



— New York Chicago And St. Louis Railroad

○ Valuation Sections

~~~~~ New York Chicago And St. Louis Railroad Leased Lines.

Interstate Commerce Commission  
Bureau of Valuation  
Washington, D.C.

#1885

# MAP OF THE NEW YORK CHICAGO AND ST. LOUIS RAILROAD SYSTEM

June 30, 1918.

EXPLANATORY TEXT

6/30/18

THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY

**1. DESCRIPTION OF ROAD.**

The New York, Chicago and St. Louis Railroad Company is a corporation of the states of New York, Pennsylvania, Ohio and Indiana formed under terms of an agreement dated August 18, 1887, which effected the consolidation and merger of the following companies:

The New York, Chicago and St. Louis Railroad Company  
The Cleveland and State Line Railroad Company  
The Fort Wayne and Illinois Railroad Company

The railroad owned or used by this company extends from Buffalo, New York westerly through Cleveland, Ohio and Fort Wayne, Indiana to Chicago, Illinois.

**(a) OWNED AND USED.**

The carrier owns 498.174 miles of line extending from Buffalo, New York to Silver Creek, New York and from Dunkirk, New York to the Indiana-Illinois State Line, with a branch line from Sheffield, Ohio to South Lorain, Ohio. The total mileage consists of 420.949 miles of single track line, 76.231 miles of double track line at various locations and 0.994 miles of three track line at Fort Wayne, Indiana.

**(b) USED BUT NOT OWNED.**

In addition to lines owned described above, this carrier operates under lease property owned by the following companies:

- (1) The Chicago and State Line Railroad Company comprising 10.470 miles of double track extending from the Indiana-Illinois State Line to 71st Street, Chicago, Ill.
- (2) The New York Central Railroad Company from Silver Creek, New York to Dunkirk, New York, a distance of 7.794 miles which is double tracked.

Under trackage rights agreement this carrier uses with owner 3.97 miles of line of the Erie Railroad Company at Buffalo, New York and 8.4 miles owned by the New York Central Railroad Company from 71st Street, Chicago to the La Salle Street Station, Chicago, Illinois.

The Railroad is operated in four divisions as follows:

- Buffalo Division: Buffalo, N.Y. to Conneaut, O.  
(Including trackage rights in Buffalo territory and Silver Creek to Dunkirk, N.Y.)
- Cleveland Division: Conneaut, O. to Bellevue, O.
- Pt. Wayne Division: Bellevue, O. to Ft. Wayne, Ind.
- Chicago Division: Ft. Wayne, Ind. to Chicago, Ill.  
(Including trackage rights and leases in Chicago District)

The principal cities on the line are Buffalo and Dunkirk in New York, Erie, Pennsylvania, Conneaut, Ashtabula, Cleveland, Lorain, Bellevue, and Pectoria in Ohio, Ft. Wayne, Valparaiso and Hammond in Indiana, and Chicago, Illinois.

**2. MILEAGE AND EVALUATION SECTIONS**

The New York, Chicago and St. Louis Railroad Company Wholly Owned and Used - New York.

| Val. | Seq. | From                                    | To                 | M.P. to M.P. | 1st Main Line | 2nd Main Line | 3rd Main Line | Yard Tracks and Sidings | All    | Remarks |
|------|------|-----------------------------------------|--------------------|--------------|---------------|---------------|---------------|-------------------------|--------|---------|
|      | 1-   | N.Y. Buffalo                            | Blasdell           | 1.44         | 8.00          | 6.558         | -             | -                       | 24.183 | 30.721  |
|      | 2-   | " Blasdell                              | Silver Creek       | 8.00         | 32.32         | 24.294        | 0.088         | -                       | 4.664  | 29.046  |
|      | 3a-  | " Silver Creek                          | Dunkirk            | -            | -             | -             | -             | -                       | -      | Grading |
|      | 4-   | " Dunkirk                               | NY, Pa. State Line | 40.10        | 69.65         | 29.540        | 0.006         | -                       | 15.164 | 44.710  |
|      |      | Total Wholly Owned and Used in New York |                    |              |               | 60.592        | 0.094         | -                       | 43.991 | 104.477 |

The New York, Chicago and St. Louis Railroad Company - Wholly Owned and Used - Pennsylvania

|    |     |                 |                 |       |        |        |       |   |        |        |
|----|-----|-----------------|-----------------|-------|--------|--------|-------|---|--------|--------|
| 1- | Pa. | N.Y. Pa. St. L. | Pa. Ohio St. L. | 69.65 | 113.63 | 43.960 | 0.006 | - | 25.826 | 77.756 |
|    |     |                 |                 |       |        |        |       |   | 0.110  | 0.110  |

2. MILEAGE AND VALUATION SECTIONS (Cont'd)

The New York, Chicago and St. Louis Railroad Company - Wholly Owned and Used - Ohio

| Val. :                              | :                  | :               | :       | 1st Main | 2nd Main  | 3rd Main | Yards | Tracks      | All      | :       |
|-------------------------------------|--------------------|-----------------|---------|----------|-----------|----------|-------|-------------|----------|---------|
| Sec. :                              | From               | To              | M.P. to | M.P.:    | Track     | Track    | Track | and Sidings | Tracks   | Remarks |
| 1 Ohio:Pa. Ohio St.L.               | :Conneaut          |                 | :115.63 | 115.33:  | 1.632     | 1.305    | -     | -           | 2.935:   |         |
| 2 "                                 | :Conneaut Terminal | -               | :115.33 | 117.29:  | 2.032     | 0.373    | -     | 21.244      | 23.649:  |         |
| 3 "                                 | :Conneaut          | :Near Euclid    | :117.29 | 171.93:  | 54.634    | 6.462    | -     | 19.126      | 20.242:  |         |
| 4 "                                 | :Near Euclid       | :Rocky River    | :171.95 | 193.32:  | 21.379    | 21.466   | -     | 40.935      | 23.980:  |         |
| 5 "                                 | :Rocky River       | :Belleuve       | :193.32 | 246.20:  | 52.738    | 22.355   | -     | 15.742      | 21.035:  |         |
| 5A "                                | :Sheffield         | :South Lorain   | :.05    | 5.01:    | 2.954     | 0.420    | -     | 8.932       | 12.306:  |         |
| 6 "                                 | :Belleuve Terminal | "               | :246.20 | 248.51:  | 2.312     | 2.315    | -     | 14.534      | 19.167:  |         |
| 7 "                                 | "                  | :Ohio Ind.St.L. | :248.51 | 353.59:  | 105.075   | 5.924    | -     | 40.292      | 151.291: |         |
| Total Wholly Owned and Used in Ohio |                    |                 |         |          | : 242.982 | 60.818   | -     | 170.805     | 474.605: |         |

The New York, Chicago and St. Louis Railroad Company - Wholly Owned and Used - Indiana.

|                                        |                     |                |         |         |           |       |       |        |          |  |
|----------------------------------------|---------------------|----------------|---------|---------|-----------|-------|-------|--------|----------|--|
| 1 Ind.:Ohio-Ind.St.L.                  | :Ft. Wayne          |                | :353.59 | 369.00: | 15.316    | -     | -     | 4.001  | 19.317:  |  |
| 2 "                                    | :Ft. Wayne Terminal | -              | :369.00 | 373.07: | 4.068     | 3.322 | 0.994 | 11.451 | 20.095:  |  |
| 3 "                                    | :Ft. Wayne          | :Valparaiso    | :373.07 | 476.59: | 103.611   | -     | -     | 27.455 | 131.066: |  |
| 4 "                                    | :Valparaiso         | :Ind.Ill.St.L. | (476.59 | 504.09) | 27.245    | 4.759 | -     | 13.967 | 46.571:  |  |
|                                        |                     |                | (504.33 | 504.68) |           |       |       |        |          |  |
| Total Wholly Owned and Used in Indiana |                     |                |         |         | : 150.840 | 8.341 | 0.994 | 56.874 | 217.049: |  |

The New York, Chicago and St. Louis Railroad Company - Wholly Owned and Used - Illinois

|                |   |  |   |   |   |   |   |       |        |  |
|----------------|---|--|---|---|---|---|---|-------|--------|--|
| 2 Ill.:Chicago | - |  | : | - | - | - | - | 1.434 | 1.434: |  |
|----------------|---|--|---|---|---|---|---|-------|--------|--|

|                                          |  |  |  |  |           |        |       |         |          |  |
|------------------------------------------|--|--|--|--|-----------|--------|-------|---------|----------|--|
| Total Wholly Owned and Used - ALL STATES |  |  |  |  | : 498.174 | 77.225 | 0.994 | 298.930 | 875.323: |  |
|                                          |  |  |  |  | :         | :      | :     | 0.110   | 0.110:   |  |

The New York, Chicago and St. Louis Railroad Company - Used Exclusively Under Lease New York

Owner: The New York Central Railroad Company

|                                                 |          |  |        |        |         |       |   |       |         |                      |
|-------------------------------------------------|----------|--|--------|--------|---------|-------|---|-------|---------|----------------------|
| 3 N.Y.:Silver Creek                             | :Dunkirk |  | :32.32 | 40.10: | 7.784   | 7.784 | - | 0.563 | 16.151: |                      |
| N.Y.C. 201B-N.Y. Portland                       | -        |  | :      | -      | -       | -     | - | -     | -       | Water St<br>Faciliti |
| Total for The New York Central Railroad Company |          |  |        |        | : 7.784 | 7.784 | - | 0.563 | 16.151: |                      |

The New York, Chicago and St. Louis Railroad Company - Used Exclusively Under Lease - Illinois

Owner: The Chicago and State Line Railroad Company

|                        |          |  |         |         |        |        |   |        |         |  |
|------------------------|----------|--|---------|---------|--------|--------|---|--------|---------|--|
| 1-Ill.:Ind. Ill. St.L. | :Chicago |  | :504.68 | 515.16: | 10.470 | 10.488 | - | 21.344 | 22.302: |  |
|------------------------|----------|--|---------|---------|--------|--------|---|--------|---------|--|

|                                                                                                            |  |  |  |  |          |        |   |        |         |  |
|------------------------------------------------------------------------------------------------------------|--|--|--|--|----------|--------|---|--------|---------|--|
| Grand Total Used Exclusively Under Lease by The New York Chicago and St. Louis Railroad Company ALL STATES |  |  |  |  | : 18.254 | 18.272 | - | 21.907 | 28.453: |  |
|------------------------------------------------------------------------------------------------------------|--|--|--|--|----------|--------|---|--------|---------|--|

The New York, Chicago and St. Louis Railroad Company )  
The New York Central Railroad Company ) - Used Jointly Under Lease - Illinois

Owner: The Chicago and State Line Railroad Company - 50%  
The New York Central Railroad Company 50%

|                                |  |  |         |         |       |       |   |   |        |  |
|--------------------------------|--|--|---------|---------|-------|-------|---|---|--------|--|
| 1A Ill.:Chicago near 73 Street |  |  | :515.16 | 515.37: | 0.201 | 0.148 | : | - | 0.349: |  |
|--------------------------------|--|--|---------|---------|-------|-------|---|---|--------|--|

|                                                                                                                    |  |  |  |  |           |         |       |         |          |  |
|--------------------------------------------------------------------------------------------------------------------|--|--|--|--|-----------|---------|-------|---------|----------|--|
| Grand Total Wholly Owned and Wholly Leased by The New York, Chicago and St. Louis Railroad Company and Used by It. |  |  |  |  | : 516.488 | 95.497  | 0.994 | 330.837 | 945.756: |  |
|                                                                                                                    |  |  |  |  | :# 0.201  | # 0.148 | :     | # 0.110 | # 0.110: |  |

# Jointly owned or jointly leased property reported separately by valuation section.

\* In addition to jointly owned property reported separately by valuation sections, certain jointly owned tracks are shown with mileage and units of property undivided, the cost being divided on the assembly sheets and carried into the cost columns as property wholly owned or used. Such property is contained in Valuation Section 1-Pa.

3. TERMINI

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

| Location<br>Town | Val. Sec.            | Basis of Use<br>Terminal |           | R e m a r k s                                                                           |
|------------------|----------------------|--------------------------|-----------|-----------------------------------------------------------------------------------------|
|                  |                      | Freight                  | Passenger |                                                                                         |
| Buffalo          | V1-N.Y.              |                          | Rental    | D.L. & W. passenger station and tracks from Buffalo Jct.                                |
| Buffalo          | V1-N.Y.              | Leased                   |           | Howard St. Yd. - Land leased, facilities owned                                          |
| Buffalo          | V1-N.Y.              | Owned                    |           | Buffalo Yard                                                                            |
| Buffalo          | V1-N.Y.              | Owned                    |           | Tift Yard                                                                               |
| Buffalo          | V1-N.Y.              | Trackage Rights          |           | Tracks and yards of various carriers used under trackage rights for freight interchange |
| Buffalo          | V1-N.Y.              |                          |           | Division and line terminal                                                              |
| Conneaut         | V2-Ohio              | Owned                    |           | Division terminal                                                                       |
| Cleveland        | V4-Ohio              | Owned                    | Owned     | Division terminal                                                                       |
| Bellevue         | V6-Ohio              | Owned                    |           | Division terminal                                                                       |
| Ft. Wayne        | V2-Ind.              | Owned                    |           | Division terminal                                                                       |
| Chicago          | V1-Ill.              | Owned                    |           | Stony Island Yard                                                                       |
| Chicago          | V2-Ill.              | Leased                   |           | Clark St. and 18th St. yards - Land leased, facilities owned                            |
| Chicago          | V2-Ill.              |                          | Rental    | La Salle St. passenger station with tracks from Cottage Grove Avenue                    |
| Chicago          | V2-Ill.              | Trackage Rights          |           | Tracks and yards of various carriers used under trackage rights for freight interchange |
| Chicago          | (V1-Ill.<br>V2-Ill.) |                          |           | Division and line terminal                                                              |

4. CONNECTIONS WITH OTHER ROADS

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

|                         |                                                                    |
|-------------------------|--------------------------------------------------------------------|
| Argos, Ind.             | Lake Erie and Western Railroad Company - The                       |
| Ashtabula, Ohio         | New York Central Railroad Company - The                            |
| Bellevue, "             | All railroads                                                      |
| Brockton, N.Y.          | "                                                                  |
| Buffalo, "              | "                                                                  |
| Cascade, Penn.          | Bessemer and Lake Erie Railroad Company                            |
| Chicago, Ill.           | All railroads                                                      |
| Claypool, Ind.          | Cleveland, Cincinnati, Chicago and St. Louis Railway Company - The |
| Cleveland, Ohio         | All railroads                                                      |
| Continental, "          | Toledo, St. Louis and Western Railroad Company                     |
| Conneaut, "             | New York Central Railroad Company - The                            |
| Dunkirk, N.Y.           | "                                                                  |
| Erie, Penn.             | "                                                                  |
| Forsythe, N.Y.          | Bessemer and Lake Erie Railroad Company                            |
| Fostoria, Ohio          | All railroads                                                      |
| Ft. Wayne, Ind.         | "                                                                  |
| Green Sprgs. Jct., Ohio | Cleveland, Cincinnati, Chicago and St. Louis Railway Company - The |
| Hibbard, Ind.           | Pennsylvania Railroad Company - The                                |
| Hobart, "               | Elgin, Joliet and Eastern Railway Company                          |
| Kimball, Ohio           | Baltimore and Ohio Railroad Company - The                          |
| Knox, Ind.              | Chicago and Illinois Southern Railroad Company                     |
| Latty, Ohio             | Cincinnati Northern Railroad Company - The                         |
| Leipsic, "              | Detroit, Toledo and Ironton Railroad Company                       |
| Leipsic Jct., Ohio      | Baltimore and Ohio Railroad Company - The                          |
| Lorain, Ohio            | "                                                                  |

4. CONNECTIONS WITH OTHER ROADS (Cont'd)

|                      |                                                      |
|----------------------|------------------------------------------------------|
| Maple Grove, Ohio    | Pennsylvania Railroad Company - The                  |
| McComb, Ohio         | Baltimore and Ohio Railroad Company - The            |
| Nortimer, "          | Toledo and Ohio Central Railway Company - The        |
| New Haven, Ind.      | Webash Railway Company                               |
| Osborn, "            | Chicago and Illinois Southern Railroad Company       |
| Painesville, Ohio    | Baltimore and Ohio Railroad Company - The            |
| South Lorain, "      | All railroads                                        |
| South Wrenatah, Ind. | Chicago, Indianapolis and Louisville Railway Company |
| South Whitley, "     | Pennsylvania Railroad Company - The                  |
| Thomaston, Ind.      | Pere Marquette Railway Company                       |
| Thornton Jet., Penn. | Erie and Pittsburg Railroad Company                  |
| Wallace " "          | Bessemer and Lake Erie Railroad Company              |

5. IMPORTANT JOINT FACILITIES

In addition to parts of other railroads used by this carrier under trackage right agreements and terminal property used with other carriers as hereinbefore noted, there is a double track operation between The New York, Chicago and St. Louis Railroad Company and the Western New York and Pennsylvania Railway Company from Tiff Street, Buffalo to Brockton, New York, a distance of about 55.42 miles.

Trackage rights are granted by the carrier to the Bessemer and Lake Erie Railroad Company between Emswiler and Wallace Jet., Pennsylvania, 10.3 miles, to the New York Central Railroad Company from Osborne to 71st Street, Chicago, 14.5 miles, to the Chicago Short Line Railway Company from 95th Street to 114th Street, Chicago, 2.7 miles, and to the New York Central Railroad Company on the South Lorain Branch in Ohio, 9.78 miles.

6. CHARACTERISTICS OF COUNTRY

(a) Topography

The region traversed by the road is rolling land. The system lies entirely in the drainage basins of the Ohio and Mississippi rivers except in the vicinity of Lake Erie and Lake Michigan.

(b) Geology

The material encountered is glacial drift consisting of sand, gravel and sandy loam. Very little loose or solid rock was encountered.

(c) Climate

The mean annual temperature is 50 degrees Fahrenheit, ranging from a minimum of minus 20 degrees in winter to a maximum of 105 degrees in summer. The mean annual precipitation is 35 inches.

(d) Development - Farm

The country traversed by the carrier is largely fertile farming land, producing hay, grain, live stock, fruit, vegetables, poultry, dairy products, etc.

(e) Development - Industrial

The manufacturing industry in the region served by the carrier is extensive and varied, the carrier serving the important manufacturing centers of the Chicago District, Cleveland, Ohio and Buffalo, New York.

7. PHYSICAL CHARACTERISTICS OF ROAD

The maximum and ruling grades and curvatures are shown by operating divisions in the following table prepared by the carrier:

| Division  | From                        | To                          | Maximum |           | Ruling |           | Maximum |        | Remarks                                             |
|-----------|-----------------------------|-----------------------------|---------|-----------|--------|-----------|---------|--------|-----------------------------------------------------|
|           |                             |                             | Grade   | Percentum | Grade  | Percentum | Cur-    | vature |                                                     |
| Buffalo   | Buffalo, N.Y.               | Conneaut, Ohio              | 1.00    | 1.00      | 1.00   | 1.00      | 5°05'   |        | Ruling grade 0.6 East and 0.8 West, Momentum Grades |
| Cleveland | Conneaut, Ohio              | Bellevue, "                 | 0.53    | 0.68      | 0.47   | 0.583     | 9°06'   |        |                                                     |
| Ft. Wayne | Bellevue, "                 | Ft. Wayne, Ind.             | 0.60    | 0.75      | 0.40   | 0.44      | 6°00'   |        |                                                     |
| Chicago   | Ft. Wayne, Ind.             | {Chicago, Stony Island Yard | 0.74    | 0.82      | 0.60   | 0.82      | 3°00'   |        | West bound ruling grade 0.60, Momentum Grade        |
|           | {Stony Island Yard, Chicago | Chicago                     | 1.00    | 0.65      | -      | -         | 10°00'  |        | Passenger and switching service only                |

8. ROAD.

Account 3 - Grading

The volume of grading on all lines is medium averaging about 26,800 cu.yds. to the mile. There is a small percentage of solid and loose rock classification in the grading. The work as a whole is easy except through the city of Cleveland where grade crossing elimination and grade reduction involving overhead and undergrade crossings necessitated grading averaging 134,000 cu.yds. to the mile.

There is also grade elimination in Chicago.

Account 6 - Bridges, Trestles and Culverts

The most important bridge crosses the Cuyahoga River and consists of 48 deck plate girder spans, one thru plate girder span, two thru truss spans, three deck truss spans and one Scherzer rolling lift span totaling 2,990 feet in length with concrete abutments and steel towers.

There are four steel bridges owned jointly by The New York, Chicago and St. Louis Railroad Company and the Western New York and Pennsylvania Railway Company. The principal one of these is over Silver Creek. This bridge consists of 41 deck plate girders with a total length of 1,738 feet on stone abutments and piers.

These are all double track structures.

Account 8 - Ties

The majority of ties on this carrier are 6"x8"x8' and consists of 78 per cent oak, 10 per cent cedar, 10 per cent treated and 2 per cent pine. The number of ties per mile varies from 3200 to 3300.

Account 9 - Rails

The main line is laid mostly with 85# new Bessemer rail, other weights being 75# new Bessemer and 90# new Open Hearth. The side tracks are laid mostly with 65# relay rail.

Account 11 - Ballast

The material used for ballast on the main tracks is principally gravel. The yard tracks and sidings are ballasted almost entirely with cinders.

Account 13 - Right-of-Way Fences

The system as a whole is fenced. Nearly all of the fencing is of woven wire type.

Account 14 - Snow and Sand Fences and Snow Sheds

Some snow fence is used. It is of the permanent board type.

Account 15 - Crossings and Signs

The more important grade crossings are protected by watchman, gates or electric alarm bells. The important streets are generally crossed by either overgrade or undergrade crossings.

Account 16 - Station and Office Buildings

The entire road with the exception of Chicago, Illinois, Cleveland, Ohio and Hammond, Indiana, has frame stations of conventional type and standard construction, equipped generally with electric lights. At Chicago there are three modern freight houses and an office building of brick construction. At Cleveland the principal structure is a pressed brick passenger station and at Hammond, Indiana there is a combination passenger and freight station built of brick.

Account 17 - Roadway Buildings

The roadway buildings are all of frame construction, many being remodeled car bodies.

Account 18 - Water Stations

There are 44 water stations. The average type consists of 30,000 gallon Redwood tank. Of the total 27 have pumping plants, 14 are city supply and 3 are water columns supplied direct by city water. About 50% of the above water stations have water columns and 50% have tank fixtures.

Account 19 - Fuel Stations

There are 9 fuel stations equipped with locomotive cranes, 1 timber platform and 1 300-ton capacity mechanical coaling station.

8. ROAD (Cont'd)

Account 20 - Shops and Engine Houses

The shops of the carrier are well distributed over the system. The principal ones are at Connessut, Ohio and Chicago, Illinois. They are generally of brick or concrete construction.

Account 26 - Telegraph and Telephone Lines

The ownership of telegraph and telephone lines on The New York, Chicago and St. Louis Railroad is as follows:

| Carrier                   | Owned by Railroad Co. |       | Owned by Telegraph Co. |                            |      |
|---------------------------|-----------------------|-------|------------------------|----------------------------|------|
|                           | State                 | Miles | Miles Wire             | Miles Poles                |      |
|                           |                       | Poles | on Tel. Co. Poles      | on R.R. R/W. on R.R. Poles |      |
| N.Y. C. & St.L. Ry.       | N.Y.                  | None  | 9.40                   | 66.22                      | None |
| "                         | Pa.                   | "     | 1.04                   | 45.20                      | "    |
| "                         | Ohio                  | "     | 18.28                  | 219.96                     | "    |
| "                         | Ind.                  | "     | 4.91                   | 149.70                     | "    |
| Chicago & State Line R.R. | Ill.                  | "     |                        | .25                        | "    |
| <b>Total</b>              |                       |       | <b>33.63</b>           | <b>481.32</b>              |      |

The telegraph and telephone property of the railroad consists principally of telephone apparatus used in connection with telephone circuits owned by The Western Union Telegraph Company and jointly owned underground conduit at Cleveland, Ohio.

The property is operated under the terms of contract between the telegraph company and railroad company dated June 1, 1907. This contract provides that for the construction and maintenance of the pole lines: The railroad company shall furnish free transportation and common labor, and distribute the material; the telegraph company shall furnish the material, the superintendence and skilled labor.

Account 27 - Signals and Interlockers

The carrier has 24 interlocking plants on its lines, 20 mechanically and 4 electrically operated, and 35 targets and gates at railroad crossings that are not interlocked.

Automatic block signals are installed on 150.77 miles of single track and 7.18 miles of double track. There are 89 train order signals installed at telegraph stations.

9. EQUIPMENT

Account 51 - Steam Locomotives

The New York, Chicago and St. Louis Railroad Company owns and uses 294 locomotives.

Account 53 - Freight Train Cars

The carrier owns and uses 11,760 freight train cars. It operates jointly, with The Delaware, Lackawanna and Western Railroad Company, on a 50-50 basis 303 refrigerator cars, 106 of which are the property of the Mid West Dispatch Car Co. and 198 are the property of the Atlantic Seaboard Dispatch.

The carrier operates 152 stock cars leased from The Streets Co. and 130 stock cars leased from the Mather Humane Stock Transportation Co.

Account 54 - Passenger Train Cars

The carrier owns and operates 94 passenger train cars.

Account 57 - Work Equipment

The work equipment of this carrier consists of 481 units.

Account 58 - Miscellaneous Equipment

The carrier owns and operates four units of miscellaneous equipment, consisting of automobiles and trailers.

INTERSTATE COMMERCE COMMISSION

Owner The New York, Chicago and St. Louis Railroad Company

BUREAU OF VALUATION

6/30/18

Sheet No. \_\_\_\_\_ of this valuation section.

Val. Section No. Unallocated

Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

Approved: John R. Thompson.

| LOCATION<br>1)      | CHARACTER OF PROPERTY AND DESCRIPTION                                                                                                  | Condition<br>Per Cent | Per Cent<br>of Cost<br>of New | UNIT<br>(2) | NUMBER OF<br>UNITS<br>(3) | COST OF REPRODUCTION |                   |                          |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------|-----------------------|-------------------------------|-------------|---------------------------|----------------------|-------------------|--------------------------|
|                     |                                                                                                                                        |                       |                               |             |                           | Per Unit<br>(4)      | New, Total<br>(5) | Less Depreciation<br>(6) |
| Acct. No. <u>51</u> | Title <u>STEAM LOCOMOTIVES.</u><br>(I. C. C. classification)                                                                           |                       |                               |             |                           | \$                   | \$                | \$                       |
|                     | Nos. 4-8; Brooks Locomotive Works; 1900; type 0-6-0; switch service; cylinders 18"x24"; total light weight 67 tons                     | 57                    | 60                            | Cash        | 5                         | 10006                | 50,030            | 30,018                   |
|                     | Nos. 9-13; Brooks Locomotive Works; 1901; type 0-6-0; switch service; cylinders 18"x24"; total light weight 67 tons                    | 57                    | 60                            | "           | 5                         | 10128                | 50,640            | 30,384                   |
|                     | Nos. 14-18; Manchester Locomotive Works; 1902; type 0-6-0; switch service; cylinders 18"x24"; total light weight 67 tons               | 57                    | 60                            | "           | 5                         | 10205                | 51,025            | 30,615                   |
|                     | Nos. 20-23; Schenectady Locomotive Works; 1904; type 0-6-0; switch service; cylinders 18"x24"; total light weight 67 tons              | 57                    | 60                            | "           | 4                         | 10151                | 40,604            | 24,362                   |
|                     | Nos. 24-28; Manchester Locomotive Works; 1905; type 0-6-0; switch service; cylinders 18"x24"; total light weight 67 tons               | 57                    | 60                            | "           | 5                         | 10218                | 51,090            | 30,654                   |
|                     | Nos. 29-34; Baldwin Locomotive Works; 1907; type 0-6-0; switch service; cylinders 18"x24"; total light weight 67 tons                  | 57                    | 60                            | "           | 6                         | 10155                | 60,930            | 36,558                   |
|                     | Nos. 35-39; Brooks Locomotive Works; 1908; type 0-6-0; switch service; cylinders 18"x24"; total light weight 67 tons                   | 57                    | 60                            | "           | 5                         | 10031                | 50,155            | 30,093                   |
|                     | Nos. 40-44; Brooks Locomotive Works; 1909; type 0-6-0; switch service; cylinders 18"x24"; total light weight 67 tons                   | 57                    | 60                            | "           | 5                         | 10031                | 50,155            | 30,093                   |
|                     | Nos. 45-49; Brooks Locomotive Works; 1910; type 0-6-0; switch service; cylinders 18"x24"; total light weight 67 tons                   | 57                    | 60                            | "           | 5                         | 10031                | 50,155            | 30,093                   |
|                     | Nos. 50-59; Brooks Locomotive Works; 1916; type 0-6-0; switch service; cylinders 21"x28"; total light weight 108 tons                  | 93                    | 93                            | "           | 10                        | 17675                | 176,750           | 164,378                  |
|                     | Nos. 60-69; Lima-Locomotive Works; 1917; type 0-6-0; switch service; cylinders 21"x28"; total light weight 110 tons; superheater       | 99                    | 99                            | "           | 10                        | 17899                | 178,990           | 177,200                  |
|                     | Nos. 70-79; Lima Locomotive Works; 1918; type 0-6-0; switch service; cylinders 21"x28"; total light weight 110 tons; superheater       | 99                    | 99                            | "           | 10                        | 17875                | 178,750           | 176,963                  |
|                     | Nos. 94-99; Brooks Locomotive Works; 1913; type 0-6-0; switch service; cylinders 20"x26"; total light weight 99 tons; superheater      | 83                    | 84                            | "           | 6                         | 15100                | 90,600            | 76,104                   |
|                     | Nos. 200-204; Lima Locomotive Works; 1918; type 0-6-0; switch service; cylinders 23"x30"; total light weight 138 tons; superheater     | 100                   |                               | "           | 5                         | 21241                | 106,205           | 106,205                  |
|                     | Nos. 120-125; Brooks Locomotive Works; 1904; type 4-4-0; passenger service; cylinders 18"x24"; total light weight 88 tons; superheater | 44                    | 47                            | "           | 6                         | 13510                | 81,060            | 38,098                   |
|                     | Nos. 500-509; Lima Locomotive Works; 1917; freight service; cylinders 25"x32"; total light weight 175 tons; superheater                | 97                    | 97                            | "           | 10                        | 27310                | 273,100           | 264,907                  |
|                     | Nos. 510-534; Brooks Locomotive Works; 1917; type 2-8-2; freight service; cylinders 25"x32"; total light weight 175 tons; superheater  | 97                    | 97                            | "           | 25                        | 26791                | 669,775           | 649,682                  |
|                     | No. 292; Brooks Locomotive Works; 1896; type 4-6-0; freight service; cylinders 18"x24"; total light weight 70 tons                     | 12                    | 18                            | "           | 1                         |                      | 10,445            | 1,880                    |



INTERSTATE COMMERCE COMMISSION

Owner The New York, Chicago and St. Louis Railroad Company BUREAU OF VALUATION

Sheet No. \_\_\_\_\_ of this valuation section.

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

Approved: John R. Thompson

12-890

| LOCATION<br>(1)     | CHARACTER OF PROPERTY AND DESCRIPTION                                                                                                        | Condition<br>Per Cent | Per Cent<br>of Cost<br>New | UNIT<br>(2) | NUMBER OF<br>UNITS<br>(3) | COST OF REPRODUCTION |                   |                          |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|----------------------------|-------------|---------------------------|----------------------|-------------------|--------------------------|
|                     |                                                                                                                                              |                       |                            |             |                           | Per Unit<br>(4)      | New, Total<br>(5) | Less Depreciation<br>(6) |
| Acct. No. <u>51</u> | Title <u>STREAM LOCOMOTIVES (CONT'D.)</u><br>(I. C. C. classification)                                                                       |                       |                            |             |                           |                      |                   |                          |
|                     | Nos. 295-298; Schenectady Locomotive Works; 1896; type 4-6-0; freight service; cylinders 18"x24"; total light weight 70 tons                 | 12                    | 18                         | Each        | 8                         | 10366                | 20,732            | 3,732                    |
|                     | Nos. 300-309; Brooks Locomotive Works; 1905; type 4-6-0; freight service; cylinders 19"x24"; total light weight 93 tons                      | 50                    | 54                         | "           | 10                        | 13351                | 133,510           | 72,095                   |
|                     | Nos. 310-314; Brooks Locomotive Works; 1906; type 4-6-0; freight service; cylinders 19"x24"; total light weight 93 tons                      | 50                    | 54                         | "           | 5                         | 13350                | 66,750            | 36,045                   |
|                     | Nos. 315-324; Brooks Locomotive Works; 1906; type 4-6-0; freight service; cylinders 19"x24"; total light weight 95 tons                      | 62                    | 65                         | "           | 10                        | 13650                | 136,500           | 88,725                   |
|                     | Nos. 325-334; Brooks Locomotive Works; 1909; type 4-6-0; freight service; cylinders 19"x24"; total light weight 95 tons                      | 62                    | 65                         | "           | 10                        | 13650                | 136,500           | 88,725                   |
|                     | Nos. 335-349; Brooks Locomotive Works; 1910; type 4-6-0; freight service; cylinders 19"x24"; total light weight 97 tons                      | 70                    | 72                         | "           | 15                        | 13995                | 209,925           | 151,145                  |
|                     | Nos. 350-358; Brooks Locomotive Works; 1911; type 4-6-0; freight service; cylinders 19"x24"; total light weight 97 tons                      | 70                    | 72                         | "           | 9                         | 14210                | 127,890           | 92,061                   |
|                     | Nos. 359-366; Brooks Locomotive Works; 1913; type 4-6-0; freight service; cylinders 19"x24"; total light weight 100 tons; superheater        | 80                    | 81                         | "           | 8                         | 15747                | 125,976           | 102,041                  |
|                     | Nos. 150-155; Baldwin Locomotive Works; 1907; type 4-6-0; passenger service; cylinders 20"x26"; total light weight 111 tons                  | 56                    | 59                         | "           | 6                         | 16700                | 100,200           | 59,118                   |
|                     | Nos. 156-158; Brooks Locomotive Works; 1913; type 4-6-0; passenger service; cylinders 20"x26"; total light weight 116 tons                   | 80                    | 81                         | "           | 3                         | 17500                | 52,500            | 42,525                   |
|                     | Nos. 400-409; Brooks Locomotive Works; 1902; type 2-8-0; freight service; cylinders 19"x28"; total light weight 105 tons; superheater        | 52                    | 55                         | "           | 10                        | 16061                | 160,610           | 88,336                   |
|                     | Nos. 410-413-415-417-419-421-423; Brooks Locomotive Works; type 2-8-0; 1903; freight service; cylinders 19"x28"; total light weight 105 tons | 52                    | 55                         | "           | 10                        | 15951                | 159,510           | 87,731                   |
|                     | Nos. 414-416-420-422-424; Brooks Locomotive Works; 1903; type 2-8-0; freight service; cylinders 19"x28"; total light weight 105 tons         | 50                    | 54                         | "           | 5                         | 14931                | 74,655            | 40,314                   |
|                     | Nos. 425-429; Brooks Locomotive Works; 1904; type 2-8-0; freight service; cylinders 19"x28"; total light weight 105 tons; superheater        | 52                    | 55                         | "           | 5                         | 15994                | 79,970            | 43,984                   |
|                     | Nos. 430-439; Brooks Locomotive Works; 1906; type 2-8-0; freight service; cylinders 19"x28"; total light weight 105 tons; superheater        | 52                    | 55                         | "           | 10                        | 16057                | 160,570           | 88,314                   |
|                     | Nos. 440-442; Baldwin Locomotive Works; 1907; type 2-8-0; freight service; cylinders 19"x28"; total light weight 105 tons; superheater       | 52                    | 55                         | "           | 3                         | 16257                | 48,801            | 26,841                   |
|                     | Nos. 443-447; Brooks Locomotive Works; 1908; type 2-8-0; freight service; cylinders 19"x28"; total light weight 110 tons; superheater        | 67                    | 69                         | "           | 5                         | 16366                | 81,830            | 56,463                   |
|                     | Nos. 448-453; Brooks Locomotive Works; 1911; type 2-8-0; freight service; cylinders 19"x28"; total light weight 113 tons; superheater        | 77                    | 79                         | "           | 6                         | 17251                | 103,506           | 81,770                   |

INTERSTATE COMMERCE COMMISSION

Owner **The New York, Chicago and St. Louis Railroad Company** BUREAU OF VALUATION

Sheet No. \_\_\_\_\_ of this valuation section.

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

Approved: **John R. Thompson**

| LOCATION<br>(1)     | CHARACTER OF PROPERTY AND DESCRIPTION                                                                                                              | Condition<br>Per Cent | Per Cent<br>of Cost<br>New | UNIT<br>(2) | NUMBER OF<br>UNITS<br>(3) | COST OF REPRODUCTION |                   |                          |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|----------------------------|-------------|---------------------------|----------------------|-------------------|--------------------------|
|                     |                                                                                                                                                    |                       |                            |             |                           | Per Unit<br>(4)      | New, Total<br>(5) | Less Depreciation<br>(6) |
| Acct. No. <b>51</b> | Title <b>STREAM LOCOMOTIVES (CONT'D.)</b><br>(I. C. C. classification)                                                                             |                       |                            |             |                           |                      |                   |                          |
|                     | Nos. 454-459; Brooks Locomotive Works; 1913; type 2-8-0; freight service; cylinders 20"x28"; total light weight 116 tons; superheated              | 83                    | 84                         | Each        | 6                         | 17180                | 103,080           | 86,587                   |
|                     | Nos. 460-474; Brooks Locomotive Works; 1903; type 2-8-0; freight service; cylinders 21"x30"; total light weight 119 tons; superheater; second hand | 88                    | 89                         | "           | 15                        | 13761                | 206,415           | 183,771                  |
|                     | Nos. 251-252-254; Brooks Locomotive Works; 1888; type 2-6-0; passenger service; cylinders 19"x24"; total light weight 67 tons                      | 10                    | 16                         | "           | 3                         | 10000                | 30,000            | 4,800                    |
|                     | Total for Account 51                                                                                                                               |                       | 76                         |             |                           |                      | 4,539,889         | 3,453,431                |
|                     | <b>Acct. 53 - FREIGHT-TRAIN CARS.</b>                                                                                                              |                       |                            |             |                           |                      |                   |                          |
|                     | Caboose, Nos. 900-911, 912, 913, 914, wood body and wood underframe, length 34'11", 8 wheel. Various Mfg. 1882-1892                                | 35                    | 41                         | Each        | 10                        | 850                  | 8,500             | 3,494                    |
|                     | Caboose Nos. 1176-1185, wood body and steel underframe, length 30'8", 8 wheel. The N.Y., C. & St.L. R.R. Co., 1916                                 | 92                    | 93                         | "           | 9                         | 1150                 | 10,350            | 9,605                    |
|                     | Caboose Nos. 1000-1175; wood body and wood underframe, length 30', 8 wheel. Various Mfg. 1881-1913                                                 | 63                    | 67                         | "           | 164                       | 1050                 | 172,200           | 114,513                  |
|                     | Flat car, No. 1500-1782, wood body and steel center sills, capacity 80,000#. Illinois Car & Mfg. Co., 1917-1918                                    | 97                    | 98                         | "           | 281                       | 750                  | 210,750           | 205,481                  |
|                     | Flat car, No. 1501-1502, wood body and wood underframe, capacity 80,000#. Haskell & Barker Co., 1903                                               | 50                    | 58                         | "           | 2                         | 595                  | 1,190             | 688                      |
|                     | Flat car, No. 2000-3199, 36031-36418, wood body and underframe, capacity 40,000#. LaFayette Car Works, 1881-82                                     | 14                    | 25                         | "           | 33                        | 420                  | 13,860            | 3,507                    |
|                     | Gondola car, No. 4000-4499, 5300-7299 and 385509-385993, wood body and composite underframe, capacity 80,000#. Haskell & Barker Car Co. 1905-08    | 59                    | 65                         | "           | 2363                      | 768                  | 1,814,784         | 1,175,980                |
|                     | Gondola car, No. 4505-4699, wood body and wood underframe, capacity 60,000#. Michigan Car Works, 1896                                              | 22                    | 34                         | "           | 17                        | 545                  | 9,265             | 3,178                    |
|                     | Gondola car, No. 5013, wood body and wood underframe, capacity 80,000#. Haskell & Barker Car Co. 1903                                              | 50                    | 58                         | "           | 1                         | 635                  | 635               | 368                      |
|                     | Gondola car, No. 7300-8299, wood body and steel center sills, capacity 80,000#. Hicks Locomotive & Car Works, 1910                                 | 72                    | 76                         | "           | 975                       | 768                  | 748,800           | 569,088                  |

## INTERSTATE COMMERCE COMMISSION

Owner The New York, Chicago and St. Louis Railroad Company BUREAU OF VALUATION

Sheet No. \_\_\_\_\_ of this valuation section.

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

12-960

| LOCATION<br>(1)     | CHARACTER OF PROPERTY AND DESCRIPTION                                                                                            | Condition<br>Per Cent | Per Cent<br>of Cost<br>New | UNIT<br>(2) | NUMBER OF<br>UNITS<br>(3) | COST OF REPRODUCTION |                   |                          |
|---------------------|----------------------------------------------------------------------------------------------------------------------------------|-----------------------|----------------------------|-------------|---------------------------|----------------------|-------------------|--------------------------|
|                     |                                                                                                                                  |                       |                            |             |                           | Per Unit<br>(4)      | New, Total<br>(5) | Less Depreciation<br>(6) |
| Acct. No. <u>53</u> | Title <u>FREIGHT TRAIN CARS. (CONT'D.)</u><br>(I. C. C. classification)                                                          |                       |                            |             |                           | \$                   | \$                | \$                       |
|                     | Hopper car, No. 30,000-30,749; wood body and steel bracing and steel underframe, capacity 110,000#. Standard Steel Car Co., 1918 | 100                   |                            | Each        | 750                       | 955.00               | 716,250           | 716,250                  |
|                     | Box car, No. 9000-9999, 13500-13999, wood body and wood underframe, capacity 60,000#. American Car & Foundry 1901-2              | 47                    | 54                         | "           | 820                       | 675.00               | 553,500           | 300,551                  |
|                     | Box car, No. 15000-16199, wood body and wood underframe, capacity 60,000#. Michigan Car Works, 1892                              | 18                    | 29                         | "           | 38                        | 626.00               | 23,788            | 6,976                    |
|                     | Box car, No. 16200-16304, wood body and wood underframe, capacity 60,000#. Michigan Car Works, 1896                              | 32                    | 41                         | "           | 6                         | 662.00               | 3,972             | 1,636                    |
|                     | Box car, No. 25000-29299, wood body and wood underframe, capacity 80,000#. Haskell & Barker Car Co., 1907-10                     | 65                    | 69                         | "           | 4037                      | 800.00               | 3,229,600         | 2,225,194                |
|                     | Auto. box car, No. 17000-17199, wood body and wood underframe, capacity 80,000#. Haskell & Barker Car Co., 1910                  | 72                    | 76                         | "           | 195                       | 740.00               | 144,300           | 109,379                  |
|                     | Auto box car, No. 18000-18999, wood body, steel ends and steel underframe, capacity 80,000#. Western Steel Car & Fdry. Co., 1917 | 97                    | 98                         | "           | 998                       | 1100.00              | 1,097,800         | 1,070,355                |
|                     | Auto box car, No. 28055, wood body and wood underframe, capacity 80,000#. Haskell & Barker Car Co., 1908                         | 67                    | 71                         | "           | 1                         | 805.00               | 805               | 573                      |
|                     | Box car, No. 10,000-10,999, wood body and steel ends and steel underframe, capacity 80,000#. American Car & Fdry. Co., 1916      | 93                    | 94                         | "           | 999                       | 1000.00              | 999,000           | 940,059                  |
|                     | Gondola Car, No. 4700-4999, 14033, wood body and wood underframe, capacity 60,000#. American Car & Fdry., 1901                   | 50                    | 58                         | "           | 61                        | 560.00               | 34,160            | 19,949                   |
|                     | Total for Account 53                                                                                                             |                       | 76                         |             |                           |                      | 9,793,509         | 7,476,818                |
|                     | Acct. 54 - PASSENGER TRAIN CARS.                                                                                                 |                       |                            |             |                           |                      |                   |                          |
|                     | Coach, Nos. 1-24, 255-259, wood body and wood underframe, length 51'6". Pullman Company, 1882                                    | 38                    | 40                         | Each        | 25                        | 4500.00              | 112,500           | 45,029                   |
|                     | Coach, Nos. 22, 28-32, wood body and wood underframe, length 52'5". Ohio Falls Car Co., 1893                                     | 50                    | 52                         | "           | 6                         | 5700.00              | 34,200            | 17,734                   |
|                     | Coach Nos. 33-38, wood body and wood underframe, length 52'5". Barney & Smith Car Co., 1901                                      | 64                    | 65                         | "           | 6                         | 5540.00              | 33,240            | 21,606                   |
|                     | Coach Nos. 39-42, wood body and wood underframe, length 52'5". Barney & Smith Car Co., 1901                                      | 64                    | 65                         | "           | 4                         | 6213.00              | 24,852            | 16,154                   |
|                     | Coach Nos. 43-58, wood body and wood underframe, length 61'. American Car & Foundry Co., 1907-1910                               | 81                    | 82                         | "           | 16                        | 9000.00              | 144,000           | 117,482                  |

INTERSTATE COMMERCE COMMISSION

Owner **The New York, Chicago and St. Louis Railroad Company** BUREAU OF VALUATION

Sheet No. \_\_\_\_\_ of this valuation section.

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

Approved: **John R. Thompson**

| LOCATION<br>(1)     | CHARACTER OF PROPERTY AND DESCRIPTION                                                                                     | Condition<br>Per Cent | Per Cent<br>of Cost<br>New | UNIT<br>(2) | NUMBER OF<br>UNITS<br>(3) | COST OF REPRODUCTION |                   |                          |
|---------------------|---------------------------------------------------------------------------------------------------------------------------|-----------------------|----------------------------|-------------|---------------------------|----------------------|-------------------|--------------------------|
|                     |                                                                                                                           |                       |                            |             |                           | Per Unit<br>(4)      | New, Total<br>(5) | Less Depreciation<br>(6) |
| Acct. No. <b>54</b> | Title <b>PASSENGER TRAIN CARS (Cont'd.)</b><br>(I. C. C. classification)                                                  |                       |                            |             |                           | \$                   | \$                | \$                       |
|                     | Coach Nos. 75-78, steel body and steel underframe,<br>length 61'<br>American Car & Fdry. Co., 1913                        | 90                    | 90                         | Each        | 4                         | 12000.00             | 48,000            | 43,200                   |
|                     | Cafe and parlor car, Nos. 120-121, wood body and wood<br>underframe, length 72'<br>Barney & Smith Car Co., 1907           | 77                    | 78                         | "           | 2                         | 15881.00             | 31,762            | 24,774                   |
|                     | Dining cars, Nos. 100-101, wood body and wood underframe,<br>length 70'<br>Wagner Palace Car Co., 1893                    | 47                    | 48                         | "           | 2                         | 17381.00             | 34,762            | 16,686                   |
|                     | Dining cars, Nos. 102-103, wood body and wood underframe,<br>length 70'<br>Barney & Smith Car Co., 1901                   | 66                    | 67                         | "           | 2                         | 16087.00             | 32,174            | 21,557                   |
|                     | Coach and baggage car, No. 252, wood body and wood under-<br>frame, length 51'6"<br>Pullman Parlor Car Co., 1882          | 36                    | 38                         | "           | 1                         | 4500.00              | 4,500             | 1,714                    |
|                     | Baggage car, Nos. 302, 305-308, wood body and wood under-<br>frame, length 45'<br>Pullman Parlor Car Co., 1882            | 36                    | 39                         | "           | 5                         | 2939.00              | 14,695            | 5,731                    |
|                     | Baggage car, Nos. 310-314, wood body and wood underframe,<br>length 56'<br>Barney & Smith Car Co., 1901                   | 60                    | 62                         | "           | 5                         | 4039.00              | 20,195            | 12,521                   |
|                     | baggage car, Nos. 315-321, 323-325, wood body and wood<br>underframe, length 60'9"<br>American Car & Fdry. Co., 1907-1910 | 73                    | 74                         | "           | 10                        | 5100.00              | 51,000            | 37,740                   |
|                     | Baggage and mail car, Nos. 350-355, wood body and wood<br>underframe, length 56'<br>The N.Y., C. & St. L. R.R. Co., 1913  | 89                    | 90                         | "           | 6                         | 5500.00              | 33,000            | 29,700                   |
|                     | <b>Total for Account 54</b>                                                                                               |                       | <b>67</b>                  |             |                           |                      | <b>618,880</b>    | <b>411,676</b>           |
|                     | <b>Acct. 57 - WORK EQUIPMENT.</b>                                                                                         |                       |                            |             |                           |                      |                   |                          |
|                     | Outfit box cars, Nos. X5-X50978, various builders, 1892-1896,<br>capacity 60,000 lbs., wood body and underframe           | 84                    | 88                         | Each        | 88                        | 366.00               | 32,208            | 28,266                   |
|                     | Nos. X50608-X50974, various builders 1901-1902, capacity<br>60,000 lbs., wood body and underframe                         | 89                    | 91                         | "           | 48                        | 454.00               | 21,792            | 19,891                   |
|                     | Nos. X50500-X50916, various builders 1882-1883, capacity<br>40,000 lbs., wood body and underframe                         | 78                    | 83                         | "           | 123                       | 302.00               | 37,146            | 30,949                   |
|                     | Outfit box cars, Nos. X9-X50976, tool, various builders<br>1896-1902, capacity 60,000 lbs., wood body and under-<br>frame | 95                    | 96                         | "           | 10                        | 380.00               | 3,800             | 3,657                    |
|                     | Nos. X1-X50939, tool, various builders, 1892, capacity<br>60,000 lbs., wood body and underframe                           | 85                    | 89                         | "           | 21                        | 354.00               | 7,434             | 6,590                    |
|                     | Nos. X50519-X50764, tool, various builders, 1882-1883,<br>capacity 40,000 lbs., wood body and underframe                  | 90                    | 93                         | "           | 29                        | 252.00               | 7,308             | 6,789                    |
|                     | Outfit flat cars, Nos. X50041-X50090, various builders,<br>1901, capacity 60,000#, wood body and underframe               | 100                   |                            | "           | 38                        | 291.00               | 11,058            | 11,058                   |
|                     | Nos. X-8, X50190, various builders, 1881, capacity<br>40,000 lbs., wood body and underframe                               | 99                    | 99                         | "           | 27                        | 165.00               | 4,455             | 4,429                    |

## INTERSTATE COMMERCE COMMISSION

Owner The New York, Chicago and St. Louis Railroad Company BUREAU OF VALUATION

Sheet No. \_\_\_\_\_ of this valuation section.

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

12-900

| LOCATION<br>CHARACTER OF PROPERTY AND DESCRIPTION                                                                            | Condition<br>Per Cent | Per Cent<br>of Cost<br>New | UNIT<br>(2) | NUMBER OF<br>UNITS<br>(3) | COST OF REPRODUCTION |                   |                          |
|------------------------------------------------------------------------------------------------------------------------------|-----------------------|----------------------------|-------------|---------------------------|----------------------|-------------------|--------------------------|
|                                                                                                                              |                       |                            |             |                           | Per Unit<br>(4)      | New, Total<br>(5) | Less Depreciation<br>(6) |
| Acct. No. <u>57</u> Title <u>WORK EQUIPMENT (CONT'D.)</u><br>(I. C. C. classification)                                       |                       |                            |             |                           |                      |                   |                          |
| Outfit gondola cars, Nos. X50202-X50319, Michigan Car Co., 1896, capacity 60,000#, wood body and underframe                  | 100                   | 100                        | Each        | 11                        | 298.00               | 3,278             | 3,278                    |
| Outfit gondola cars, Nos. X50211, X50230, X50266, various builders 1882, capacity 40,000#, wood body and underframe          | 100                   |                            | "           | 3                         | 162.00               | 486               | 486                      |
| Outfit passenger cars, Nos. X50686, X50687, Pullman Parlor Car Co., 1882, 4 wheel trucks, wood body and underframes          | 100                   | 100                        | "           | 2                         | 2106.00              | 4,212             | 4,212                    |
| Nos. X50689, X50690, 4 wheel trucks, wood body and underframe.<br>Pullman Parlor Car Co., 1882                               | 88                    | 89                         | "           | 2                         | 1500.00              | 3,000             | 2,672                    |
| Air brake instruction cars, No. X50698, 4 wheel trucks, wood body and underframes.<br>Pullman Parlor Car Co., 1882           | 45                    | 48                         | "           | 1                         |                      | 7,255             | 3,502                    |
| Scale test car, No. X50802, capacity 60,000#, wood body and underframe<br>Michigan Car Co., 1892                             | 37                    | 46                         | "           | 1                         |                      | 626               | 286                      |
| Oil supply cars, Nos. X50100, X50101, capacity 40,000#, wood body and underframe<br>LaFayette Car Works, 1881                | 98                    | 99                         | "           | 2                         | 303.00               | 606               | 596                      |
| Gondola cinder cars, Nos. X50270-X50303, capacity 60,000#, wood body and underframe<br>American Car & Fdry. Co., 1901        | 77                    | 83                         | "           | 38                        | 347.00               | 13,186            | 10,975                   |
| Gas tank car, No. X50269-X50275, gondola type, wood body and wood underframe, capacity 60,000#<br>Michigan Car Co., 1896     | 86                    | 89                         | "           | 2                         | 367.00               | 734               | 655                      |
| Engine tenders, steel body and wood underframe                                                                               | 33                    | 38                         | "           | 4                         | 1250.00              | 5,000             | 1,918                    |
| Lidgerwood rapid unloader, No. X50040, wood body and wood underframe, capacity 60,000#.<br>Michigan Car Co., 1896            | 48                    | 51                         | "           | 1                         |                      | 5,800             | 2,966                    |
| Spreader, No. X50035, wood body and wood underframe, capacity 60,000#<br>D. F. Jordan Co., 1906                              | 60                    | 63                         | "           | 1                         |                      | 3,360             | 2,128                    |
| Flat No. X50052-X50055, wood body and wood underframe, capacity 60,000#<br>American Car & Fdry. Co., 1901                    | 100                   |                            | "           | 2                         | 303.00               | 606               | 606                      |
| Steam derrick, No. X50000-X50003, steel body and steel underframe, capacity 75 ton, 8 wheel<br>Industrial Works, 1906        | 87                    | 69                         | "           | 4                         | 12655.00             | 50,620            | 35,064                   |
| Hand derrick, No. X50011-X50013, wood body and wood underframe<br>The N.Y., C. & St.L. R.R. Co.                              | 32                    | 37                         | "           | 3                         | 1565.00              | 4,695             | 1,757                    |
| Hand derrick car, gondola type, wood body and wood underframe, capacity 60,000#; No. X50016-X50265<br>Michigan Car Co., 1896 | 88                    | 71                         | "           | 2                         | 1905.00              | 3,810             | 2,688                    |
| Pile driven, No. X50020, steel body and steel underframe.<br>Bueyrus Co., 1906                                               | 86                    | 68                         | "           | 1                         |                      | 9,575             | 6,524                    |
| Snow plow, No. X50025, wood body and wood underframe.<br>Muskegon Car & Eng. Co., 1882                                       | 41                    | 46                         | "           | 1                         |                      | 2,112             | 965                      |

INTERSTATE COMMERCE COMMISSION

Owner **The New York, Chicago and St. Louis Railroad Company** BUREAU OF VALUATION

Sheet No. \_\_\_\_\_ of this valuation section.

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

Approved: **John R. Thompson**

| LOCATION                                                                                                                   | Where but a single percentage is stated it represents both per cents. |                      | UNIT | NUMBER OF UNITS | COST OF REPRODUCTION |                        |                   |
|----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|----------------------|------|-----------------|----------------------|------------------------|-------------------|
|                                                                                                                            | Condition Per Cent                                                    | Per Cent of Car. Net |      |                 | Per Unit             | New, Total             | Less Depreciation |
| CHARACTER OF PROPERTY AND DESCRIPTION                                                                                      | (1)                                                                   | (2)                  | (3)  | (4)             | (5)                  | (6)                    |                   |
| Acct. No. <b>57</b> Title <b>WORK EQUIPMENT (CONT'D.)</b><br>(I. C. C. classification)                                     |                                                                       |                      |      |                 |                      |                        |                   |
| Snow plow, No. X50026, wood body and wood underframe, Russell Snow Flow Co., 1904                                          | 60                                                                    | 63                   | Each | 1               |                      | 2,823 1,78             |                   |
| Private car, No. 25, wood body and steel underframe, 6 wheel trucks Barney & Smith Car Co., 1911                           | 86                                                                    | 86                   | "    | 1               |                      | 24,365 21,04           |                   |
| Private car, No. 26, wood body and wood underframe, 4 wheel trucks Pullman Parlor Car Co., 1881                            | 49                                                                    | 50                   | "    | 1               |                      | 11,800 5,92            |                   |
| Derrick crane, 2 drums, No. X009, steel body and underframe, 15 ton capacity, 8 wheel Brown Hoisting Machinery Co., 1911   | 80                                                                    | 81                   | "    | 1               |                      | 6,555 5,33             |                   |
| Steam crane, No. X0011, steel body and underframe, 20 ton capacity, 8 wheel Variety Iron Works, 1915                       | 91                                                                    | 92                   | "    | 1               |                      | 6,600 6,04             |                   |
| Steam crane, Nos. X0012, X0014, steel body and underframe, 15 ton capacity, 8 wheel Brown Hoisting & Machinery Co., 1916   | 94                                                                    | 94                   | "    | 2               | 7525.00              | 15,050 14,21           |                   |
| Office car, No. 301, wood body and underframe, length 52'7" Pullman Parlor Car Co., 1882                                   | 33                                                                    | 36                   | "    | 1               |                      | 2,940 1,05             |                   |
| Air dump cars, Nos. X50027-X50030, wood body and steel underframe, 20 cu.yd. capacity Western Wheeled Scraper Co., 1915    | 90                                                                    | 91                   | "    | 4               | 1766.00              | 7,064 6,43             |                   |
| Air dump cars, Nos. 8888, 8889, 8890, wood body and steel underframe, 16 cu.yd. capacity Western Wheeled Scraper Co., 1916 | 93                                                                    | 94                   | "    | 3               | 1166.00              | 3,498 3,28             |                   |
| Private car, No. 27, wood body and wood underframe, 6 wheel trucks Pullman Parlor Car Co., 1883                            | 49                                                                    | 50                   | "    | 1               |                      | 10,500 5,28            |                   |
| Miscellaneous tools and equipment                                                                                          | 60                                                                    |                      | Lot  |                 |                      | 13,100 6,55            |                   |
| <b>Total for Account 57</b>                                                                                                |                                                                       | <b>77</b>            |      |                 |                      | <b>348,457 269,867</b> |                   |
| <b>Acct. 58 - MISCELLANEOUS EQUIPMENT.</b>                                                                                 |                                                                       |                      |      |                 |                      |                        |                   |
| Ford Auto. truck on tractor, 1917                                                                                          | 93                                                                    | 93                   | Each | 1               | 520.00               | 520 484                |                   |
| Trailer wagons, 4 wheel, N.Y., C. & St. L. R.R. Co., 1917                                                                  | 93                                                                    | 93                   | "    | 5               | 20.00                | 60 56                  |                   |
| <b>Total for Account 58</b>                                                                                                |                                                                       | <b>93</b>            |      |                 |                      | <b>580 540</b>         |                   |
| <b>Acct. 76 - INTEREST DURING CONSTRUCTION.</b>                                                                            |                                                                       |                      |      |                 |                      |                        |                   |
| 6% for 3 months of Equipment Accounts 51 to 58, inclusive                                                                  | 76                                                                    |                      | \$   | 15,301,315      | .015                 | 229,520 174,435        |                   |
| <b>Total Account 76</b>                                                                                                    |                                                                       | <b>76</b>            |      |                 |                      | <b>229,520 174,435</b> |                   |

Approved: **G. S. Douglass**

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner The Streets Company

Sheet No. \_\_\_\_\_ of this valuation section.

Val. Section No. All, Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

Approved: John R. Thompson  
12-200

| LOCATION.                                |                                                                                                       | Where but a single percentage is stated it represents both per cents. |                   | UNIT. | NUMBER OF UNITS. | COST OF REPRODUCTION. |               |                 |                        |
|------------------------------------------|-------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|-------------------|-------|------------------|-----------------------|---------------|-----------------|------------------------|
| CHARACTER OF PROPERTY AND DESCRIPTION.   |                                                                                                       | Casting or other mark.                                                | Per cent. of new. |       |                  | (3)                   | (4) Per Unit. | (5) New, Total. | (6) Less Depreciation. |
| Acct. No. <u>53</u>                      | Title <u>FREIGHT TRAIN CARS.</u><br>(I. C. C. classification.)                                        |                                                                       |                   |       |                  |                       |               |                 |                        |
|                                          | Stock cars, Nos. 8700-8724, single deck wood body and wood underframe, capacity 50,000#. Mfg. unknown | 52                                                                    | 61                | Each  | 68               | 600                   | 40,800        | 24,741          |                        |
|                                          | Stock cars, No. 8750-8799, single deck wood body and wood underframe, capacity 60,000#. Mfg. unknown  | 52                                                                    | 60                | Each  | 44               | 700                   | 30,800        | 18,550          |                        |
|                                          | Stock car, No. 8900-8939, double deck wood body and wood underframe, capacity 50,000#. Mfg. unknown   | 52                                                                    | 60                | Each  | 40               | 650                   | 26,000        | 15,728          |                        |
|                                          | Total account 53                                                                                      |                                                                       | 60                |       | 152              |                       | 97,600        | 59,019          |                        |
| Acct. 76 - INTEREST DURING CONSTRUCTION. |                                                                                                       |                                                                       |                   |       |                  |                       |               |                 |                        |
|                                          | 6% for 3 months of Equipment Accounts 51 to 59 inclusive                                              | 60                                                                    |                   |       | 97,600           | .015                  | 1,464         | 878             |                        |
|                                          | Total for Account 76                                                                                  |                                                                       | 60                |       |                  |                       | 1,464         | 878             |                        |

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

Owner Mather Humane Stock Transportation Company BUREAU OF VALUATION

Sheet No. \_\_\_\_\_ of this valuation section.

Approved: John R. Thompson.

Val. Section No. 411, Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

12-240

| LOCATION.            | Where but a single percentage is stated it represents both per cent.                                 |                        | UNIT. | NUMBER OF UNITS. | COST OF REPRODUCTION. |             |                   |        |        |
|----------------------|------------------------------------------------------------------------------------------------------|------------------------|-------|------------------|-----------------------|-------------|-------------------|--------|--------|
|                      | Condition Per Cent.                                                                                  | Per Cent. of Cost New. |       |                  | Per Unit.             | New, Total. | Less Depreciation |        |        |
| (1)                  | CHARACTER OF PROPERTY AND DESCRIPTION.                                                               |                        | (2)   | (3)              | (4)                   | (5)         | (6)               |        |        |
| (1)                  | LEASE TO THE N.Y.C.&ST.L.R.R.CO.                                                                     |                        |       |                  |                       |             |                   |        |        |
| Acct. No. <u>53.</u> | Title <u>FREIGHT TRAIN CAR.</u><br>(I. C. C. classification.)                                        |                        |       |                  |                       |             |                   |        |        |
|                      | Stock car, No. 8725-8749, single deck wood body and wood underframe, capacity 60,000#. Mfg. unknown  |                        | 58    | 65               | Each                  | 25          | 650               | 16,250 | 10,580 |
|                      | Stock car, No. 8800-8999, double deck, wood body and wood underframe, capacity 50,000#. Mfg. unknown |                        | 44    | 53               | Each                  | 105         | 700               | 73,500 | 39,102 |
|                      | Total for Account 53                                                                                 |                        |       | 55               |                       | 130         |                   | 89,750 | 49,682 |
|                      | Ac t. 76 - INTEREST DURING CONSTRUCTION                                                              |                        |       |                  |                       |             |                   |        |        |
|                      | 6% for 3 months of Equipment Account 51 to 58 inclusive                                              |                        | 55    |                  | \$                    | 89,750      | .015              | 1,346  | 740    |
|                      | Total Account 76                                                                                     |                        |       | 55               |                       |             |                   | 1,346  | 740    |



INTERSTATE COMMERCE COMMISSION

Owner Atlantic Seaboard Dispatch.

BUREAU OF VALUATION

Sheet No. \_\_\_\_\_ of this valuation section.

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

Approved: John R. Thompson.

| CHARACTER OF PROPERTY AND DESCRIPTION.                                                                                                                                                                                                                                                                                                                                                                                                                       | Condition<br>Per Cent. | Per Cent.<br>of Cost<br>New. | UNIT. | NUMBER OF<br>UNITS. | COST OF REPRODUCTION. |                    |                           |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|------------------------------|-------|---------------------|-----------------------|--------------------|---------------------------|--|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                        |                              |       |                     | Per Unit.<br>(4)      | New, Total.<br>(5) | Less Depreciation.<br>(6) |  |
| Acct. No. <u>53.</u> Title <u>FREIGHT TRAIN CARS.</u><br>(I. C. C. classification.)<br><br>JOINTLY USED PROPERTY.<br><br>Refrigerator cars, capacity 60,000#<br>wood body, composite underframe,<br>Nos. 600-948, Haskeal and Barker Car<br>Co. 1908-1910 233,046 142,712 57n 61 Each 198 1177.<br>Used by Delaware Lackawanna and Western R.R. Co. 50% and<br>New York Chicago and St. Louis R.R. Co. 50%:<br><br>Total Account 53 57 61 198 116,523 71,356 |                        |                              |       |                     |                       |                    |                           |  |
| Acct. 76 - INTEREST DURING CONSTRUCTION.<br><br>6% for 3 months of Equipment Accounts 51 to 58 inclusive 61 1,748 1,066<br><br>Total for Valuation Section 61 1,748 1,066                                                                                                                                                                                                                                                                                    |                        |                              |       |                     |                       |                    |                           |  |

V.I.H. & W.

**INTERSTATE COMMERCE COMMISSION**  
**BUREAU OF VALUATION**

Sheet No. \_\_\_\_\_ of this valuation section.

Owner Mid West Dispatch Car Company

Approved: John R. Thompson.

Val. Section No. Deallocated. Miles Main Line, \_\_\_\_\_ Miles all Tracks. \*

CATION. Where but a single percentage is stated it represents both new and used.

| ACCT. NO. | TITLE | CLASS. (1) | QUANTITY (2) | UNITS (3) | PER UNIT (4) | NEW, TOTAL (5) | LESS DEPRECIATION (6) |
|-----------|-------|------------|--------------|-----------|--------------|----------------|-----------------------|
|           |       |            |              |           |              |                |                       |

Acct. No. 53. Title FREIGHT TRAIN CARS.  
(I. C. C. classification.)

**JOINTLY USED PROPERTY.**

Cost of Reproduction  
New Less Depn.

|                                                                                                                             |         |        |    |    |      |     |      |        |        |
|-----------------------------------------------------------------------------------------------------------------------------|---------|--------|----|----|------|-----|------|--------|--------|
| Refrigerator cars, capacity 60,000#,<br>oco body and composite underframe<br>2200-2305, Haskell Barker Car Co.<br>1909-1910 | 110,250 | 72,465 | 62 | 66 | Each | 105 | 1050 |        |        |
| Used by New York Chicago & St. Louis R.R. Co. 50%                                                                           |         |        |    |    |      |     |      | 55,125 | 36,223 |
| " " Delaware Lackawanna and Western RR. Co. 50%:                                                                            |         |        |    |    |      |     |      |        |        |

Total Account 53

66

105

55,125

36,233

Acct. 76 - INTEREST DURING CONSTRUCTION.

6% for 3 months of Equipment Accounts 51 to 53 inclusive.

66

Total for Account 76

66

827

546

827

546

*VII-22W*