account 36 - Paving.

There is a small amount of granite block paving and a few miscellaneous items of surfacing included under this account.

IX. EQUIPMENT.

Account 51 - Steam Locomotives.

The carrier owns and uses the following steam locomotives:

Passenger locomotives		150
Freight	"	355
Switching	"	138
	Total	643

In addition there are 2 extra tenders and 8 pilot snow plows.

Account 53 - Freight-train Cars.

The Carrier owns and uses 26636 freight train cars. It also uses 10 freight train cars owned by the New Jersey Zinc Company.

Account 54 - Passenger-train Cars.

The Carrier owns and uses 777 passenger train cars.

Account 56 - Floating Equipment.

The Carrier owns and uses 188 units of floating equipment.

Account 57 - Work Equipment.

The Carrier owns and uses 794 units of work equipment.

Account 58 - Miscellaneous Equipment.

The Carrier owns and uses 18 units of miscellaneous equipment.

X. ENGINEERING AND GENERAL EXPENDITURES.

Account 1 - Engineering.

Engineering has been estimated at the following percentages on Road Accounts 3 to 47 inclusive.

	Percentage
Allentown Terminal Railroad Company (The)	4.50
Bay Shore Connecting Railroad Company	4.50
Central Railroad Company of New Jersey (The)	4.00 and 4.25
De Forest, Robert W. and Henry W.	4.00
Dover and Rockaway Railroad Company	4.50
Easton and Western Railroad Company	4.50
Hibernia Mine Railroad Company	4.50
Lehigh Coal and Navigation Company (The)	4.25
" " " " "	4.25
Nesquehoning Valley Railroad Company	4.50
Ogden Mine Railroad Company (The)	4.50
Treskow Railroad Company (The)	4.50
Wilkes-Barre and Scranton Railway Company	4.25

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 Road 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 Road 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.

XI. INVENTORY OF PHYSICAL PROPERTY.

In the preparation of this report the following quantities have been added for subsidence to the measured volume of embankment before the distribution of pay quantities:

Valuation Section	I (A-C)	2,288,137 cubic yards
"	I (E-H)	426,631 "
"	III	28,482 "
"	IX	30,150 "
"	XII	11,308 "
"	VI	2,781 "

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner The Central Railroad Co. Of New Jersey

Sheet No. _____ of this valuation section.

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

Approved: F.B. Scheetz

12—960

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. 16 Title STATION & OFFICE BUILDINGS (I. C. C. classification.)					$	$	$
Red Bank, N.J.	Furniture-office contracting freight agent	50					24	12
Reading, Pa.	Furniture-office contracting freight agent	50					42	21
Philadelphia, Pa.	Furniture- office general agent	50					431	215
New York City, N.Y.	Furniture- office Eastern passenger agent	50					431	216
New Haven, Conn.	Furniture-office New England freight agent	50					102	51
Ashbury Park, N.J.	Furniture- office district passenger agent	50					143	71
	Total for Valuation Section		50				1,173	586

Account 51- STEAM LOCOMOTIVES.

Approved John R Thompson

Freight Service;

No.167.-Amer. Loco. Co.- 1902-type 4-6-0-Cyls 20x26- total lt. wt. 110 tons each	47	50	Each	1	16790	16,790	8,474
No. 168-Am. Loco. Co.- 1902,type 4-6-0-Cyls 20x26- total lt. wt. 110 tons each	43	47	"	1	16790	16,790	7,847
Nos-169 to 174-Am.Loco. Co-1903-type 4-6-0 Cyls. 20x26 total lt. wt. 112 tons each	50	53	"	6	16863	101,178	53,949
Nos.-175 to 178-181-182-184 Am Loco Co. 1906-type 4-6-0, cyls. 20x26 total lt. wt. 114 tons each	60	63	"	7	17724	124,068	77,633
No. 179- Am. Loco. Co.-1906-type 4-6-0 cyls. 20x26 total lt. wt. 114 tons each	57	60	"	1	17724	17,724	10,593
Nos. 180-183 Am. Loco. Co.- 1906-type 4-6-0 cyls. 20x26, total lt. wt. 117 tons superheated	60	62	"	2	18722	37,444	23,402
Nos. 300-322-Baldwin 1887-type 2-8-0-cyls 20x24 total lt. wt. 77 tons each	18	23	"	23	11993	275,839	64,173
Nos.323 to 327-Baldwin 1888-type 2-8-0-cyls 20x24-total lt. wt. 77 tons each	18	23	"	5	11993	59,965	13,951
Nos. 328 to 332-Baldwin-1888-type 2-8-0-cyls 20x24, total lt. wt. 81 tons each	18	24	"	5	12063	60,315	14,178
Nos. 333 to 337-Cooks Loco Wks. 1889-type 2-8-0 cyls. 20x24, total lt. wt. 81 tons each	18	23	"	25	12093	302,325	71,024
Nos. 338 to 366-Baldwin-1890-type 2-8-0 cyls.20x24 total lt. wt. 81 tons each	20	25	"	11	12063	132,693	33,667
Nos. 370-Baldwin-1896-type 2-8-0-cyls 22x28-total lt. wt. 94 tons each	27	32	"	1	13886	13,886	4,435
No. 371- C.R.R. of N.J.-1907-type 2-6-0-cyls 19x26,total lt. wt. 99 tons each	61	64	"	1	14871	14,871	9,457
Nos. 372 to 376-C.R.R. of N.J. 1908-type 2-6-0-cyls 19x26-total lt. wt. 99 tons each	64	66	"	5	14871	74,355	49,369
Nos. 380-381-Baldwin-1888-type 2-8-0-cyls.22x28-total lt. wt. 89 tons each	18	23	"	2	13387	26,774	6,279
Nos. 383-386-388-389 Baldwin - 1880-type 8-0-cyls 20x24- total lt. wt. 72 tons each	12	18	"	6	11235	67,410	11,891
Nos. 390-CRR of N.J.- 1894-type 2-6-0- cyls 18x24-total Lt. wt. 75 tons each	20	25	"	1	12154	12,154	3,031
Nos 391-392-CRR of N.J.-1895-type 2-6-0- cyls 18x24- total lt. wt. 75 tons each	25	30	"	2	12154	24,308	7,202
Nos. 393-CRR of N.J.-1896-2-6-0- cyls-18x24-total lt. wt. 75 tons each	30	34	"	1	12154	12,154	4,171
Nos.-394-396 CRR of N.J.-1897-type 2-6-0 cyls 18x24-total lt. wt. 75 tons each	30	34	"	3	12154	36,462	12,514

Owner The Central Railroad Co.of New Jersey Sheet No. _____ of this valuation section.

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

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 (CONTINUED) (I.C.C. classification.)					$	$	$
	Freight Service (Cont'd)							
	Nos. 397-398-C R R of N.J.-1897-type -2-6-0-cyls 18x24 total lt. wt. 75 tons each	25	30	Each	2	12154	24,308	7,202
	Nos. 400-408-Roger Loco-Wks 1892-type-4-6-0- cyls 21x26-total lt. wt. 94 tons each	20	25	"	9	14924	134,316	33,631
	Nos. 409-423-Baldwin-1893-type 4-6-0- cyls 21x23-total lt. wt. 94 tons each	22	27	"	15	14886	223,290	60,122
	Nos 430-to 436-441-442-444-445-446-447-449-450-452 to 454-Am Loco Co., 1899-type 4-8-0-cyls 20x32 total lt. wt. 123 tons each	35	40	"	18	17288	311,184	123,305
	Nos 437 tom440-443-448-451-Am. Loco Co 1899-type 4-8-0-cyls 20x32-total lt. wt. 124 tons each	36	40	"	7	18040	126,280	51,016
	Nos 455-to 468-Am Loco Co 1900-type-4-8-0- cyls 20x32-total lt w.t 123 tons each	36	41	"	14	17288	242,032	98,152
	Nos 470 to 480 Am Loco. Co. 1901-type 4-8-0- cyls 20x32- total lt. wt. 123 tons each	39	43	"	11	17288	190,168	82,419
	Nos 650-651-653-657-Am Loco Co 1903-type 2-8-0-cyls 20x32-total lt. wt.- 120 tons each	46	50	"	4	18444	73,776	36,529
	Nos 652-654- to 656-658-659-Am. Loco. Co., 1903-type 2-8-0-cyls 20x32 total lt. wt. 122 tons each superheated.	46	49	"	6	19685	118,110	58,283
	Nos. 660-662-664-665-Am Loco 1905-type 2-8-0-cyls 20x32, total lt. wt. 131 tons each superheated	53	56	"	4	20306	81,224	45,518
	Nos. 661-663-Am. Loco Co. 1905-type 2-8-0- cyls 20x32 total lt. wt. 129 tons each	53	56	"	2	18901	37,802	21,248
	Nos. 675 to 684-Am Loco Co 1906-type 2-8-0- cyls 21x32 total lt. wt 132 tons each	57	60	"	10	20097	200,970	119,718
	Nos. 750 to 759- Baldwin 1910 type 4-6-0- cyls 22x28 total lt wt 128 tons each	71	73	"	10	20864	203,640	147,586
	Nos 760-769-Baldwin 1912-type 4-6-0- cyls 23x28- total total lt. wt 135 tons each superheated	78	79	"	10	21438	214380	170,098
	Nos. 770-771 Baldwin 1913-type 4-6-0- cyls 23x28 total lt. wt. 132 tons each superheated	82	83	"	2	21920	43,840	36,435
	Nos. 772-779- Baldwin-1914- type 4-6-0- cyls 23x28 total lt. wt. 135 tons each superheated	85	86	"	8	21920	175,360	150,676
	Nos. 780 to 789-Baldwin-1918-type 4-6-0- cyls.23x28-total lt. wt. 138 tons each superheated	100	100	"	10	21481	214,810	214,810
	Nos 469- American 1900-type-4-8-0-cyls-20x32 total lt. wt. 125 tons each	36	41	"	1	17343	17,343	7,043
	Nos. 250-252-266-Baldwin-1880-type 4-6-0-cyls. 18x22-total lt. wt. 61 tons each	10	15	"	3	10134	30,402	4,687
	Passenger Service.							
	Nos. 150 to 152- Am. Loco. Co- 1900- type 4-6-0- cyls 20x28-total lt. wt. 116 tons each	40	44	"	3	17775	53,325	23,418
	Nos. 153-155-Am. Loco. Co. 1900-type 4-6-0- cyls. 20x28-total lt. wt. 120 tons each superheated	40	44	"	3	19689	58,867	25,715
	Nos. 156 to 159 Amr Loco Co. 1900-type 4-6-0- cyls 20x28-total lt. wt. 116 tons each	40	44	"	4	17775	71,100	31,224
	Nos.160-166-Am. Loco. Co.- 1901- type 4-6-0- cyls 20x28-total lt. wt. 116 tons each	43	47	"	2	17775	35,550	16,609
	Nos. 161 to 165- Am. Loco. Co. 1901-type 4-6-0- cyls 20x28-total lt. wt. 116 tons each	39	43	"	5	17775	88,875	38,199
	Nos. 200 to 211- Baldwin 1902-type 2-6-2-cyls 18x26-total lt. wt. 80 tons each	43	47	"	12	12851	154,972	71,680
	Nos. 212 to 219-Baldwin-1903-type 2-6-2-cyls 18x26-total lt. wt. 80 tons each	46	49	"	8	12851	102,648	50,674
	Nos. 220-224-Baldwin-1904- type 2-6-2-cyls. 18x26-total lt. wt. 80 tons each	50	53	"	5	12851	64,155	34,078
	No. 435-Baldwin-1902 type 4-6-0- cyls. 19"x26" total Lt. Wt. 100 tons each	20	25	"	1	15997	15,997	3,999
	No. 501-Baldwin-1881-type 4-4-0- cyls. 17x24-total lt. wt. 64 tons each	12	17	"	1	10456	10,456	1,818
	Nos. 502-504-C R R of N.J. - 1892-type 4-4-0 cyls 17x24 total lt. wt. 62 tons	20	25	"	2	10114	20,228	5,038
	Nos 506-507-Baldwin 1882-type 4-4-0- cyls 18x24- total lt. wt. 68 tons each	12	17	"	2	11034	22,068	3,848

Revised page prepared by direction of the Commission, June 24,1929

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.)					$	$	$
	Passenger Service (Continued)							
	Nos. 510- Baldwin 1881-type 4-4-0-cyls 18x24 total lt. wt. 69 tons each	12	17	Each	1	11224	11,224	1,954
	Nos 511-512-Baldwin 1887-type 4-4-0-cyls 18x24-total lt. wt. 70 tons each	18	25	"	2	11538	22,676	5,230
	Nos. 513-C.R.R. of N.J.-rebuilt 1916, type 4-4-0-cyls 18x24-total lt. wt. 70 tons each	37	41	"	1	11081	11,081	4,519
	Nos 515-517-Baldwin 1888- type 4-4-0-cyls. 18x24-total lt. wt 70 tons each	18	25	"	3	11339	34,017	7,845
	Nos. 518 to 522-Baldwin 1889-type 4-4-0-cyls 18x24 total lt. wt. 71 tons each	18	25	"	5	11467	57,335	13,251
	Nos 523 to 526- Baldwin- 1890-type 4-4-0-cyls.18x24-total lt. wt. 71 tons each	20	25	"	4	11467	45,868	11,446
	Nos. 527-Baldwin-1890- type 4-4-0- cyls- 18x24-total lt. wt. 74 tons each	20	25	"	1	11550	11,550	2,902
	Nos. 528 to 532-Cooks Loco. Wrks 1891-type 4-4-0- cyls 18x24- total lt wt. 76 tons each	20	25	"	5	11884	59,420	14,924
	Nos. 540 to 544- Baldwin- 1892- type 4-4-0- cyls- 19x24- total lt. wt. 86 tons each	20	25	"	5	13872	69,360	17,312
	Nos. 545 to 549-Baldwin- 1893 type 4-4-0- cyls 19x24- total lt. wt. 86 tons each	22	27	"	5	13872	69,360	18,615
	Nos 550-Baldwin- 1892-type 4-4-0- cyls 19x24-total lt. wt 86 tonseach	20	25	"	1	13872	13,872	3,462
	Nos. 558 to 559- Am. Loco Co. type 4-4-0- cyls 19x26- total lt. wt. 106 tons each	54	57	"	2	16226	32,452	18,499
	No. 557-Am. Loco Co- type 4-4-0- cyls 19x26- total lt. wt. 106 tons each	54	57	"	1	16226	16,226	9,250
	No. 560-C.R.R. of N.J.- 1895-type 4-4-0- cyls 18x24,total lt. wt. 83 tons each	54	57	"	1	13260	13,260	7,542
	No. 561-C.R.R. of N.J. 1896- type 4-4-0- cyls. 18x24-total lt. wr. 83 tons each	27	32	"	1	13260	13,260	4,186
	No. 562 to 564-C R R of N.J. 1897-type 4-4-0- cyls 18x24- total lt. wt. 83 tons each	30	34	"	3	13260	39,780	13,677
	No. 741-Baldwin-1875-type 4-4-0- cyls-17x22-total lt.wt. 56 tons each	8	14	"	1	8989	8,989	1,234
	Nos 565 to 568 C R R of N.J. 1898-type 4-4-0- cyls 18x24- total lt. wt. 81 tons each	33	37	"	4	12559	50,236	18,749
	No. 569-C R R of N.J. 1915-type 4-4-0- cyls. 18x24-total lt. wt. 80 tons each	83	84	"	1	13963	13,963	11,741
	Nos. 570-571- Baldwin-1898-type 4-4-2-cyls. 18x26-total lt. wt. 100 tons each	27	32	"	2	15547	31,094	9,856
	Nos. 572-574-Baldwin-1902-type 4-4-2-cyls 18x26-total lt. wt. 100 tons each	45	49	"	3	15547	46,641	22,638
	Nos. 580-582-584-Baldwin-1899-type 4-4-2-cyls.20½x26- total lt. wt. 128 tons each superheated	37	42	"	3	19786	59,358	24,268
	Nos 581-583-585-Baldwin-1899-type 4-4-2-cyls. 19x26-total lt. wt. 118 tons each	37	41	"	3	17944	53,832	22,148
	Nos. 590-591- Am. Loco. Co-1901- type 4-4-2-cyls. 20½x26- total lt. wt. 127 tons each superheated	43	46	"	2	20817	41,634	19,350
	No. 592- Am. Loco. Co. 1901- type 4-4-2- cyls 20½x26- total lt. wt. 128 tons each	36	40	"	1	18983	18,983	7,634
	Nos. 593-594- Am. Loco. Co- 1902- type 4-4-2- cyls. 22x26 total lt. wt. 129 tons superheated	45	48	"	2	21050	42,100	20,364
	No. 595- Am. Loco. Co-1902- type 4-4-2- cyls. 20½x26- total lt wt. 127 tons each superheated	47	50	"	1	20817	20817	10,457
	Nos. 600-602-611-615-620-Am. Loco. Co. 1902 type-4-6-0- cyls. 20x26-total lt. wt. 115 tons each superheated	47	50	"	5	19086	95,430	47,900
	Nos. 603-605-607-608 to 610-613-614-616-618-621-622-624- Am. Loco. Co. 1902- type 4-6-0- cyls 19x26-total lt. wt. 110 tons each	47	51	"	13	16606	215,839	109,023
	No. 623-5-9- American- 1902- type 4-6-0- cyls 19x26-total lt. wt. 107 tons each	48	52	"	3	15855	47,559	24,498
	No. 628- Am. Loco. Co. 1904-type 4-6-0- cyls 19x26- total lt. wt. 111 tons each	49	52	"	1	16468	16,468	8,632

LOCATION.

Where but a single percentage is stated it represents both per cents.

CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent Good Mer.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation (6)
Acct. No. 51 Title STEAM LOCOMOTIVES (CONTINUED) (I. C. C. classification.)					$	$	$
Passenger Service (Cont'd)							
Nos. 626-630- Am. Loco. Co 1904- type 4-6-0- cyls. 20x26 total lt. wt. 115 tons each superheated	80 85		Each	2	19086	38,172	20,236
Nos. 800 to 801 P & R R Ry 1912- type 4-4-2- cyls.22x26- total lt wt. 132 tons each superheated	78 80		"	2	31614	63,228	34,705
Nos. 802 to 805- P & R Ry 1912- type 4-4-2-cyls 22x26- total lt wt 132 tons each superheated	79 80		"	4	31614	86,456	69,409
No 900-Baldwin 1903 type-4-4-0- cyls 16x20-total lt. wt. 70 tons each	47 50		"	1	11584	11,584	5,815
Nos. 601-604-606-627-American-1902-4 type 4-6-0- cyls. 20x26 total lt. wt. 110 tons each	48 52		"	4	16462	65,848	33,916
Nos.612-617-619- American 1902- type 4-6-0- cyls 20x26- total lt. wt. 110 tons each	47 51		"	3	16603	49,809	25,159
Switching Service:							
Nos. 1 to 8-Am. Loco. Co- 1901-type 0-6-0- cyls 20x260 total lt wt 85 tons each	39 45		"	8	13042	104,336	44,839
Nos 9 to 13 Am Loco Co- 1902- type 0-6-0- cyls. 20x26 total lt wt. 85 tons each	45 47		"	5	13042	65,210	30,465
Nos 14 to 23- Am. Loco. Co-1906-type 0-60-0 cyls. 20x26- total lt. wt. 85 tons each	57 60		"	10	13042	130,420	77,994
Nos. 24 to 32- C R R of N.J. 1910-type 0-6-0- cyls. 20x26- total lt wt, 87 tons each	71 73		"	9	13460	121,140	88,280
No. 33- C R R of N.J.- 1912- type 0-6-0- cyls 20x26 total lt. wt. 87 tons each	79 80		"	1	13460	13,460	10,816
Nos. 34 to 38- C R R of N.J.- 1912-type 0-6-0- cyls 21x26 total lt. wt. 87 tons each	79 80		"	5	13460	67,300	54,081
Nos. 39 to 41- C R R of N.J. 1913- type 0-6-0- cyls 21x26 total lt. wt. 87 tons each	82 83		"	3	13460	40,380	33,581
Nos 42 to 45- C R R of N.J. 1914- type 0-6-0- cyls 21x26 total lt. wt 87 tons each	86 87		"	4	13460	53,840	46,790
Nos 46 to 49- C R R of N.J.- 1915-type 0-6-0- cyls 21x26 total lt. wt. 87 tons each	89 90		"	4	13460	53,840	48,300
Nos 50 to 54- Am Loco Co. 1902- type 0-6-0- cyls 18x24- total lt wt 78 tons each	43 47		"	5	12454	62,270	28,999
Nos 55 to 59-Baldwin 1902- type 0-6-0- cyls 18x24-total lt. wt 78 tons each each	43 47		"	5	12331	62,155	28,950
Nos. 60 to 62-Baldwin 1905-type0-6-0- cyls. 18x24-total lt. wt 78 tons each	46 49		"	3	12431	37,293	18,418
Nos 63-66-Baldwin- 1903-type 0-6-0- cyls 18x24-total lt wt- 78 tons each	46 49		"	4	12431	49,724	24,558
No. 67- Am Loco Co. 1903- type 0-6-0- cyls 18x24-total lt. wt. 78 tons each	46 49		"	1	12454	12,454	6,150
Nos 68- to 75- Am. Loco. Co 1903- type 0-6-0- cyls 18x24- total lt. wt 78 tons each	46 48		"	8	12454	99,632	49,200
Nos 76 to 85-Baldwin-1904- type 0-6-0- cyls 18x24-total lt wt 78 tons each	50 53		"	10	12431	124 ,310	66,055
No. 840- Baldwin- 1907- type 0-4-0- cyls 17x24-total lt. wt. 48 tons each	61 65		"	1	7640	7,640	4,840
Nos. 86 to 100- Am. Loco Co- 1905- type 0-6-0- cyls- 18x24-total lt wt 78 tons each	53 56		"	15	12454	186,810	104,508
Nos. 135 to 140- Baldwin-1918- type 0-6-0- cyls 22x26- total lt. wt 88 tons each	100 100		"	6	13276	79,656	79,656
Nos 142-143- Baldwin-1891- type 0-6-0- cyls 18½x24-total lt wt 66 tons each	20 25		"	2	10156	20,312	5,118
No 144- Baldwin-1891- type 0-6-0- cyls. 19x24-total lt. wt. 66 tons each	20 25		"	1	10156	10,156	2,559
Nos. 146-147-148-Baldwin-1893- type 0-6-0- cyls 19x24- total lt. wt 66 tons each	22 27		"	3	10156	30,468	8,247
Nos. 148-149- Baldwin-1893- type 0-6-0- cyls 19x24-total lt. wt 66 tons each	20 25		"	2	10156	20,312	5,118
Nos. 270 to 273-274- Am. Loco. Co. 1912- type 0-6-0- cyls ,24x30- total lt wt. 131 tons each	78 79		"	5	19564	97,820	77,741

Owner The Central Railroad of New Jersey — BUREAU OF VALUATION — Sheet No. ____ of this valuation section.

Val. Section No. Unallocated ____ Miles Main Line, ____ Miles all Tracks.* — Approved: John R. Thompson

12—000

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 (CONTINUED) (I. C. C. classification.)					$	$	$
	Switching Service (Continued)							
	Nos 275- Baldwin- 1913- type -0-8-0- cyls 24x30-total lt. wt. 131 tons each	82	85	Each	1	19566	19,566	16,280
	Nos 276- 277- Baldwin- 1913- type 0-8-0- cyls-24x30- total lt. wt 131 tons each	82	85	"	2	19566	39,132	32,560
	Nos 278-279-Baldwin-1914- type 0-8-0- cyls- 24x30-total lt. wt. 131 tons each	86	87	"	2	19566	39,132	34,080
	Nos 280-284- Am Loco Co 1916- type 0-8-0- cyls 24x30- total lt wt 131 tons each	93	95	"	5	19564	97,820	91,451
	Nos 285-to 289- Am. Loco. Co. 1917- type 2-8-0- cyls 24x30- total lt. wt. 131 tons each	93	96	"	5	19564	97,820	94,169
	Nos 290- C.N.J. 1917- type 0-8-0- cyls 24x30-total lt wt. 131 tons each	96	20	"	1	19342	19,342	18,621
	No 721- Baldwin- 1872- type 2-6-0- cyls 17x22-total lt. wt. 38 tons each	15	20	"	1	6707	6,707	1,329
	No 724 Baldwin 1879 type 2-6-0- 17x22 total lt wt. 38 tons each	15	20	"	1	6707	6,707	1,329
	Extra Tenders;							
	No. 902- C R R of N.J. - total lt wt 29 tons each	79	81	"	1	2525	2,525	2,056
	No. 907- C R R of N.J. total lt wt. 17 tons each	50	56	"	1	1465	1,465	819
	Pilot Snow Plows;							
	C.R.R. of N.J.- Boiler Steel- 10'4" wide x 4' 9" high x 2'6" at point- wood breast 10"x14"-built 1907.	45	47	"	3	150	450	212
	C.R.R. of N.J.- boile: steel- 10' 4" wide x 4' 9" highx 3' at point- wood breast 9½x12"- built 1907	45	47	"	1	150	150	71
	C.R.R. of N.J.- wood sheet metal cover- C.I. nose-10' high x 8' wide-built 1907	45	47	"	1	150	150	71
	C.R.R. of N.J.- iron on wood frame, 8' high x 8' wide- build 1894-	20	23	"	1	150	150	35
	C.R.R. of N.J.- wood pilot 9'7" wide 6'1" from tip to tip	20		"	2	150	300	60
	Total Account 51		51				$4,247,172	4,202,652

Account 53- FREIGHT TRAIN CARS — 1929 — #1166

Box Cars;

Nos 8000- to 8018-8020 to 8249 Standard Steel Car Co. 1911- Capy 80,000# steel underframe, wood body	63	69	Each	249	1128	280,872	193,168
Nos 8250 to 8499- American Car & Foundry Co. 1913 capy. 80,000# steel underframe- wood body	89	91	"	250	1128	282,250	256,042
Nos. 10,000 to 10999 American Car & Foundry Co., 1905 capy. 60,000# steel underframe- wood body- rebuilt in 1914	60	66	"	969	936	907,984	597,062
Nos 10057-10382-10618-10734-10738-10957-Central R R of N.J.- rebuilt 1914- capy. 60,000 lbs. steel underframe- wood body	60	66	"	6	936	5,616	3,694
Nos. 11000 to 11499 American Car & Foundry Co 1905- capy 60,000# - steel underframe- wood body	45	62	"	486	938	455,868	281,564
Nos 11500-12499 Standard Steel Car Co 1906- capy. 60,000# steel underframe, wood body	45	53	"	979	938	918,302	485,927
Nos. 12500 to 13499 Standard Steel Car Co 1907-capy. 60,000# steel underframe - wood body	48	53	"	987	938	925,806	489,897
Nos 11814- 124669-13019-13080-13364-Central R R of N.J. rebuilt 1914-15- capy. 60,000# steel underframe- wood body.	60	66	"	5	936	4,680	3,078
Nos. 30000 to 30999 American Car & Foundry Co-rebuilt 1917-capy. 60000-composite underframe-wood body	45	52	"	507	877	444,639	232,434
Nos. 30000-30998 American Car & Foundry Co-1902-capy	45	52	"	371	888	329,448	171,921

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. 52 Title FREIGHT TRAIN CARS (Continued) (I. C. C. classification.)					$	$	$
	Box Cars(Cont'd)							
	Nos 30015-30021-30023-30116-30151-30178-30278-30283-30306 30307-30310-30331-30403-30411-30460-30471-30478- 30498-30580-30645-30700-30725-30745-30846-30857- 30930-30975-3-932-30956-American Car & Foundry Co., 1908-Capy. 60,000#-wood underframe-wood body.	25	36	Each	29	666	19,958	7,120
	Nos. 30515-30525-30556-30639-30750-30924- Central R.R. of N.J. 1916- capy. 60,000#-composite underframe- wood body rebuilt	70	74	"	6	877	5,262	3,892
	Nos. 30461-30615-30650-30965-Central R R of N.J.-1915- capy. 60,000#-composite underframe-wood body-rebuilt	60	65	"	4	877	3,508	2,290
	No. 30714-Central R R of N.J. 1917-capy. 60,000# composite underframe- wood body-rebuilt	70	74	"	1	877	877	649
	No. 30357-30558-American Car & Foundry Co- 1916-capy 60,000#-composite underframe- wood body	60	65	"	2	888	1,776	1,158
	Nos 32909-32911-32917- to 32919-32928-32924-32938-32946- 32947-32950-32952-32957-32959-32963-32964-32975-32990 32992-32995-32999-33002-33003-33005- to 33007- Pressed Steel Car Co- 1899-capy. 80,000 pounds- wood underframe- wood body.	10	22	"	26	629	16,354	5,671
	Nos32 956-32981-33000-Pressed Steel Car Co. 1899-capy. 60,000# wood underframe-wood body	20	31	"	3	652	1,956	610
	Nos. 33012- 33016- 33017-33035- 33037- 33041-33046- 33047- 33060-33062-33073-33085-33089-33092-33094- 33100-33114-33125-33126-33128-33132-33134-33141 to 33143-33146-Harrisburgh Car Mfg. Co. 1899-capy. 80,000# wood underframe-wood body.	10	23	"	27	607	16,389	5,755
	Nos 33040-33049-33055-33075-33081-33152-Harrisburgh Car Mfg Co 1899- capy 60,000#- wood underframe-wood body	20	32	"	6	630	3,780	1,193
	Nos 33160 to 33407 Pressed Steel Car Co 1890-capy 80,000# wood underframe-wood body	10	23	"	98	629	61,642	13,926
	Nos.33178-33198-33200-33265-33278 to 33280-33324-33364- 33378- 33387-Pressed Steel Car Co 1890- capy 60,000#- wood underframe-wood body	20	31	"	11	652	7,172	2,244
	No. 33408-33529- Lehigh Valley Car Co. 1892-capy. 80,000# wood underframe-wood body	10	23	"	94	607	57,058	13,151
	Nos 33426-33451-33456-33480-33482-33485-33496-33501- 33517-Lehigh Valley Car Co. 1892-capy,60,000# wood underframe-wood body	20	32	"	9	630	5,670	1,796
	Nos.33486 to 33656 Lehigh Valley Car Co., 1893-capy. 80,000 lbs. wood underframe wood body	10	23	"	91	607	55,237	12,731
	Nos. 33535-33585-33665-33566-33589-33598-33600-33604- 33605-33638-33646-Lehigh Valley Car Co., 1893 capy 60,000 # wood underframe wood body	20	32	"	11	630	6,930	2,196
	Nos. 33608-34157-Haskell & Barker 1898-capy 60,000# wood underframe and wood body	35	36	"	422	637	268,814	96,653
	Nos. 34158 to 34457-Haskell & Barker 1899- capy 60,000# wood underframe-wood body	24	35	"	247	637	157,339	55,219
	Nos 34458 to 35539-Haskell & Barker-1900-capy. 60,000# wood underframe wood body	35	36	"	923	637	587,951	211,367
	Nos 35541 to 36436-Haskell & Barker 1901- capy. 60,000# wood underframe- wood body	35	36	"	829	637	528,073	189,841
	Nos-17000-17066-17068 to 17499-17500 to 17999- American Car & Foundry Co. 1916-capy.80,000# steel underframe, composite body.	98	95	"	999	1106	1,104,894	1,030,009
	Stock Cars:							
	Nos 7100 to 7148-Middletown Car Wks. 1906-capy; 60,000# steel underframe-wood body	40	48	"	50	969	48,450	23,370
	Refrigerator Cars:							
	Nos. 9000-9001-9002-Central R R of N.J. 1914-capy 60,000# steel underframe-wood body	70	75	"	3	1272	3,816	2,790

Revised page prepared by direction of the Commission June 24 1929.

Owner The Central Railroad of New Jersey — BUREAU OF VALUATION — Sheet No. ____ of this valuation section.

Val. Section No. Unallocated Miles Main Line, ____ Miles all Tracks.* — Approved: John R. Thompson

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. 53 Title FREIGHT TRAIN CARS(CONTINUED) (I. C. C. classification.)					$	$	$
	Refrigerator Cars: (Cont'd)							
	Nos. 9007 to 9058- American Car & Foundry Co. 1908-capy. 80,000#- wood underframe- wood body -7-8-11- to 14-16-17-19-21 to 25-28-29-36-39 to 43-46-47-49-51-55-57-58	20	27	Each	29	1194	34,626	9,176
	Nos 9059-9098- Middletown Car Works- 1905-capy 60,000#- wood underframe- wood body-63-64-67- to 70-72 to 74-76 to 79-81-82-88-92 to 92	25	31	"	21	1167	24,507	7,654
	Nos 9100-to 9199 Standard Steel Car Co. 1905-capy.60,000# steel underframe- wood body - 0 to 54-65 to 68-64 to 99	44	50	"	98	1288	125,636	62,798
	No 9221 Murray Dougal & Co. 1899-capy 80,000-wood under frame- wood body	5	15	"	1	1119	1,119	145
	Nos 9400 to 9599 Standard Steel Car Co 1910 capy.60,000 lbs. - steel underframe- wood body - 0 to 98-94 to 99-0 to 80-82 to 99	60	64	"	198	1288	253,836	165,469
	Hopper:							
	Nos. 43048 to 44100 Murray-Dougal & Co. 1896-capy.60,000# wood underframe- wood body.	15	29	"	222	608	134,516	39,206
	Nos 44101-to 44550-Lehigh Valley Car Co 1896-capy.60,000# wood underframe wood body	15	29	"	233	608	140,266	41,043
	No 44459-Central R R of N.J. 1913 rebuilt-capy.80,000 # wood underframe-wood body	72	76	"	1	816	816	620
	Nos 44460 to 44482 - 44485 to 44487-44489 to 44491 444493 to 44498 Central R R of N.J. 1899-capy 80,000#-wood body and wood underframe	24	37	"	37	677	25,049	9,246
	Nos 44551-to 46550-American Car & Foundry Co- 1899-capy 80,000 lbs. wood underframe - wood body	25	38	"	1364	678	924,792	348,843
	Nos 45551- 45850- Union Car Co. 1899- capy. 80,000#-wood underframe - wood body	24	37	"	470	687	322,890	118,572
	Nos 46351 to 46649-Illinois Car & Equipment Co. 1899 capy. 80,000#wood underframe-wood body	24	36	"	469	709	332,521	120,796
	Nos 47000 to 47749-American Car & Foundry Co. 1902- capy. 80,000# woo 80,000# wood underframe- wood body	30	40	"	716	806	577,096	229,263
	Nos. 48000 to 4899-Pressed Steel Car Co. 1901-capy 80,000 lbs. steel underframe-steel body	35	47	"	964	961	926,404	433,896
	Nos 49000 to 49499-American Car & Foundry Co.- 1903-capy 80,000 lbs. steel underframe-steel body	40	51	"	495	1003	496,485	251,163
	Nos.49500 to 612-49614 to 767 49769 to 993 49935 to 999-Standard Steel Car Co. 1903 capy 80,000#-steel under frame steel body	40	50	"	497	975	485,561	244,126
	Nos. 50000 to 909-50911 to 999-Standard St eel Car Co. 1905-capy.80,000 lbs. steel underframe-steel body	40	51	"	999	963	962,037	486,815
	Nos. 51000 to 509-51511 to 551-51585 to 581-51583 to 982-51984 to 999-Cambria Steel Co. 1906- steel under frame- steel body	40	51	"	996	942	938,232	473,897
	Nos 60000 to 678-60680 to 981-60965-Cambria Steel Co- 1907-capy 100,000#,steel underframe-steel body	47	56	"	982	1022	1,003,604	568,774
	Nos 60982-60984- to 999-Cambria Steel Co. 1908-capy- 1000,000#-steel underframe-steel body	52	60	"	17	1022	17,374	10,462
	Nos 61000 to 274-Standard Steel Car Co- 1909-capy-100,000# steel underframe-steel body	56	64	"	275	1001	275,275	175,934
	Nos 61275 to 509-61511 to 523-61525 to 778-61780 to 999-Standard Steel Car Co 1910 capy 100,000 # steel under-frame-steel body	60	67	"	722	1001	722,722	485,617
	Nos. 62000 to 999-Standard Steel Car Co.-1913-capy.100,000 lbs.- steel underframe, steel body	76	80	"	1000	1068	1,068,000	858,000
	Nos 63000 to 999-Standard Steel Car Co. 1918-capy-110,000 lbs. steel underframe-steel body	92	93	"	1000	1138	1,138,000	1,063,360
	Nos 64000 to 527-64528 to 999-Pressed Steel Car Co, 1918-capy 110,000 lbs. steel underframe- steel body	92	93	"	999	1134	1,132,866	1,058,860
	Gondolas:							
	Nos. 80571-80584-80611-80618-80624-80627-80639-80656-80687-80664-80673-80678-80698-80700-80729-80743-80745-80706-80762-Haskell & Barker-1901- capy 80,000#-wood underframe and wood body	25	36	"	19	641	12,179	4,441
	No 81000 Central R R of N.J. 1902- capy.,80,000#-composite underframe wood body rebuilt 1914	60	66	"	1	757	757	499

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner The Central Railroad of New Jersey — Sheet No. ____ of this valuation section.

Val. Section No. Unallocated ____ Miles Main Line, ____ Miles all Tracks.* — Approved: John R. Thompson

12—900

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. 36 Title FREIGHT TRAIN CARS. (Continued) (I. C. C. classification.)					$	$	$
	Gondolas: (Cont'd)							
	Nos. 80000 to 80148- Haskell & Barker- 1899- capy. 80,000# wood underframe- wood body	25	36	Each	29	641	18,589	6,779
	Nos 80002 to 80152-Haskell &Barker- 1899- capy. 80,000# composite underframe-wood body rebuilt	60	66	"	123	760	93,480	61,549
	Nos. 80153-80203-80222-80259-20369-80385-80451-80472-80501-80506-00528080630- Central R R of N.J. rebuilt 1912-1916-capy 80,000#, composite underframe, wood body	60	66	"	12	757	9,084	5,985
	Nos. 80154 ro80565-Haskell & Barker- 1900- capy.- 80000# composite underframe-wood body	60	66	"	373	760	283,480	186,849
	Nos. 80160-80165-80169- 80175-80178-80196-80200-80211-80214-80215-80217-80219-80287-80352-80415-80418-80461-80464-80530-80563-Haskell & Barker- 1900- capy. 80,000# wood underframe- wood body	25	36	"	20	641	12,820	4,675
	Nos. 80566 to 80768-Haskell & Barker- 1901- capy, 80,000#- composite underframe-wood body	60	66	"	176	760	133,760	88,070
	Nos. 80769-80770-80774-80777-80791-80784-80785-80787- Haskell & Barker 1900- capy. 80,000#-composite underframe- wood body.	60	66	"	8	760	6,080	4,003
	Nos. 80783-80800 to 81296-American Car & Foundry Co. 1902- capy. 80,000#-composite underframe-wood body.	60	66	"	436	778	353,990	892,596
	Nos 80801-80808-80842-80844-80850-80879 - 80901-80939 - 80943-80970-81018-81086-81103-81118-81152-81178-81233-81236-81266- American Car & Foundry Co- 1903- capy. 80,000 lbs. - wood underframe and wood body.	25	37	"	19	639	12,141	4,432
	Nos 81300 to 81999-81998 to 82026-82028 to 82039-82091 to 82998 American Car & Foundry Co. 1906- capy. 80,000# steel underframe- wood body	45	54	"	997	852	849,444	454,632
	Nos. 84000 to 84041-84043 to 84276-84278 to 84440-84442-84482-American Car & Foundry Co 1909- capy,100,000#- steel underframe-wood body	38	65	"	480	990	475,200	311,098
	Nos. 84483 to 84511-84513 to 84923-84925 to 84999- American Car & Foundry Co. 1910- capy.100,000#-steel underframe-wood body	83	70	"	515	990	509,850	354,742
	Nos 85000 to 85341-85341-85343 to 85499- American Car & Foundry Co. -1912-capy 100,000#-steel underframe-wood body	72	77	"	499	1006	501,994	386,446
	Nos. 85500 to 859998 Standard Steel Car Co. 1913-capy-100000# steel underframe-wood body	81	84	"	500	1004	502,000	423,625
	Hopper Bottom Gondolas							
	Nos. 88000 to 88062 - 88064 to 88258-88261- to 88499- Cambria Steel Co.- 1903- capy. 80,000#-steel underframe-steel body	22	34	"	498	1097	546,306	185,503
	Nos.88500 Cambria Steel Co.- 1904-capy 80,000 steel underframe- steel body	27	41	"	1	852	852	349
	Flat Cars.							
	Nos. 2463 to 2487-Standard Steel Car Co.- 1903- capy. 80,000# - steel underframe	25	38	"	25	886	22,150	8,512
	Nos. 2488 to 2537-Standard Steel Car Co.-1910 capy 80,000#-steel underframe	60	67	"	50	952	47,600	31,760
	Nos. 4000-4001-4003-4006-4008-4009-4013- 4017-4018-4021- to 4029-4031-to 4035-4037-4040- to 4043-4045 to 4048-4050- to 4060-4065-4067 to 4071-4073-4078-4081-4082-4085-4087-4089-4092-4093-4096- to 4099-Central R R of N.J. rebuilt 1903- capy. 80,000#-composite underframe	37	40	"	65	669	43,147	16,669

Revised page prepared by direction

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner The Central R R Co of New Jersey — Sheet No. ____ of this valuation section.

Val. Section No. Unallocated ____ Miles Main Line, ____ Miles all Tracks.* — Approved: John R. Thompson

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. 53 Title FREIGHT TRAIN CARS (Continued) (I. C. C. classification.)					$	$	$
	Flat Cars: (cont'd)							
	Nos.4002-4007-4012-4015-4016-4044-4062-4064-4066-4075-4077-4085-4086-4090-4094-Central R R of N.J. rebuilt 1908-capy. 80,000# wood underframe	37	40	each	15	546	8,190	5,252
	Nos. 4019-4040-4063-Central R R of N.J. rebuilt 1916-17 capy. 80,000# composite underframe	92	93	"	3	669	2,007	1,874
	Ore Cars:							
	Nos. 99010-99011 to 99014-99015 to 99018-99019- [illegible] Pressed Steel Car Co.- 1905-capy. 90,000#-steel underframe-steel body	34	36	"	10	988	9,880	3,587
	Nos 99020 to 99069-Pressed Steel Car Co. 1906-capy 90,000#-steel underframe- steel body	39	49	"	50	1002	50,100	24,419
	Caboose Cars.							
	Nos. 91247-9-91255-91303-91313-91338-91384-C R R of N.J. 1918- wood body-wood underframe- 8 wheel	100	100	"	7	1085	7,595	7,595
	Nos. 91155-91157-91158-91161-91162-91163-91164-91166-91168-91170-91213-91215-91217-91218-91219-91220- Central R R of N.J. 1902- wood underframe-wood body- 8 wheel	36	46	"	16	552	8,832	4,040
	Nos. 91160- 91301-91304-91305-91307-91308-91309-91310-91311-91312-91314-91316-Central R R of N.J. 1903-wood underframe-wood body-8 wheel	40	49	"	12	552	6,624	3,254
	Nos. 91222-91223-91224-91225-91226-91233-91234-91238-91239-91241- Central R R of N.J.-wood underframe- wood body-8 wheel -1904	48	51	"	10	552	5,520	2,806
	Nos. 91242-91244-91245-91248-91258-91260-91262-91263-91264-91266-91266-91267-91268-91269- Central R R of N.J. wood underframe-wood body 8 wheel -1905	48	56	"	14	552	7,728	4,321
	Nos.91271-91272-91274-91318-91319-91321-91323-91325-91326-91327-91328-91330-91331-91332-91333-Central R R of N.J. 1906-wood underframe- wood body-8 wheel.	52	58	"	15	652	9,780	5,690
	Nos. 91299-91324-91335-91336-91337-91347-91348-91349-91350-91351-91352-91353-91354-91355-Central R R of N.J. 1907-wood underframe- wood body- 8 wheel	58	64	"	14	472	6,608	4,218
	Nos. 91357-91358-91359-91360-91361-91363-91365-91366-91367-91369-91370-Central R R of N.J. 1908-wood underframe-wood body- 8 wheel	55	63	"	12	502	6,024	3,767
	Nos. 91377-91378-91379-91380-91381-91383-91385-91386-Central R R of N.J. 1910- wood underframe-wood body-8 wheel.	64	69	"	9	552	4,968	3,452
	Nos. 91371-91373-91375-Central R R of N.J. 1909-wood under frame-wood body 8 wheel	60	66	"	3	532	1,596	1,058
	Nos. 91364- Central R R of N.J. 1911- wood underframe-wood body- 8 wheel	66	71	"	1	552	552	395
	Nos. 91295-91296-91302-91308-91315-91324-91346-91356-Central R R of N.J. 1912- wood underframe- wood body-8 wheel	80	83	"	8	553	4,416	3,667
	Nos. 91285-91286-91288-91289-91290-91329-91368-Central R.R. of N.J.,1913- - wood underframe-wood body- 8 wheel	77	81	"	7	540	3,780	3,046
	Nos. 91279-91280-91281-91284-91287-91292-91320-91378-Central R R of N.J. 1914- w od underframe- wood body-8 wheel	82	85	"	8	517	4,136	3,512
	Nos. 91261- 91293- 91218- Central R R of N.J. 1915-wood underframe-wood body-8 wheel	86	88	"	3	517	1,551	1,369
	Nos. 91178-91200-91374-Central R R of N.J. 1916- wood underframe-wood body- 8 wheel 91392	86	88	"	3	599	1,797	1,581
	Nos. 91387-91388-91389-91390-91391-91395-Central R R of N.J. 1917- wood underframe-wood body-8 wheel	96	96	"	7	677	4,739	4,549

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)
					$	$	$
Acct. No. 53 Title FREIGHT TRAIN CARS (CONTINUED) (I. C. C. classification.)							
Cabooses Cars; (contd)							
Nos. 91339- 91340-91341-91343-91343-91344-Central R R of N.J. 1907-wood underframe- wood body and 8 wheel	56	84	Each	6	453	2,718	1,736
Nos. 91181-91182-91185-91186-91191-91192-91193-91195-91196-91197-91198-91199-91201-91203-91204-91205-91206-91208-91209-91237-91248-91250-91251-91252-91253-91254-91256-91257-91275-91276-91278-91283-91291-91293-91294-Central R R of N.J.- 1902- wood underframe- wood body- 8 wheel	36	46	"	35	553	19,330	8,867
No 91035-Central R R of N.J.- 1877- wood underframe- wood body-4 wheel	7	16	"	1	553	553	88
Total Account 53		60				24,193,31	14,523,002
Account 54 - - PASSENGER TRAIN CARS							
Coaches:							
Nos. 100-101-103-104-105-106-107-Jackson & Sharp- 1899- wood underframe-wood body- 4 wheel wood truck	50	52	Each	7	6503	45,521	23,671
Nos. 108-to 112-580 to 609- Harland & Hollingsworth - 1902- wood underframe- wood body- 4 wheel wood truck	56	57	"	35	6899	241,465	137,635
Nos 113-to 124-610-617- Harland Hollingsworth- 1903-wood underframe- wood body-4 wheel wood trucks	62	63	"	20	6935	138,700	87,381
Nos. 618 to 622-634 to 642-American Car & Foundry Co.,- 1905-wood underframe-wood body-4 wheel wood trucks	65	66	"	24	6911	165,864	109,470
Nos. 643 to 667- Harlan & Hollingsworth- 1906-wood underframe-wood body- 4 wheel trucks wood	68	69	"	25	6987	174,675	120,526
Nos. 668 to 682-Harlan & Hollingsworth 1907- wood underframe-wood body- 4 wheel trucks	70	71	"	15	7068	106,020	75,274
Nos.125-136-Harlan & Hollingsworth- 1908-wood underframe-wood body- 4 wheel steel trucks	70	71	"	12	8325	99,900	70,929
Nos. 683 to 692- Harlan & Hollingsworth 1908- wood underframe- wood body- 4 wheel wood trucks	70	71	"	10	7105	71,050	50,446
Nos. 693 to 707-Harlan & Hollingsworth 1909-steel underframe wood body-4 wheel steel trucks	78	79	"	15	8735	131,025	103,510
Nos. 137 to 140-Harlan & Hollingsworth- 1910- steel underframe- wood body-4 wheel steel trucks	80	81	"	4	10535	42,140	34,133
Nos. 708 to 711-713 to 717-Harlan & Hollingsworth- 1910- steel underframe- wood body-4 wheel steel trucks	80	81	"	9	8720	78,480	63,569
Nos. 141 to 152- Harlan & Hollingsworth- 1911- steel underframe- wood body- 4 wheel steel trucks	82	83	"	12	10835	129,660	107,618
Nos. 153 to 162 Harlan & Hollingsworth 1912- steel under frame-wood body-4 wheel steel trucks	86	86	"	10	10386	103,860	89,311
Nos. 565 to 579-Barney & Smith- 1901- wood underframe-wood body- 4 wheelsteel trucks	55	56	"	15	7131	106,965	59,900
Nos. 800 to 811- Harlan & Hollingsworth- 1913- steel underframe- steel body-4 wheel steel trucks	90	90	"	12	13635	163,620	147,258
Nos 812 to 836-837 to 866- Harlan & Hollingsworth - 1914- steel underframe-steel body-4 wheel steel trucks.	92	92	"	55	13605	748,275	688,413
Nos 867 to 881-Harlan & Hollingsworth-1915-steel underframe-steel body- 4 wheel steel trucks	94	94	"	15	10695	160,425	150,800
Nos. 882 to 906-Harlan & Hollingsworth- 1916- steel underframe,steel body 4 wheel steel trucks	94	94	"	25	10425	260,625	244,988
Nos. 907 to 931-Pullman Co. 1917- steel underframe-steel body-4 wheel steel trucks	97	97	"	25	12265	306,625	297,426
Nos. 430 to 435-437-438-441-443-445 to 455-Pullman Co.- 1888-wood underframe-wood body-4 wheel wood trucks	25	27	"	21	4905	103,005	27,811
Nos. 456 to 467-469 to 479-Pullman Co., 1889-wood underframe-wood body- 4 wheel wood trucks	25	27	"	23	4905	112,815	30,460
Nos. 480 to 497-499-to 504-Pullman Co 1890-wood underframe-wood body-4 wheel wood trucks	26	27	"	24	5105	122,520	33,080

Owner The Central Railroad Co of New Jersey — BUREAU OF VALUATION — Sheet No. ____ of this valuation section.

Val. Section No. Unallocated ____ Miles Main Line, ____ Miles all Tracks.* — Approved: John R. Thompson

12—960

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. 54 Title PASSENGER TRAIN CARS(CONTINUED) (I. C. C. classification.)					$	$	$
	Coaches(cont'd)							
	Nos.505 to 508-510- to 523-525 to 529-Pullman Co., 1892-wood underframe--wood body- 4 wheel wood trucks	26	28	Each	23	5105	117,415	32,87
	Nos. 530 to 551-553-554 -Pullman Co 1893-wood underframe-wood body-4 wheel wood trucks	28	30	"	24	5305	124,920	37,47
	No 560- Pullman Co. 1883-wood underframe-wood body-4 wheel wood trucks	28	30	"	1	7057	7,057	2,11
	No. 561 to 565-Pullman Co. 1890-wood underframe-wood body -4 wheel wood trucks	25	27	"	3	7057	21,171	5,71
	Nos. 1000 to 1004-1006 to 1020-Wason Mfg. Co. 1881-wood underframe-wood body-4 wheel wood trucks	17	19	"	20	4606	92,120	17,50
	Nos. 1022 to 1028-Wason Mfg. Co.- 1882-wood underframe-wood body-4 wheel wood trucks	25	27	"	7	4606	32,242	8,70
	Nos. 1029-1033-1037-1041-1042-Wason Mfg. Co. - 1879- wood underframe- wood body- 4 wheel wood trucks	20	22	"	8	4606.88	36,848	8,10
	Nos. 1035 to 1050-1052-Wason Mfg. Co- 1880-wood underframe-wood body-4 wheel wood trucks	20	22	"	17	4606	78,302	17,22
	Nos. 1053 to 1056-Wason Mfg. Co.- 1874-wood underframe-wood body-4 wheel wood trucks	20	22	"	4	4606	18,424	4,05
	Nos. 1058 to 1060-1111-1116-1117-1137-to 1141-1144-Wason Mfg. Co. - 1876-wood underframe- wood body-4 wheel wood tru trucks	20	22	"	12	4604	55,272	12,16
	Nos. 1064-1072-1079-1084-1131-1133- to 1136- Wason Mfg. Co. 1875-wood underframe- wood body-4 wheel wood trucks	20	22	"	9	4606	41,454	9,12
	No 1083-Bower & Dure 1879 wood underframe-wood body- 4 wheel wood trucks	20	22	"	1	4592	4,592	1,01
	No.1095-Wason Mfg. Co. 1868-wood underframe-wood body 4-wheel wood trucks	20	22	"	1	4149	4,149	91
	No.1100- Wason Mfg. Co. 1869-wood underframe-,wood body-4 wheel wood trucks	20	22	"	1	4149	4,149	91
	Baggage Cars:							
	No. 1 Central R R of N.J. 1865- wood underframe- wood body-4 wheel wood trucks	20	24	"	1	2660	2,660	63
	No. 2. Central R R of N.J. 1884- wood underframe- wood body-4 wheel wood trucks	20	24	"	1	2660	2,660	63
	No. 3. Wason Mfg. Co. - 1875-wood underframe-wood body- 4 wheel wood trucks	20	24	"	1	2680	2,680	64
	Nos 4-5-6-Wason Mfg. Co.- 1881-wood underframe- wood body-4 wheel wood trucks	20	24	"	3	2680	8,040	1,93
	Nos. 7-8-Central R R of N.J. 1887- wood underframe- wood body- 4 wheel wood trucks	20	24	"	2	2895	5,790	1,39
	No. 9-Central R R of N.J.- 1876-wood underframe- wood body- 4 wheel wood trucks	20	24	"	1	2895	2,895	69
	No. 10- Central R R of N.J. 1891- wood underframe- wood body- 4-wheel wood trucks	20	24	"	1	2895	2,895	69
	No. 11- Pullman Co.,-1890- wood underframe- wood body-4 wheel wood trucks	25	29	"	1	2589	4,589	1,33
	Nos 12 - 13-Central R R of N.J. 1891- wood underframe-wood body-4 wheel wood trucks	35	38	"	2	3609	7,218	2,74
	Nos. 14- 15 Central R R of N.J. 1875- wood underframe-wood body-4 wheel wood trucks	25	29	"	2	2660	5,320	1,54
	Nos. 16-31-39-40-Central R R of N.J. - 1880-wood underframe wood body-4 wheel wood trucks	30	34	"	4	2895	11,580	3,93
	Nos. 32-43-Wason Mfg. Co 1869-wood underframe-wood body-4 wheel wood trucks	25	29	"	2	2915	5,830	1,69
	No. 33-Wason Mfg. Co 1870- wood underframe- wood body 4 wheel wood trucks	20	24	"	1	2915	2,915	70
	Nos 34-36-Wason Mfg. Co. 1875- wood underframe--wood body 4-wheel wood trucks	25	29,	"	2	2915	5,830	1,69
	No. 37 Central R R of N.J. 1883- wood underframe- wood body- 4 wheel wood trucks	25	29	"	1	2895	2,895	84

Revised page prepared by direc of the Commission-June 24,1929.

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 New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreca (6)
	Acct. No. 54 Title PASSENGER TRAIN CARS (CONTINUED) (I. C. C. classification.)					$	$	$
	Baggage Cars:							
	No. 41- Wason Mfg. Co.-1866-wood underframe-wood body- 4 wheel wood trucks	28	29	Each	1	2915	2,915	845
	No. 48- Wason Mfg. Co. 1872-wood underframe-wood body- 352 4 wheel wood trucks	28	29	"	1	2915	2,915	845
	Nos 326-333-Central R R of N.J. 1905-wood underframe- wood body- 4 wheel wood trucks	65	67	"	3	4588	13,764	9,222
	Nos 327- Central R R of N.J. 1891- wood underframe- wood body-4 wheel wood trucks	30	34	"	1	4185	4,185	1,423
	Nos 329-330- Central R R of N.J. 1896- wood underframe- wood body-4 wheel steel trucks	42	45	"	2	4185	8,370	3,767
	Nos 331 to 335- Barney & Smith-1901-wood underframe- wood body- 4 wheel wood trucks	55	57	"	5	4549	22,745	12,965
	Nos 336 to 340 Harlan & Hollingsworth 1903- wood under frame wood body 4 wheel steel trucks	52	54	"	5	4509	22,545	12,174
	Nos 341 to 345-Harlan & Hollingsworth 1903- wood underframe wood body- 4 wheel wood trucks	52	54	"	5	4509	22,545	12,174
	Nos 346 to 348 Central R R of N.J. 1903- wood underframe- wood body- 4 wheel wood trucks	55	57	"	3	4501	13,503	7,697
	Nos 349to 351-Central R R of N.J. 1904- wood underframe- wood body- 4 wheel wood trucks	57	59	"	3	4501	13,503	7,967
	Nos 354 to 358 Central R R of N.J.-1904 wood underframe- wood body-4 wheel wood trucks	64	66	"	5	4615	23,075	15,230
	Nos 359 to 363-Harlan & Hollingsworth 1907-wood underframe wood body- 4 wheel wood trucks	66	68	"	5	4623	23,115	15,718
	Nos 364 to 368 Central R R of N.J.-1907-wood underframe- wood body- 4 wheel wood trucks	64	68	"	5	4615	23,075	15,691
	Nos 369 to 373-Central R R of N.J.- wood underframe- wood body 4 wheel trucks- 1909	78	79	"	5	4615	23,075	18,229
	Nos 374 to 376-Central R R of N.J. 1911-wood underframe- wood body- 4 wheel steel trucks	82	83	"	3	4951	14,853	12,328
	Nos 377 to 378 Central R R of N.J. 1913- wood underframe- wood body- 4 wheel steel trucks	87	88	"	2	5365	10,730	9,442
	Nos 390 to 394 Harlan & Hollingsworth 1916- steel under frame steel body- 6 wheel steel trucks	96	96	"	5	10965	54,825	52,632
	Nos 395 to 399 Pullman Co. 1918 Steel underframe steel body 6 wheel steel trucks	100		"	5	11021	55,105	55,105
	Nos. 420 to 421 Central R R of N.J.- 1913-composite under- frame- wood body- 6 wheel steel trucks	88	89	"	2	7676	15,360	13,668
	No 328-Central R R of N.J. 1893- wood underframe-wood body 4 wheel wood trucks	35	38	"	1	4185	4,185	1,590
	Combination Passenger Cars:							
	Nos. 175- Central R R of N.J. wood underframe- wood body-4 wheel wood trucks	70	71	Each	1	6305	6,305	4,477
	Nos 176 to 178 Jackson & Sharpe- 1899-wood underframe- wood body- 4 wheel wood trucks	50	53	"	3	5899	17,697	9,202
	Nos 179-180-205 to 207 Harlan & Hollingsworth 1902-wood underframe- wood body 4 wheel wood trucks	58	60	"	5	6135	30,675	18,405
	Nos 181 to 185 Harlan & Hollingsworth 1903-wood underframe wood body- 4 wheel trucks	60	62	"	5	6235	31,175	19,329
	Nos 186 to 193 Harlan & Hollingsworth 1908 wood underframe wood body- 4 wheel steel trucks	73	74	"	8	7343	58,744	43,471
	No 194 Harlan & Hollingsworth 1910- steel underframe wood body- 4 wheel steel trucks	82	85	"	1	8463	8,463	7,024
	No 199 Pullman Co- 1890-wood underframe-wood body-4 wheel wood trucks	30	32	"	1	6005	6,005	1,922
	Nos 200- to 204-Barney & Smith 1901- wood underframe-wood body - 4 wheel wood trucks	54	56	"	5	6055	30,275	16,954
	Nos 210 to 214 American Car & Foundry Co. 1905-wood underframe-wood body-4 wheel wood trucks	65	66	"	5	6285	31,425	20,741
	Nos 215 to 217 Central R R of N.J. 1905-wood underframe- wood body- 4 wheel wood trucks	65	66	"	3	6275	18,825	12,425

Revised page prepared by direction of the Commission, June 24, 1929.

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. 84 Title PASSENGER TRAIN CARS(CONTINUED) (I. C. C. classification.)					$	$	$
	Combination Passenger Cars:(cont'd)							
	Nos 218 to 233 Harlan & Hollingsworth 1906- wood underframe-wood body- 4 wheel wood trucks	68	69	Each	6	6285	37,710	26,080
	Nos 234 to 238 Harlan & Hollingsworth- 1907-wood underframe wood body 4 wheel wood trucks	71	72	"	5	6288	31,425	22,626
	Nos 229 to 233 Central R R of N.J. 1908- steel underframe-wood body- 4 wheel steel trucks	76	77	"	5	7223	36,115	27,809
	Nos 234 to 238 Central R R of N.J. 1911-steel underframe wood body 4 wheel steel trucks	84	85	"	5	7679	38,395	32,636
	Nos 239 to 241-Central R R of N.J. 1912-steel underframe wood body- 4 wheel steel trucks	86	87	"	3	7833	23,499	20,444
	Nos 242-243 Central R R of N.J.-1913-steel underframe-wood body 4 wheel wood trucks	86	89	"	2	8487	16,974	15,107
	Nos 250 to 258 Harlan & Hollingsworth 1914 steel underframe steel body 4 wheel steel trucks	93		"	9	11035	99,315	92,363
	Nos 259 to 268-Harlan & Hollingsworth 1915-steel underframe steel body 4 wheel steel trucks	94	94	"	10	11035	110,350	103,729
	Nos 269 to 274 Pullman Co. 1917-steel, underframe steel body-4 wheel steel trucks	97		"	6	11105	66,630	64,631
	Nos 300 to 305 Harlan & Hollingsworth 1912-steel underframe wood body- 4 wheel steel trucks	85	86	"	6	9035	54,210	46,621
	Nos 1150-Central R R of N.J. 1892-wood underframe-wood body 4 wheel wood trucks	33	34	"	1	5040	5,040	1,714
	No 1151 Central R R of N.J. 1897 wood underframe-wood body 4 wheel wood trucks	46	48	"	1	5040	5,040	2,419
	Nos 1153-1154-1160-Bowers &Dure 1879-wood underframe-wood body-4-wheel wood trucks	20	22	"	3	4071	12,213	2,687
	No 1155 Gilbert & Bush 1868- wood underframe-wood body 4 wheel wood trucks	20	22	"	1	4076	4,076	897
	Nos 1156- 1165-1167-Wason Mfg Co. 1869-wood underframe-wood body- 4 wheel wood trucks	20	22	"	3	4085	12,255	2,696
	Nos 1161-1162 Wason Mfg Co. 1879 wood underframe- wood body 4 wheel wood trucks	20	22	"	2	4085	8,170	1,797
	No. 1157- Bradley Co.- 1868 wood underframe-wood body- 4 wheel wood trucks	20	22	"	1	4091	4,091	900
	Nos. 1163-1164-Wason Mfg. Co. 1881- wood underframe-wood body- 4 wheel wood trucks	25	28	"	2	4085	8,170	2,288
	Nos 1166- Wason Mfg Co. 1868 wood underframe-wood body 4 wheel wood trucks	20	23	"	1	4085	4,085	940
	Nos 1168- to 1170 Wason Mfg Co. 1871- wood underframe-wood body- 4 wheel wood trucks	20	23	"	3	4085	12,255	2,819
	Nos 1171 - 1172 Wason Mfg. Co. 1872- wood underframe-wood body- 4 wheel wood trucks	20	23	"	2	4085	8,170	1,879
	No. 1174-Gilberts & Bush 1868-wood underframe-wood body 4 wheel wood trucks	20	22	"	1	4076	4,076	897
	No. 50- Central R R of N.J. 1872-wood underframe-wood body 4 wheel wood trucks	20	23	"	1	4061	4,061	934
	No. 51- Gilbert & Bush 1868 wood underframe- wood body 4 wheel wood trucks	10	13	"	1	4076	4,076	530
	Nos. 208-209 Central R R of N.J. 1904- wood underframe-wood body- 4 wheel wood trucks	51	53	"	2	6275	12,550	6,652
	Other Combination Cars:							
	Nos. 35-46 Wason Mfg. 1875- wood underframe-wood body 4 wheel wood trucks	20	22	Each	2	4125	8,250	1,815
	No. 45- Central R R of N.J. 1882- wood underframe- wood body- 4 wheel wood trucks	22,	25	"	1	4105	4,105	1,026
	Nos. 60 to 66- Harlan & Hollingsworth- 1914- steel underframe- steel body-6 wheel steel trucks	92	92	"	7	12550	87,850	80,822
	Nos 67 to 71- Harlan & Hollingsworth- 1915- steel underframe- steel body- 6 wheel steel trucks	94	94	"	5	12403	62,015	58,294
	Cafe Cars:							
	Nos. 80-81-Pullman Co. 1905- wood underframe-wood body- 4 wheel trucks	66	67	"	2	15201	30,402	20,369

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	Acct. No. 54 Title PASSENGER TRAIN CARS (CONTINUED) (I. C. C. classification.)					$	$	$
	Cafe Cars:							
	Nos 82- 85 Pullman Co. 1917- steel underframe- steel body- - 6 wheel steel trucks	98	98	Each	2	22111	44,222	43,338
	Club Cars:							
	No. 718- Harlan & Hollingsworth 1910- steel underframe- wood body- 4 wheel steel trucks	81	81	"	1	8707	8,707	7,053
	No. 81- Harlan & Hollingsworth - 1894- wood underframe wood body- 6 wheel wood trucks	52	58	"	1	12207	12,207	6,470
	No 92- Barney & Smith 1887- wood underframe- wood body- 6 wheel wood trucks	36	39	"	1	11246	11,246	4,386
	Total Account 54		70		777		5,831,059	4,070,873
	Account 56 - FLOATING EQUIPMENT							
	Steam Ships:							
	Sandy Hook-Harlan & Hollingsworth- 1889- 260'5"x37'x14-3" steel steel hull- 1559-gross tons-320 H.P. triple expansion engines- Scotch type boiler- twin screw	27	29	Each	1		245,000	70,822
	Monmouth Wm Cramp 1898 - 260'5"x36'x14' steel hull 1440 gross tons- 2800H.P. tripple expansion engines- Scotch type boiler- twin screw	25	27	"	1		261,000	69,450
	Ashburg Park- Wm Cramp 1903- 297'2"x15'-4" steel hull- 2128 gross tons-5900 H.P. quadruple expansion engines- water tube type boilers- twin screw	88	51	"	1		404,000	207,900
	Ferries:							
	Lakewood-Harlan & Hollingsworth 1901- 200'x44'x17'-3" steel hull 1016 gross tons- 1200 H.P. quadruple expansion engine- Scotch type boilers propeller	43	44	"	1		161,000	70,598
	Bound Brook-Harlan & Hollingsworth 1901- 200'x44'x17'3" steel hull 19016 gross tons-1200 H.P. quadruple expansion engines- Scotch type boiler-propeller	43	44	"	1		155,000	68,018
	Red Bank-Harlan & Hollingsworth - 1902- 200'x44' x 17'3" steel hull 1016 gross tons-1200 H.P. quadruple expansion engines- Scotch type boiler-propeller	46	47	"	1		177,000	82,716
	Plainfield- U.S. Ship Bldg. Co.- 1904-200'x3"x43'4"x 15'-8"- steel hull 1225 gross tons- 1200 H.P. quadruple expansion engine-Scotch type boiler propeller	53		"	1		227,600	121,756
	Wilkesberre-Harlan & Hollingsworth - 1904- 191'4"x 44'x15'8"-steel hull-1197 gross tons-1200 H.P. quadruple expansion engine-Scotch type boiler- propeller	53	54	"	1		191,200	102,464
	Elizabeth- Harlan & Hollingsworth-1904- 191'-4"x44'x 15'8"-steel hull- 1197 gross tons- 1200 H.P. quadruple expansion engine- Scotch type boiler propeller	53	54	"	1		190,200	101,934
	Cranford- Harlan & Hollingsworth - 1906- 191'4" x 44'x 15'8"-steel hull- 1197 gross tons- 1200 H.P.- quadruple expansion engine- Scotch type boiler- propeller	60		"	1		195,400	118,200
	Somerville-Harlan & Hollingsworth- 1906- 191'4"x44'x 15'8"- steel hull- 1197 gross tons- 1200 H.P. quadruple expansion engine- Scotch type boiler- propeller	60		"	1		195,400	118,200

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	Acct. No. 56 Title FLOATING EQUIPMENT (CONTINUED) (I. C. C. classification.)					$	$	$
	Ferries: (Cont'd)							
	Westfield-Harlan & Hollingsworth- 1911- 191'8"x46'x17'- steel hull- 1238 gross tons- 1200 H.P.-quadruple expansion engine- Scotch type boiler-propeller	77		Each	1		192,500	148,77
	Bayonne- Harlan & Hollingsworth- 1913- 182'8"x46'x17'6" steel hull- 1334 gross tons- 1400 H.P. quadruple expansion engine- Scotch type boiler-propeller	83		"	1		214,400	178,84
	Tug Boats:							
	Blue Ridge-Neafie & Levy-1873- 78'8"x18'4"x8'6" wood hull- 150 H.P.- 66 gross tons- single screw- second hand	28	30	Each	1		10,800	3,24
	Dearborn Palmer- 1902- 92'x22'4"x11'- wood hull-200 H.P. 135 gross tons- single screw second hand	47	49	"	1		24,000	11,76
	Red Ash- white ash- Murphy & Trumby 1898-92'6"x21'7"x 9'6" - wood hull-450 H.P.- single screw- 117 gross tons	20	31	"	2	34260	68,520	14,07
	Bethlehem-Staten Island- 1915-84'3"x24'5"x11'-steel hull- 400 H.P.- single screw-167 gross tons	90	90	"	1		60,000	54,00
	Jersey Central- Sullivan- 1913-97'6"x26'4"x11'9" steel hull- 800 H.P. single screw- 217 gross tons-	80	81	"	1		63,300	50,96
	Roselle-Flemington-Freehed, Neafie & Levy-1903-98'x24'6" x 13'8", steel hull-500 H.P. single screw- 220 gross tons tons	50	51	"	3	57920	173,760	88,38
	Newark- Sullivan-1915-96'8"x26'1"x13'4"-steel hull 900 H.P. single screw-230 gross tons	90	90	"	1		754,000	67,86
	Ashley, Bridgeton, Seabright Harlan & Hollingsworth 1906- 109'2" x 24'6" x14'-7" steel hull, 700 H.P. single screw- 240 gross tons	109'2" 60	61	"	3	67925	203,175	123,58
	Steam Freight Barges:							
	Easton, Keyport, High Bridge, Matewan, Harlan & Holling worth 99' x30'x12'3"-steel hull- 250 H.P. single screw 465 gross tons	67	67	Each	4	50136	200,544	135,02
	No. 30, Sullivan 1916- 116' 5" x 32' 2" x11'3"-550 H.P. steel hull- 327 Grosstons	92	92	"	1	71000	71,000	65,40
	Manager-Palmer 1903- 116'7" x34'x11'4" wood hull 395 gross tons 250 H.P. single screw	53	54	"	1		47,000	25,14
	Car Floats:							
	Nos 17-19-built 1892-7-length 226' to 235'8" capy 10-12 cars- wood hull-second hand	38		"	3	13935	41,805	15,88
	Nos 30-32-Palmer, 1904-length 250' capy 12 cars wood hull	44		"	3	2308	69,624	30,63
	Nos 20-29-Palmer-1897-length 261'2"-267'7"-capy 12-17 cars-wood hull-second hand -1904	44		"	10	23648	236,480	104,05
	Nos 33-34 J & S 1905-length 285' 3" capy 14 cars wood hull	48		"	2	29000	58,000	27,84
	Nos 41-47 Harlan & Hollingsworth 1909-1913-length 262'2" to 270'-0" capy 12 cars steel built	72		"	7	47900	335,300	241,41
	Nos 35-40 Harlan & Hollingsworth 1906-7length 285'3" capy 19 cars steel hull	54		"	6	51500	309,000	166,86

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	Acct. No. 56 Title FLOATING EQUIPMENT(CONTINUED) (I. C. C. classification.)					$	$	$
	Steam Hoist Lighters:							
	Nos. 101-108-111-118-Built 1889-1899-length 81'-10" to 88'5" 10 to 20 H.P. hoist wood hull, second hand	38	38	Each	10	5330	53,300	20,568
	Nos. 100 109-110 built 1897 length 92'4",93'1"- 12 to 16 H.P. hoist, wood hull,second hand	55	55	"	3	5333	15,999	8,550
	Nos. 116-131 built 1906-15- length 90 to 93' 16 to 18 H.P. hoist wood hull	78	78	"	20	9175	183,500	145,350
	Nos 113-115,Palmer, 1900 length 95'-11" to 97' - 9" 24 H.P. hoist wood hull	52	52	"	3	11900	35,700	18,564
	Nos 400 403 404 Palmer 1900-2 length 97'6" to 111' 30-32 H.P. Hoist wood hull	40	40	"	3	15500	46,500	18,600
	No 401 Palmer 1902 length 105' 6" 75 H.P.hoist wood hull	42	42	"	1		39,450	16,570
	Nos 405 406 Palmer 1902 length 101' 8" to 103' 30 H.P. hoist	42	42	"	2	15500	31,000	13,020
	No 402 Palmer 1902, length 102' 4" 55 H.P. hoist wood hull	42	42	"	1		34,100	14,322
	Hand Hoist Lighters:							
	Nos 200 202-212-built 1882- 1900 length 79 '5" to 88' 2" wood hull, second hand	39		"	18	4000	48,000	18720
	Nos 215- 232 built 1907-15, length 86'-0" to 90'-0" wood hull	66		"	20	6000	120,000	79,200
	Covered Barges:							
	Nos 300-303-built 1889-1898-length 82'-6" to 105'-1" wood hull,second hand	38		"	4	3875	15,500	5,425
	Nos 337-338 built 1906, length 90' wood hull second hand	66		"	2	5300	10,600	6,996
	Nos 304-332-339-343 Cossey 1908-1915 length 90' to 100' wood hull	75		"	34	6810	231,540	173,655
	Nos 333-336 Cossey, 1915 length 110' wood hull	88		"	4	7350	29,400	25,872
	Total for Account 56		56		182		5,751,997	3,249,214
	Account - 57- WORK EQUIPMENT							
	Air Brake Instruction Car:							
	No. 92808-Central R R of N.J. 1908 wood underframe- wood body	78	80	Each	1	6724	6,724	5,366
	Air & Steam Drill Car:							
	No 92001-Central R R of N.J. 1901- capy 60,000 lbs. wood underframe- wood body equipment inclusive	55	56	"	1	2400	2,400	1,350
	Ballast Cars:							
	Nos. 92950 to 92968 92971 to 92999-Rodger Ballast Car Co 1900- capy 80,000# wood underframe - wood body	40	50	"	49	722	35,378	17,689
	No. 92970- Central R R of N.J. 1910- capy. 80,000# wood underframe- wood body	60	66	"	1	722	722	480
	Ballast Spreader Cars:							
	Nos 9300-Rodger Ballast Car Co. 1900- capy 60,000# wood underframe-wood body	28	37	"	1	775	775	283
	No 93001- Rodger Ballast Car Co. 1901- capy. 60,000# wood underframe-wood body.	33	41	"	1	775	775	317

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	Acct. No. 57 Title WORK EQUIPMENT (CONTINUED) (I. C. C. classification.)					$	$	$
	Ballast Spreader:							
	Hardan	100	100	Each	1		5,000	5,000
	Camp Cars:							
	Nos 92054-92058 92060-92075-92081 92405-92408-92411 92412-92425-92434-92542-92543- converted passenger equipment cars; wood body and under frame- wood 4 wheel trucks equipment included	85	88	"	25	1277	29,571	24,890
	Nos 92556-92557 92561 92564 Box car. capacity 60,000# all wood equipment included	76	83	"	4	384	1,536	1,270
	Hopper Cinder Cars:							
	Nos 92211 to 92214-92216-92217-92220 to 92227-92229-92231- to 92236-92238-92239-92242-92245-92248 to 92250-92252-92253-92255 to 92257-92259-92260-92262 92263-92265-92266-Central R R of N.J. converted 1916- capy 60,000" wood underframe-wood body	95	97	"	39	274	10,686	10,349
	Nos 92215-92218-92219-92226-92237 92240 92241-92243 92251 Central R R of N.J. converted 1917 cap. 60,000 wood underframe- wood body	99	99	"	9	288	2,328	2,308
	No 92604-Central R R of N.J. converted 1908 capy. 50,000# wood underframe wood body	48	58	"	1	264	264	153
	Nos. 92641-92667-92691-92700-92704 to 92709-92712-92714 92715-92719 to 92722-92724-92736-92738-92742-92743-92744-92750-92751-92753-92754-92758-92762-92764-Central R R of N.J. converted 1909- capy 50,000# wood underframe- wood body	43	59	"	30	254	7,620	4,525
	No 92760- Central R R of N.J. converted 1909 capy. 40,000# wood underframe wood body	44	61	"	1	234	234	143
	No 92802- Central R R of N.J. converted 1911 capy 60,000# wood underframe- wood body	57	72	"	1	285	285	206
	Nos 92765- 92769 - 92772 to 92777 Central R R of N.J. converted 1910 capy. 50,000# - wood underframe wood body	89	92	"	11	238	2,618	2,418
	Nos 92781-92782 92786 to 9287 - 92788- 92791-92793 to 92795-92797-92799-92800-Central R R of N.J. converted 1910 capy. 60,000# wood underframe wood body	74	83	"	12	295	3,540	2,935
	Drop Bottom Cinder Cars:							
	Nos. 92506-92510-92581-92582-92583-Central R R of N.J. converted 1906- capy 50,000# wood underframe- wood body.	47	63	"	5	255	1,275	806
	Nos. 92507 to 92508- 92511-92512-92515 to 92517-Central R R of N.J. converted 1906-capy 40,000#	47	63	"	8	241	1,928	1,211
	No 92518- Central R R of N.J. converted 1912- capy 60,000" wood underframe-wood body	69	81	"	1	196	196	159
	Nos. 92519 e92525-92526 Central R R of N.J. converted 1912-capy 50,000# wood underframe-wood body	69	81	"	3	196	588	478
	No 92520- Central R R of N.J. converted 1912- capy 40,000 lbs wood underframe-wood body	71	82	"	1	185	185	152
	Swing Side Door Cinder Cars:							
	Nos 92568-92570- to 92572-92576- to 92583-92585 to 92603- 92607-92608-Central R R of N.J. converted 1908 capy 50,000# wood underframe-wood body	57	70	"	33	254	8,382	5,885
	Nos 92569-92682-92642-92643-92647-92649-92654-92646-92660-92661-92662-92665-92668-92670- to 92672-92726-92806- to 92830 Central R R of N.J. converted 1912 capy 50,000# wood underframe-	72	81	"	33	256	8,448	6,803

Revised page prepared by direction

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner The Central Railroad Co of New Jersey — Sheet No. _____ of this valuation section.

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

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. 39 Title ~~WORK EQUIPMENT (COST RULES)~~					$	$	$
	Swing Side Door Cinder Cars:							
	Nos. 92573 to 92575-92638-92658-92683-92696-92698 92699-92821-92844-Central R R of N.J. converted 1913- capy. 50,000 lbs. wood underframe- wood body	78	84	Each	33	278	9,174	7,722
	Nos. 92629 to 92631- 92634- to 92637-92650-92651-92655 92656 to 92657- to 92676 92727 92737 92673 - Central R R of N.J.-converted 1909- capy 50,000# wood underframe-wood body	60	73	"	19	247	4,693	3,409
	Nos. 92677-92680-92682-92684- to 92690-92692 to 92695 92702-92717-92728-92729-92733-92760-92770-Central R R of N.J. converted 1911- capy 50,000# wood underframe- wood body	66	77	"	22	235	5170 4,950	3,812
	Nos. 92763-92783-Central R R of N.J. converted 1910 capy 50,000# wood underframe- wood body	66	86	"	2	235	470	356
	Nos 92845 to 92847 Central R R of N.J. 1914- converted capy 50,000# wood underframe- wood body	85	89	"	3	278	834	744
	Nos. 92848-92849-Central R R of N.J. 1914- capy. 50,000# wood underframe- wood body	73	80	"	2	318	636	506
	Nos 92850 to 92853-Central R R of N.J. 1915 capy 50,000# wood underframe- wood body	80	85	"	4	318	1,272	1,082
	Nos 92854 to 92880 Central R R of N.J. 1916 capy 50,000# wood underframe- wood body.	93	95	"	27	318	8,586	8,138
	Nos 93007-93016-93032-93047-93056-93069-93085-93091 Central R R of N.J. converted 1913 wood underframe wood body capy 50,000#.	80	87	"	8	218	1,744	1,525
	Steel Cinder Cars:							
	Nos 92940 to 92949- Standard Steel Car Co. 1904- capy 80,000# steel underframe- steel body	30	45	"	10	849	8,490	3,632
	Dump Cars:							
	Nos. 92930- to 92939 2nd hand 1916- capy 70,000 steel underframe-steel body	100	100	"	10	915	9,150	9,150
	Derrick Cars:							
	No 92045-Central R R of N.J. est 1898-capy 50,000# wood underframe	33	44	"	1	800	800	350
	No.92047-Central R R of N.J. est. 1898- capy 60,000# wood underframe wood body	33	38	"	1	1700	1,700	653
	No 92048 Central R R of N.J. est. 1898 capy 60,000# wood underframe wood body	33	38	"	1	1700	1,700	653
	No 92049-Industrial Works est. 1898 capy 80,000# steel underframe	26	45	"	1	1200	1,200	541
	No 92502-Central R R of N.J. est. 1900- capy 60,000# wood underframe	36	41	"	1	1700	1,700	700
	Steam Derricks:							
	No 1-2 Industrial Works 1899-capy 80,000# steel underframe steel body	36	37	"	2	8877	17,754	6,481
	No 3 Industrial Works 1901- capy 120,000# steel underframe steel body	62	65	"	1	10500	10,500	6,812
	No 4 Industrial Works- 1905- capy 200,000# steel underframe- steel body-equipment included	71	73	"	1	13930	13,930	10,198
	No 5 Bucyrus Co 1918- capy 300,000# steel underframe- steel body- equipment included	100	100	"	1	17116	17,116	17,116

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	Acct. No. 57 Title WORK EQUIPMENT (I. C. C. classification.)					$	$	$
	Gas Tank Cars:							
	No 92500-Central R R of N.J. 1909 capy 30,000# wood underframe- wood body	71	73	Each	1	1750	1,750	1,281
	No 92501- Central R R of N.J. 1911-capy 60,000# wood underframe- wood body	76	78	"	1	2648	2,648	2,058
	Hospital Cars:							
	No 92503- Central R R of N.J. converted 1915-wood underframe- wood body	85	86	"	1	1767	1,767	1,522
	Steam Loco. Cars:							
	No 1- Industrial Wks. capy 30,000# steel underframe-steel underframe-steel body	48	52	"	1	7140	7,140	3,687
	No 5- Industrial Works-1911-capy 40,000# Steel underframe-steel body	55	58	"	1	7148	7,148	4,134
	No 7- Industrial Works 1912- capy 60,000#;steel underframe-steel body	80	81	"	1	7773	7,773	6,296
	No 8- Industrial Works 1913- capy- 60,000#-steel underframe- steel body	85	85	"	1	8800	8,800	7,436
	No. 9 McMyler Interstate Co. 1910-capy- 50,000# steel underframe-steel body-equipment included	68	71	"	1	6394	6,394	4,516
	No 10-Brown Hoist Machine Co 1912 capy 30,000# steel underframe steel body	76	78	"	1	6815	6,815	4,633
	No 11- Brown Hoist Mch Co. 1918- capy 120,000# steel underframe- steel body	90	91	"	1	11000	11,000	9,970
	No 12- Brown Hoist Mch. Co. 1915- capy 40,000# steel underframe-steel body	88	89	"	1	6512	6,512	5,618
	Nos 13-14 Industrial Works-1915- capy 40,000# steel underframe- steel body	90	90	"	2	7115	14,230	12,869
	No 15- Browning Co. 1916-capy 80,000# steel underframe- steel body	93	94	"	1	8325	8,325	7,798
	No 16- Industrial Works 1917- capy 60,000# steel underframe-steel body	95	96	"	1	8082	8,082	7,720
	No 17-18-19-20 Browning Co 1917-capy 60,000# steel underframe- steel body	97	97	"	4	8320	33,280	32,304
	Material Supply Cars (Box):							
	Nos. 92400-92402-92404-92018-Central R R of N.J. converted 1909- capy.60,000# wood underframe-wood body	73	80	"	4	330	1,320	1,056
	Nos. 92401- 92403- Central R R of N.J. converted 1909 capy 60,000# wood underframe-wood body	46	61	"	2	320	640	388
	Nos 92475- 92483-92487-92498-Central R R of N.J. converted 1912- capy 60,000-wood underframe-wood body	60	74	"	4	245	980	721
	No. 92466-Central R R of N.J.- converted 1904- capy 60,000# wood underframe- wood body	33	47	"	1	413	413	195
	No. 92474-Central R R of N.J.-converted 1912- capy 80,000#- wood underframe- wood body	66	75	"	1	365	365	274
	No. 92477-92479-92486- Central R R of N.J. converted 1913- capy 50,000 wood underframe-wood body	66	78	"	3	226	678	538
	No. 92488-Central R R of N.J. converted 1913- capy 60,000# wood underframe- wood body	66	78	"	1	226	226	177
	No. 92491-Central R R of N.J. converted 1914- capy 50,000# wood underframe-wood body	73	81	"	1	299	299	242
	No. 92493-Central R R of N.J. converted 1915- capy 50,000#-wood underframe-wood body	80	87	"	1	231	231	201
	No. 92481- Central R R of N.J. converted 1913-capy 50,000# wood underframe- wood body	58	71	"	1	274	274	194
	Nos. 9304-9313-9325-9327-9343-9344-9345-9354-9356-9364-9369-9381-9391-9398-9295-9396- Central R R of N.J. converted 1917- capy 50,000# wood underframe-wood body	91	95	"	16	207	3,312	3,133

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. 37 Title WORK EQUIPMENT (CONTINUED) (I.C.C. classification)					$	$	$
	Painters Tool Cars:							
	No 92061- Central R R of N.J. converted 1904 - capy 60,000# wood underframe-wood body-equipment included	70	73	Each	1	1623	1,623	1,178
	No.92062- Central R R of N.J. converted 1904-capy 40,000# wood underframe-wood body	44	45	"	1	343	343	156
	Nos 92551-92547 box cars- capy 50,000# all wood equipment included	69	71	"	3	431	1,293	918
	Nos 92555-Central R R of N.J. converted 1907- capy 50,000# wood underframe-wood body	45	56	"	1	431	431	241
	No 92,556- length 32' wood body and underframe- wood 4 wheel trucks- equipment included	45	50	"	1		1,114	562
	Painters Boarding Cars:							
	No. 92532-Central R R of N.J. converted 1915- wood underframe wood body	75	78	"	1	1068	1,068	832
	No. 92533- Central R R of N.J. converted 1909- wood underframe- wood body-equipment included	74	77	"	1	1279	1,279	983
	Pile Drivers:							
	No. 92005- Industrial Works- capy 80,000#-1910- steel underframe- wood body- equipment included	77	78	"	1	8330	8,330	,6,535
	No. 92416- Central R R of N.J.-rebuilt 1917- capy 80,000# wood underframe- composite body	93	93	"	1	5450	5,450	5,094
	Poling Cars:							
	No. 92000-Central R R of N.J. capy 60,000# wood underframe- wood body- 1901	32	46	"	1	550	550	252
	No. 92004- Central R R of N.J. -1903- capy 60,000# wood underframe- wood body	56	49	"	1	550	550	270
	No. 92568- Central R R of N.J. 1907- wood underframe wood body- capy 60,000#	30	36	"	1	550	550	200
	Nos. 92610- 92621- 92622-Central R R of N.J. 1908- capy 60,000# steel underframe-steel body	75	79	"	3	960	2,880	2,271
	Nos. 92623 to 92626-Central R R of N.J. 1909- capy 60,000# steel underframe- steel body	77	80	"	4	960	3,840	3,081
	No. 92559- Central R R of N.J. 1914- capy-60,000# wood underframe-wood body	90	92	"	1	275	275	253
	No. 92560- Central R R of N.J. 1914- capy 60,000# composite underframe -1917	90	91	"	1	675	675	617
	Roadway Flats:							
	No- 92005- Central R R of N.J.- 1912- converted capy 50,000# -,wood underframe	61	76	"	1	206	206	156
	No. 92150- 92155- Central R R of N.J. 1912- capy 60,000# wood underframe	70	80	"	6	274	1,644	1,309
	No. 92156- Central R R of N.J. capy 50,000#-1913- woodunderframe	92	95	"	1	256	256	248
	No. 92159-92160-92168- Central R R of N.J. 1914- capy 50,000# wood underframe	94	96	"	3	256	768	736
	Nos 92157- 92158-92161-Central R R of N.J.-1915- capy 60,000#-wood underframe	96	97	"	3	274	822	800
	Nos 92163-92174-Central R R of N.J.-1916- capy 60,000# wood underframe	97	98	"	12	274	3,288	3,221
	No. 92175-Central R R of N.J.- capy 60,000# wood underframe-1917	97	98	"	1	274	274	268

Revised page prepared by direction of the Commission, June 24, 1919

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner The Central Railroad of New Jersey — Sheet No. ____ of this valuation section

Val. Section No. Unallocated. Miles Main Line, ____ Miles all Tracks.* — Approved: John R Thompson

LOCATION. (1) — Where but a single percentage is stated it represents both per cents. — 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 Depre. (6)
				$	$	$

Acct. No. 37 Title WORK EQUIPMENT (CONTINUED) (I. C. C. classification.)

Roadway Flats (cont'd):

No. 922875- Central R R of N.J.- converted 1907-capy 50,000# wood underframe 92112-	40	58	Each	1	256	256	14
Nos. 92103- 92105-92111-92217- 92183-92185- 92187- 92804-92206-Central R R of N.J. 1907-capy-80,000# wood underframe	51	68	"	10	472	4,720	2,93
Nos 92385 to 92390-92392 to 92399-Central R R of N.J. 1913- converted- capy 80,000#- wood underframe	65	72	"	14	413	5,782	4,18
No. 92391- Central R R of N.J. converted 1913- capy 80,000# composite underframe	66	75	"	1	513	513	38

Roadway Box Cars:

No 92020-Central R R of N.J. 1913- converted capy- 50,000# wood underframe- wood body	60	20	"	1	339	339	23
Nos 92021-92022-Central R R of N.J.- 1905- converted capy- 50,000# wood underframe- wood body	48	60	"	2	361	722	43
No 92102-Central R R of N.J. 1914- converted capy 50,000# - wood underframe- wood body	73	81	"	1	299	299	241
No. 92409- Central R R of N.J. - 1917-convertedcapy- 80,000#- wood underframe- wood body	90	94	"	1	247	247	23
No. 92410- Central R R of N.J. 1916- converted- capy 50,000# wood underframe- wood body	60	70	"	1	328	328	23

Riding Cars:

Nos 92422-92423-92424-925339Central R R of N.J. 1911 converted- wood underframe- wood body equipment included	62	65	"	4	2107	8,428	5,45
Nos 1130- 1132- Converted pass. car.-wood underframe- wood body	100	100	"	2	881	1,762	1,76
No. 92426-Central R R of N.J. 1913- converted- wood underframe- wood body- equipment included	80	82	"	1	1050	1,050	86
Nos 92427 to 92433-Central R R of N.J.- 1914- converted wood underframe- wood body-equipment included	78	80	"	7	1756	12,292	9,81
No. 92640- Central R R of N.J. 1909- converted- wood underframe- wood body- equipment included	83	84	"	1	1720	1,720	1,45

Roadway Gondolas:

Nos. 92101- 92104-92110-92137-Central R R of N.J. 1908- converted- capy 40,000# wood underframe- wood body	52	65	"	4	273	1,092	70
No. 92108- Central R R of N.J. 1912- converted capy 40,000# wood underframe- wood body	70	80	"	1	204	204	16
Nos. 92247-92277-Central R R of N.J. 1907- converted capy 50,000# wood underframe- wood body	50	65	"	2	263	526	34
Nos. 92254- Central R R of N.J.- 1917- converted capy 50,000#- wood underframe-wood body	93	96	"	1	211	211	20
Nos. 92254- 92258- 92261-Central R R of N.J.-1916- converted- capy 50,000-wood underframe-wood body-	91	94	"	3	226	678	63
Nos. 92282 to 92361-Central R R of N.J.- 1906- converted- capy 50,000# wood underframe-wood body equipment included	50	65	"	59	264	15,576	10,06

Storage Cars (Box)

Nos. 92414-92415- Central R R of N.J.-1910- converted capy 50,000#- wood underframe- wood body	58	72	"	2	250	500	36

Revised page prepared by direction

Owner The Central Railroad of New Jersey

BUREAU OF VALUATION

Sheet No. ____ of this valuation section.

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

Approved: John R Thompson

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. Where but a single percentage is stated it represents both per cents.	Condition Per Cent.	Per Cent Good Mew.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depre. (6)
	Acct. No. 57 Title WORK EQUIPMENT(CONTINUED) (I. C. C. classification.)					$	$	$
	Signal Service Cars:							
	No 92008- Central R R of N.J. 1904- converted capy. 50,000#- wood underframe- wood body	40	55	Each	1	321	321	17
	No. 92091- Box car-capy 50,000# all wood	80	87	"	1		248	210
	No. 92092- Converted coach - 46'-0"-wood body and underframe- wood 4 wheel trucks	83	85	"	1		1,613	1,36
	Nos. 92418- 92421- Central R R of N.J. 1911- converted capy - 60,000#- wood underframe-wood body	56	67	"	2	446	892	59
	No. 92548- Central R R of N.J. 1906- converted- capy 40,000#- wood underframe- wood body	44	56	"	1	383	383	18
	Snow Plows:							
	No 1- Central R R of N.J. 1906- converted capy- 40,000# wood underframe- wood body	64	70	Each	1	500	500	35
	No. 104- Russell Snow Plow Co.- 1901- Capy 80,000# wood underframe- composite body	51	56	"	1	2249	2,249	1,26
	Scale- Test Cars:							
	No 2- Central R R of N.J. 1879-cast iron underframe steel body	22	38	"	1	1344	1,344	514
	No 3- Central R R of N.J. 1913- cast iron-underframe steel body- capy 80,000#	88	90	"	1	1712	1,712	1,54
	No 4- Pennsylvania R R Co. 1917- capy 80,000# under-frame and body cast iron	98	98	"	1	2500	2,500	2,45
	Sprinkling Car:							
	No. 92563- Central R R of N.J. 1907- converted-capy 40,000# wood underframe- wood body	51	56	"	1	705	705	394
	Tar Tank:							
	Tender- 1880- capy- 40,000#- wood underframe-steel body	40	71	"	1	210	210	150
	Water Tank Cars:							
	Nos. 92005- 92046-92008- Central R R of N.J.-1915- converted-capy 60,000#- wood underframe-steel body equipment included	75	85	"	3	552	1,656	1,367
	Nos. 92435- Central R R of N.J. 1914- converted-capy 60,000# wood underframe- steel body- equipment included	75	82	"	1	597	597	487
	No. 92416- Central R R of N.J.- 1916- converted- capy- 60,000# wood underframe- steel body	86	90	"	1	520	520	467
	Nos 92007- 92616-92617- Central R R of N.J.- converted- 1908- capy 50,000#- wood underframe - steel body	50	65	"	3	400	1,200	777
	Tunnel Inspection Car:							
	No. 92092- Central R R of N.J.- 1904- converted- capy. 50,000#- wood under frame-,wood body- equip-ment included	58	60	"	1	500	500	500
	Tool Cars:							
	No. 92005- Central R R of N.J. 1910- converted-capy 40,000# wood underframe- wood body	68	76	"	1	302	302	231

Revised page prepared by direction of the Commission, June 24, 1929.

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

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 Depreca (6)
	Acct. No. 57 Title WORK EQUIPMENT (CONTINUED) (I. C. C. Classification.)					$	$	$
	Tool Cars:(cont'd)							
	No 92009- Central R R of N.J. 1918- converted- capy 50,000#- wood underframe- wood body-equipment included	100	100	Each	1	681	681	681
	No 92089- 92019- Central R R of N.J. 1916- converted comb. car- wood underframe-wood body	85	87	"	2	1307	2,614	2,267
	No. 92011-Central R R of N.J.- 1918- converted-capy 50,000#- wood underframe-wood body- equipment included	100	100	"	1	2435	2,435	2,435
	No. 92013- 92015-box cars- capy 50,000#- all wood	45	60	"	2	297	594	359
	No. 92041-converted bag. car- length 48'- all wood- wood 4 wheel trucks- equipment included	45	49	"	1		1,856	906
	No. 92016- 92059- Central R R of N.J. 1904- converted capy 50,000#- wood underframe-wood body	50	61	"	2	377	754	460
	No. 92017- 92023- Central R R of N.J.- 1913- converted- capy 60,000# wood underframe- wood body	55	67	"	2	342	684	455
	No 92006- Centeal R R of N.J.- 1913- converted-capy- 50,000#-wood underframe- wood body.	55	64	"	1	398	398	249
	No. 92028- Central R R of N.J. 1916- converted- capy- 50,000#- wood underframe- wood body	90	93	"	1	271	271	252
	Nos. 92024-92027-92029-92030-92032-92035-92039-92040-92042-92043- 92044- Central R R of N.J. 1913- converted capy- 50,000#- wood underframe- wood body	75	81	"	11	339	3,718	2,708
	No 92033- Central R R of N.J. 1913- converted- capy 50,000# wood underframe- wood body	70	74	"	1	1196	1,196	882
	No. 92034- Central R R of N.J.- 1905- converted - capy- 50,000#- wood underframe- wood body	86	89	"	1	357	357	319
	No. 92036-92038- Central R R of N.J.- 1906- converted capy- 50,000# wood underframe- wood body-equipment included	55	57	"	2	1065	2,130	1,222
	No. 92057- Box car, 60,000# all wood	50	64	"	1		304	196
	No. 92069- converted bag. car, length 47'8"- wood body and underframe- wood 4 wheel trucks	98	98	"	1		564	555
	No 92039- Central R R of N.J.- 1904- converted- capy- 80,000#- wood underframe- wood body- equipment included	63	65	"	1	2960	2,960	1,935
	No. 92046-92618- Central R R of N.J. 1908- converted capy 50,000#- wood underframe- wood body	50	60	"	2	438	876	525
	No. 92064- Central R R of N.J.- 1908- converted- capy- 50,000#- wood underframe- wood body- equipment included	50	58	"	1	570	570	329
	No. 92065- Central R R of N.J. est. 1915- converted capy 60,000# wood underframe- wood body- equipment included	80	82	"	1	1458	1,458	1,195
	No. 92416- Central R R of N.J. est. 1916- converted capy 50,000# wood underframe- wood body	86	90	"	1	280	280	252
	No 92419- 92420- 92538- Central R R of N.J. 1911- convert ed- capy 50,000# wood underframe- wood body- equipment included	65	69	"	3	820	2,460	1,707
	No. 92549-92552-92555-Central R R of N.J.- 1910- converted- capy. 50,000# wood underframe- wood body- equipment included	60	67	"	3	478	1,434	965
	No. 92619- Central R R of N.J.1908- capy 60,000# wood- underframe-wood body- equipment included	60	64	"	1	1368	1,368	870
	No 92014- Central R R of N.J.-1903- converted capy- 50,000# wood underframe, wood body-equipment included	80	59	"	1	473	473	280
	Wreck Cars Condolas:							
	Nos. 92008-92012- Central R R of N.J.-rebuilt capy. 60,000#- wood underframe- wood body-equipment included	100	100	"	2	599	1,198	1,198
	Nos. 92067-92071-Central R R of N.J. 1904- converted capy- 60,000# wood underframe- wood body- equipment included	65	69	"	2	909	1,818	1,260
	Nos. 92072- 92074 - Central R R of N.J.- 1912-1913- converted capy 60,000# wood underframe- wood body equipment included	65	75	"	2	322	644	484
	Nos. 92073- 92083- Central R R of N.J. 1904-1905- converted- capy 40,000# wood underframe- wood body-equipment included	55	64	"	2	366	732	470
	No. 92513- Central R R of N.J.- 1908- converted capy- 80,000# wood underframe- wood body	50	65		1	331	331	215

Revised page prepared by direct i

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

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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. 37 Title WORK EQUIPMENT (CONTINUED) (I. C. C. classification.)					$	$	$
	Wreck Cars- Box:							
	No 92030-92417- Central R R of N.J.- 1917-1918- converted-- Capy 50,000# wood underframe-wood body- equipment included	100	100	Each	2	564	1,128	1,128
	Nos. 92545-925546-92555-Central R R of N.J.-1911- converted- capy 50,000# wood underframe- wood body-	68	74	"	3	333	999	737
	No. 92541- Central R R of N.J.- 1906- converted- capy 50,000# wood underframe- wood body- equipment included	60	65	"	1	998	998	653
	Wreck Car- Converted Coaches							
	No 92096- Central RR of N.J.- 1904- converted- capy 50,000# wood underframe- wood body- equipment included	71	73	"	1	1740	1,740	1,275
	No. 92539- Central R R of N.J.- 1913- converted capy 26 pass. wood underframe- wood body-equipment included	74	78	"	1	1058	1,055	826
	No. 92085- Central R R of N.J.- 1908- est capy-50,000# wood underframe- wood body	60	65	"	1	1133	1,133	735
	Nos. 92082-92083- Central R R of N.J. 1905- est. converted capy 40,000#- woddunderframe--wood body-	55	60	"	2	1400	2,800	1,666
	No. 92053- Central R R of N.J. 1905- est converted capy 50,000#- wood underframe- wood body	56	60	"	1	1426	1,426	860
	Wreck Cars- Flat:							
	No. 92534- Central R R of N.J. 1906- converted-capy 40,000#- wood underframe- wood body	50	67	"	1	212	212	141
	Wreck Pulley Cars:							
	Nos 1 & 2- Central R R of N.J. 1895- est converted capy 50,000#- wood underframe- wood body	35	41	"	2	400	800	330
	Material Car- Box:							
	No. 33680- Lehigh Valley Car Co- 1893- capy,50,000# wood underframe- wood body	33	55	"	1	250	250	138
	Roadway Gondolas:							
	No 92810- Central R R of N.J. 1918- capy 80,000# wood underframe- wood body	100	100	"	1	253	253	253
	Masons Cart							
	No. 91282-Central R R of N.J. 1913- wood underframe- wood body	66	79	"	1	188	188	148
	Float Stages:							
	Nos. 1-2-3-4-5-Styles A & S Central R R of N.J.-1913- est. 38'x8'x3'-6" wood	50			5	50	250	125
	Floating Bridge:							
	No 6- Style A Central R R of N.J. 1913- 67'x8'x3'-6" wood	50			1	100	100	50

Revised page prepared by direction of the Commission, June 24, 1929

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. Where but a single percentage is stated it represents both per cents.	Condition Per Cent.	Per Cent Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Deprec. (6)
	Acct. No. 57 Title WORK EQUIPMENT (CONTINUED) (I. C. C. classification.)					$	$	$
	Shop Pontoon:							
	No.2- Derrick Pontoon "Spunky Sally" Central R R of N.J. 38'x18'x5'-6" Mast 13'x19" Boom 25'4"x12" Hand 3/4inch hoist- wood	48			1	2000	2,000	960
	Pile Drivers:							
	No. 1 Engine White & Sons- 1880- 30 tons gross 55'x19" 8"x5' steam hoisting- 30 H.P. wood equipment included	24	25		1	4500	4,500	1,133
	No. 2 Rose & Stanford 1900- 35 tons- 51'x22"x5'-6" steam hoisting 30 H.P. wood equipment included	57	58		1	4500	4,500	2,595
	Row Boat:							
	No. Central R R of N.J. 1913- round bottom wood 15'x4'-6"	68			1	20	20	14
	Catamaran:							
	Nos 1-2-3- Central R R of N.J. 1915- 50'x25'x4' wood	80			3	1125	3,375	1,688
	Total Account 57		75		794		642,478	480,891
	Account 58- MISCELLANEOUS							
	Horse- Buckskin Nick - 1600#	56		each	1		250	140
	" sorrel Moyer & Scotty	72		"	2		540	389
	Harness - double 25#	90		"	1		80	72
	" & fly net single 20#	100		"	1		15	15
	" -single	60		"	1		35	21
	Collar - single	90		"	1		7	6
	" team	90		"	2		14	13
	Horse blanket	90		"	2		18	16
	Saddle	90		"	1		7	6
	Buggy	49		"	1		35	17
	Spring wagon	28		"	1		35	10
	Single "	70		"	1		35	25
	Double "	60		"	1		70	42
	Pair lumber sleds	40		"	1		15	7

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