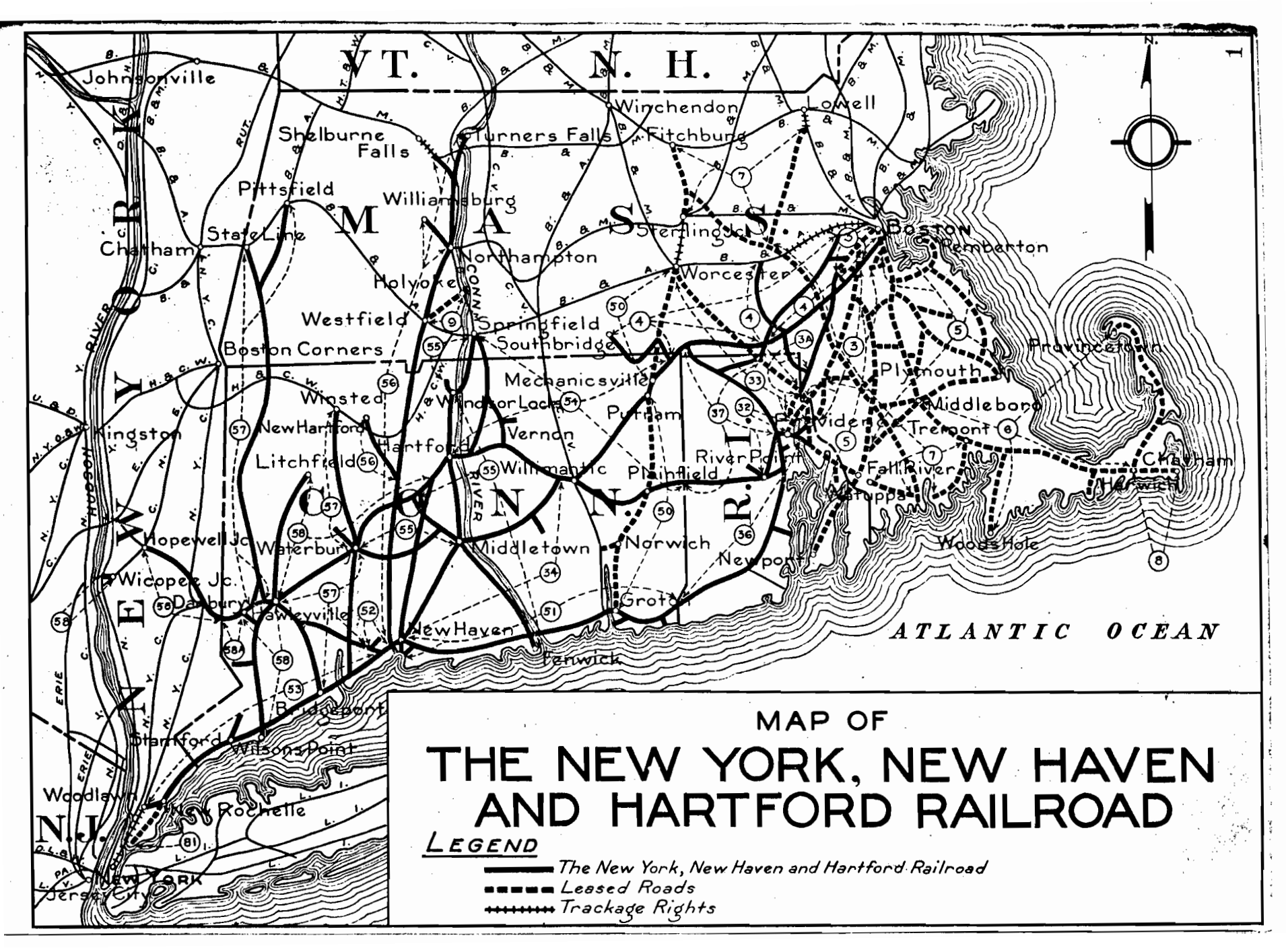
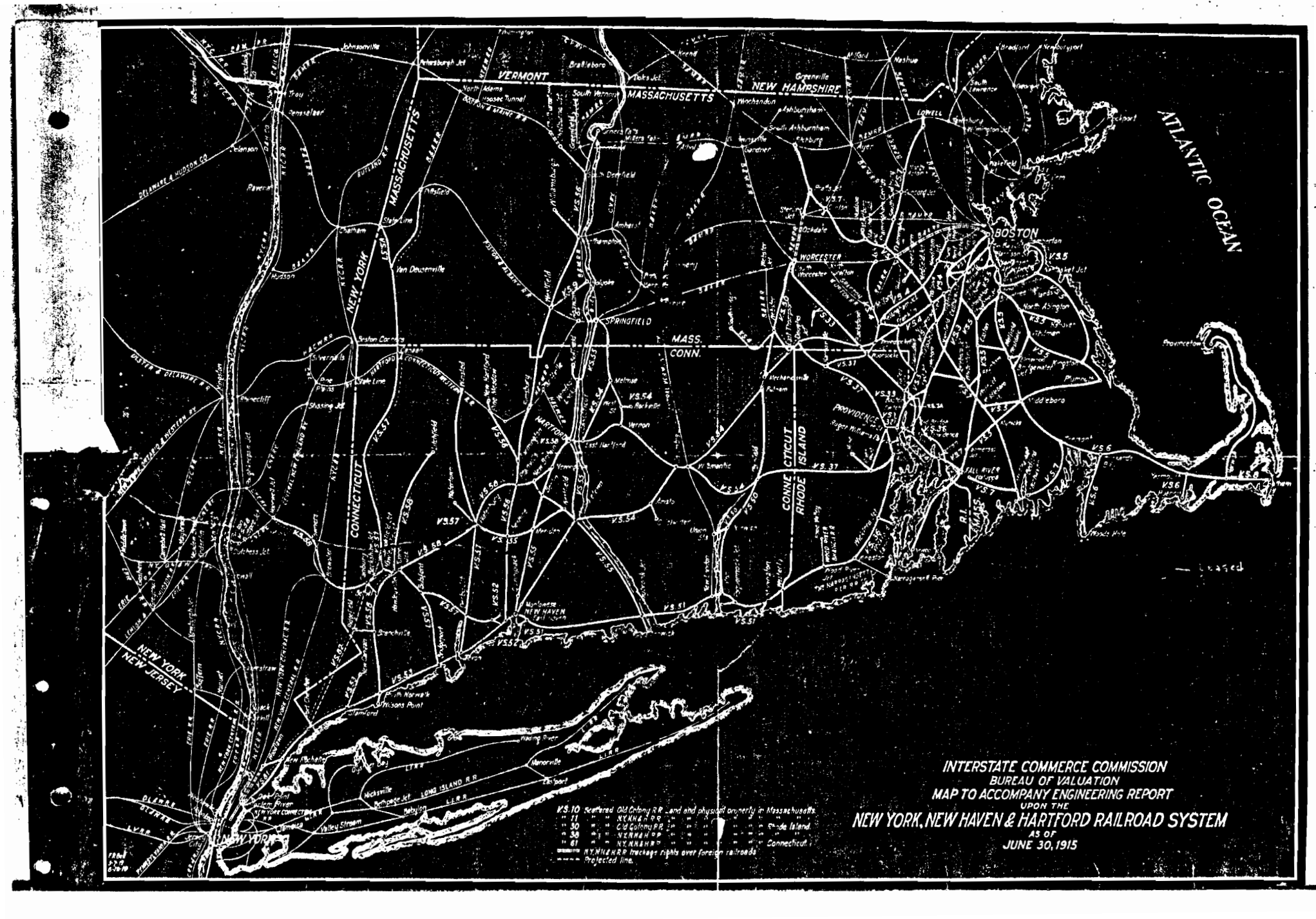


MAP OF
THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD

LEGEND

- The New York, New Haven and Hartford Railroad
- Leased Roads
- Trackage Rights



INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
MAP TO ACCOMPANY ENGINEERING REPORT
UPON THE
NEW YORK, NEW HAVEN & HARTFORD RAILROAD SYSTEM
AS OF
JUNE 30, 1915

EXPLANATORY TEXT

THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY

1. DESCRIPTION OF ROAD.

The New York, New Haven and Hartford Railroad Company was incorporated in Massachusetts and Connecticut August 6, 1872 and in Rhode Island May 17, 1893. Since these dates the present mileage has been acquired by construction and purchase. Some of the lines are among the oldest in the United States; about one third of the present mileage was constructed prior to the year 1851.

The property operated by the Carrier is located in the States of Massachusetts, Rhode Island, Connecticut and New York. Its railroad forms a network of lines in Southern New England and the Southeastern portion of the State of New York, extending between the principal terminals at Boston and New York.

The railroad operated by the Carrier is standard gauge; about 58% is single track, 37% double track and 5% four track. On the terminal section between New Rochelle and Harlem River, about twelve miles, there are six tracks. The total mileage operated is 1963.225 miles first main track, 1004.656 miles second and other main tracks and 4401.140 miles all tracks.

The railroad is steam operated with the exception of about 169.7 miles of road which is equipped for electrical operation.

The following lines are equipped for electrical operation:

Location	Mileage
(a) Woodlawn Junction, N.Y., and Cedar Hill, Conn.	62.7
(a) Harlem River, New York City and New Rochelle, N.Y.	11.5
(a) Stamford, Conn., and New Canaan, Conn.	7.9
(a) South Norwalk, Conn., and Wilson's Point, Conn.	1.2
(b) Berlin, Conn., Westfield, Conn., and Middletown, Conn.	9.4
(c) Melrose, Conn., Vernon, Conn., and Rockville, Conn.	11.7
(d) Manufacturer's Railroad in New Haven, Conn.	1.4
(d) Providence, R.I., Warren, R.I., and Fall River, Mass.	19.4
(d) Warren, R.I., and Bristol, R.I.	4.6
(d) Nantasket Jct., Mass., and Pemberton, Mass.	6.9
(e) Meriden, Conn., and Westfield, Conn.	6.9
(e) Middletown, Conn., and Cromwell, Conn.	2.0
(e) Burnside, Conn., and Vernon, Conn.	8.1
(f) Tuft's, Conn., and Central Village, Conn.	16.0
Total	169.7

(a) The Carrier operates over these sections of road by both steam and electricity.

(b) The Carrier operates electrically over this section, and The Connecticut Company, a subsidiary, operates electrically over the portion between Westfield and Middletown, 3.54 miles, under a trackage agreement.

(c) The Carrier operates electrically over this section, and The Connecticut Company operates electrically over the portion between Vernon and Rockville, a distance of 4.5 miles, under a trackage agreement.

(d) The Carrier operates electrically over these sections.

(e) The Carrier operates by steam and The Connecticut Company operates electrically under a trackage agreement over these sections.

(f) The Carrier operates by steam, and the Shore Line Electric Company operates electrically under a trackage agreement over this section.

The principal cities reached by the Carrier's lines are Attleboro, Boston, Brockton, Fall River, Fitchburg, Holyoke, Lowell, New Bedford, Northampton, Pittsfield, Plymouth, Springfield, Taunton, and Worcester, Massachusetts; Newport, Providence, Westerly, and Woonsocket, Rhode Island; Bridgeport, Bristol, Danbury, Hartford, Meriden, Middletown, New Britain, New Haven, New London, Norwalk, Norwich, Stamford, and Waterbury, Connecticut; and New Rochelle and New York, New York.

Revised page prepared by direction of the Commission March 15, 1930.

2. MILEAGE AND VALUATION SECTIONS.

The New York, New Haven and Hartford Railroad Company - Wholly Owned and Used - Massachusetts

Val. Sec.	From	To	1st Main Track	2nd and Other Main Track	Yard Tracks and Sidings	All Tracks
4-Mass.	Boston	Conn. State Line				
	Dedham Jct.	Dedham				
	Islington	"				
	West Roxbury	Needham Jct.				
	Newton Highlands	R.I. State Line				
	Ashland	" "				
	R. I. State Line	" "				
	Conn. State Line	Southbridge	125.548	57.124	112.996	295.668
37-Mass.	Douglas Jct.	R. I. State Line	1.590		0.250	1.840
54- "	Conn. State Line	Springfield	8.085		6.363	14.448
55- "	"	"	5.929	5.899	8.392	20.220
56- "	"	Turners Falls				
	Northampton	Williamsburg				
	South Deerfield	Shelburne Jct.	60.939		27.686	88.625
57- "	Conn. State Line	Pittsfield				
	Van Deusenville	State Line	46.419		23.307	69.726
	Total Massachusetts		248.510	63.023	178.994	490.527

The New York, New Haven and Hartford Railroad Company - Wholly Owned and Used - Rhode Island

4-R.I.	Mass. State Line	Woonsocket				
	" " "	Mass. State Line				
	" " "	Valley Falls	8.158		5.823	13.981
36- "	Providence	Conn. State Line				
	Providence	East Providence				
	Roger William Park	South Providence				
	Wickford Jct.	Wickford Landing	56.085	49.624	54.550	160.259
37- "	South Auburn	Conn. State Line				
	Providence	Hope				
	Mass. State Line	Providence				
	Woonsocket	Harrisville	68.544	0.275	19.037	87.856
38- "	Scattered Miscellaneous Property		0.008		1.449	1.457
	Total Rhode Island		132.795	49.899	80.859	263.553

The New York, New Haven and Hartford Railroad Company - Wholly Owned and Used - Connecticut

4-Conn.	East Thompson	Quinnebaug	5.163		0.280	5.443
51- "	R.I. State Line	Cedar Hill				
	Poquonnock Jct.	Thames River				
	East Haven	Quinnipiac River	71.891	66.572	55.996	194.459
52- "	At New Haven (Terminal)		15.261	16.467	82.236	113.964
53- "	New Haven	N.Y.State Line				
	Stamford	New Canaan	65.523	135.280	65.246	254.049
54- "	East Thompson	Hartford				
	R. I. State Line	Willimantic				
	Columbia Jct.	Montowese				
	Auston	Colchester				
	Vernon	Melrose				
	West Street	Rockville				
	East Hartford	Mass. State Line	180.148	52.028	70.274	302.450
55- "	Hartford	Mass. State Line				
	Windsor Locks	Suffield				
	Hartford	Quinnipiack				
	Hartford	Fenwick				
	New Britain	Middletown				
	Waterbury	Cromwell	140.347	56.183	70.403	266.933
56- "	New Haven	Mass. State Line				
	Farmington	New Hartford	65.801	0.827	26.636	93.264
57- "	New Haven	Botsford				
	Devon	Winsted				
	Waterbury	Watertown				
	Bridgeport	Mass. State Line				
	Hawleyville Jct.	Berkshire Jct.				
	Brookfield Jct.	" "	169.766	65.881	87.397	323.044
58- "	At Hartford (Terminal)					
	Newington	Tunnel Jct.				
	Hawleyville	Litchfield				
	Berkshire Jct.	Danbury				
	Danbury	Bethel				
	Hawleyville	Wilson's Point				
	Branchville	Ridgefield	117.736	30.279	77.493	225.508
	Total Connecticut		819.636	423.517	535.961	1779.114

Revised page prepared by direction of the Commission March 15, 1930.

2. MILEAGE AND VALUATION SECTIONS. (Cont'd.)

The New York, New Haven and Hartford Railroad Company - Wholly Owned and Used - New York

Val. Sec.	From	To		1st Main Track	2nd and Other Main Tracks	Yard Tracks and Sidings	All Tracks
53-N.Y.	Conn. State Line	Woodlawn		14.126	41.377	15.643	71.146
	Total New York			14.126	41.377	15.643	71.146
	Total - Wholly Owned and Used - All States			1215.067	577.816	811.457	2604.340

The New York, New Haven and Hartford Railroad Company - Owned but not Used - Massachusetts
Lessee - Boston and Maine Railroad

56-Mass.	At Easthampton Yard			0.176		0.082	0.258
	Total Massachusetts			0.176		0.082	0.258

The New York, New Haven and Hartford Railroad Company - Owned but not Used - Connecticut
Lessee - Central New England Railway Company

58A-Conn.	Danbury	N.Y. State Line	***	5.081	5.080	1.957	12.118
	Total Connecticut			5.081	5.080	1.957	12.118

The New York, New Haven and Hartford Railroad Company - Owned but not Used - New York
Lessee - Central New England Railway Company

58-N.Y.	Conn. State Line	Hopewell Jct.					
	Wicopee Jct.	Beacon	***	29.903	28.323	20.113	78.339
	Total New York			29.903	28.323	20.113	78.339
	Total All States			34.984	33.403	22.070	90.457
	Total Owned but not Used - All States		***	35.160	33.403	22.152	90.715

The New York, New Haven and Hartford Railroad Company - Wholly Used but not Owned - Massachusetts
Owner: Boston and Providence Railroad Corporation (Mass.)

3-Mass.	Boston	R.I. State Line					
	Forest Hills	Dedham					
	Readville	"					
	Canton Jct.	Stoughton					
	East Jct.	R.I. State Line		53.435	71.560	60.212	185.207
	Total Massachusetts			53.435	71.560	60.212	185.207

The New York, New Haven and Hartford Railroad Company - Wholly Used but not Owned - Rhode Island
Owner: Boston and Providence Railroad Corporation (Mass.)

3-R.I.	Mass. State Line	East Providence		4.605	1.058	2.331	7.994
	Total Rhode Island			4.605	1.058	2.331	7.994
	Total All States			58.040	72.618	62.543	193.201

The New York, New Haven and Hartford Railroad Company - Wholly Used but not Owned - Rhode Island
Owner: Boston and Providence Railroad Corporation (R.I.)

3A-R.I.	Mass. State Line	Boston Switch		1.470	1.143	4.421	7.034
	Total Rhode Island			1.470	1.143	4.421	7.034

Revised page prepared by direction
of the Commission March 15, 1930.

2. MILEAGE AND VALUATION SECTIONS. (Cont'd.)

The New York, New Haven and Hartford Railroad Company - Wholly Used but not Owned - Massachusetts
Owner: Old Colony Railroad Company

Val. Sec.	From	To	1st Main Track	2nd and Other Main Track	Yard Tracks and Sidings	All Tracks
5-Mass.	Boston	Middleboro				
	Harrison Square	Mattapan				
	Neponset	Shawmut Jct.				
	Atlantic	Braintree				
	Braintree	Kingston				
	Nantasket Jct.	Pemberton				
	South Braintree	Plymouth				
	North Abington	Hanover				
	Whitman	Bridgewater Jct.				
	Elmwood	Westdale				
	Braintree Highlands	Somerset Jct.				
	Stoughton Jct.	Stoughton				
	Easton	Mansfield				
	Plymouth	R.I. State Line				
	Middleboro	Middleboro Jct.	212.142	128.729	140.747	481.618
6- "	Middleboro	Provincetown				
	Buzzard's Bay	Woods Hole				
	Yarmouth	Hyannis	110.069	19.947	26.773	156.789
7- "	Norwood Jct.	Adamsdale				
	Fitchburg	New Bedford				
	Pratt's Jct.	Sterling Jct.				
	Clinton	Lancaster Mills				
	Marlboro Jct.	Marlboro				
	Framingham Center	Lowell				
	Sherborn	Reformatory				
	Attleboro Jct.	Attleboro				
	Whittenton Jct.	Raynham				
	Mt. Pleasant	Watuppa				
	Fall River	R.I. State Line				
	Tremont	Fairhaven	189.191	79.896	113.972	383.059
	Total Massachusetts		511.402	228.572	281.492	1021.466

The New York, New Haven and Hartford Railroad Company - Wholly Used but not Owned - Rhode Island
Owner: Old Colony Railroad Company

5-R.I.	Mass. State Line	Newport	16.002	0.106	6.940	23.048
7- "	"	Warren	2.126	1.235	0.378	3.739
30- "	At Providence - (Charles St. Yard)				5.777	5.777
	Total Rhode Island		18.128	1.341	13.095	32.564
	Total All States		529.530	229.913	294.587	1054.030

The New York, New Haven and Hartford Railroad Company - Wholly Used but not Owned - Massachusetts
Owner: The Chatham Railroad Company

8-Mass.	Harwich	Chatham	7.100		1.028	8.128
	Total Massachusetts		7.100		1.028	8.128

The New York, New Haven and Hartford Railroad Company - Wholly Used but not Owned - Massachusetts
Owner: Holyoke and Westfield Railroad Company

9-Mass.	Westfield	Holyoke	10.028		10.551	20.579
	Total Massachusetts		10.028		10.551	20.579

The New York, New Haven and Hartford Railroad Company - Wholly Used but not Owned - Massachusetts
Owner: Providence and Worcester Railroad Company

33-Mass.	Worcester	R.I. State Line				
	R. I. State Line	"	25.288	25.707	25.972	76.967
		**	0.756	2.120	1.300	4.176
	Total Massachusetts		25.288	25.707	25.972	76.967
		**	0.756	2.120	1.300	4.176

Revised page prepared by direction of the Commission March 15, 1930.

2. MILEAGE AND VALUATION SECTIONS. (Cont'd.)

The New York, New Haven and Hartford Railroad Company - Wholly Used but not Owned - Rhode Island
Owner - Providence and Worcester Railroad Company

Val. Sec.	From	To		1st Main Track	2nd and Other Main Tracks	Yard Tracks and Sidings	All Tracks
33-R.I.	Mass. State Line	Mass. State Line					
	Mass. State Line	East Providence					
	Valley Falls	Boston Switch		17.795	17.635	34.740	70.170
	Total Rhode Island			17.795	17.635	34.740	70.170
	Total All States			43.083	43.542	60.712	147.137
			**	0.756	2.120	1.300	4.176

The New York, New Haven and Hartford Railroad Company - Wholly Used but not Owned - Rhode Island
Owner - Providence, Warren and Bristol Railroad Company

34-R.I.	East Providence	Bristol					
	" "	Fox Point		14.419	9.517	7.678	31.614
	Total Rhode Island			14.419	9.517	7.678	31.614

The New York, New Haven and Hartford Railroad Company - Wholly Used but not Owned - Massachusetts
Owner - Norwich and Worcester Railroad Company

50-Mass.	Worcester	Conn. State Line		16.864	0.431	12.437	29.732
			**	0.756	2.120	0.841	3.717
	Total Massachusetts			16.864	0.431	12.437	29.732
			**	0.756	2.120	0.841	3.717

The New York, New Haven and Hartford Railroad Company - Wholly Used but not Owned - Connecticut
Owner - Norwich and Worcester Railroad Company

50-Conn.	Mass. State Line	Groton					
	Norwich	Union Station		53.681		31.300	84.981
	Total Connecticut			53.681		31.300	84.981
	Total All States			70.545	0.431	43.737	114.713
			**	0.756	2.120	0.841	3.717

The New York, New Haven and Hartford Railroad Company - Wholly Used but not Owned - New York
Owner: Harlem River and Port Chester Railroad Company

81-N.Y.	New Rochelle	Harlem River		11.217	52.218	101.337	164.772
	Total New York			11.217	52.218	101.337	164.772

The New York, New Haven and Hartford Railroad Company - Wholly Used but not Owned - Rhode Island
Owners: Boston and Providence Railroad Corporation (R.I.) - 50%
Providence and Worcester Railroad Company - 50%

32-R.I.	Boston Switch	Providence	*	4.970	15.538	30.908	51.416
	Total Rhode Island		*	4.970	15.538	30.908	51.416
	Total Wholly Used but not Owned - All States			750.402	424.730	617.502	1792.624
			**	0.756	2.120	1.300	4.176

The New York, New Haven and Hartford Railroad Company - 66 2/3%) Jointly Used but not Owned - Massachusetts
Boston and Maine Railroad - 33 1/3%)
Owners: - Providence and Worcester Railroad Company - 33 1/3%
Norwich and Worcester Railroad Company - 33 1/3%
Boston and Maine Railroad - 33 1/3%

33.12-Mass.	At Worcester		*	0.283	0.784	0.085	1.152
	Total Jointly Used but not Owned - All States		*	0.283	0.784	0.085	1.152
	Grand Total Wholly Owned and Wholly Leased by The New York, New Haven and Hartford Railroad Company and Used by it.			1965.469	1002.536	1428.959	4396.964
			**	0.756	2.120	1.300	4.176
			*	0.283	0.784	0.085	1.152

Revised page prepared by direction of the Commission March 15, 1930.

2. MILEAGE AND VALUATION SECTIONS. (Cont'd.)

* Jointly owned or jointly leased property reported separately by valuation sections.

** In addition to jointly owned property reported separately by valuation sections, certain jointly owned tracks are shown with the mileage and units of property undivided, the cost being divided on the assembly sheets and carried into the cost columns as property wholly owned or used.

*** The lines from the Connecticut-New York State Line to Hopewell Junction, N.Y., and from Wicopee Junction, N.Y., to Beacon, N.Y., are included in this report under the corporate ownership of the Carrier. These lines were formerly a portion of the property of The New England Railroad Company, being all of its line in the State of New York. In 1908, the New England Railroad Company deeded all of its property and franchise to The New York, New Haven & Hartford Railroad Company. The Public Service Commission of the State of New York has never approved this and in consequence the conveyance has been considered as having no legal force or effect in New York State. These lines are, however, actually in possession of the Carrier by virtue of a lease for ninety-nine years, dating from July 1, 1898.

3. TERMINAL.

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

Location	Basis of Use		Remarks
	Freight Terminal	Passenger Terminal	
Boston, Mass.	Ownership and Lease:	Rental	Passenger terminal owned by Boston Terminal Co. Part of freight facilities owned by Old Colony Railroad Co.
Hartford, Conn.	Ownership:	Ownership	Freight terminal owned by Old Colony R.R.Co.
Lowell, Mass.	Lease	Rental	Passenger terminal owned by Boston and Lowell R.R.Corp. (Boston and Maine R.R., Lessee)
New Bedford, Mass.	Lease	Lease	Owned by Old Colony R.R.Co.
New Haven, Conn.	Ownership:	Ownership	
New London, Conn.	"	Jt. "	Passenger terminal ownership - N.Y.,N.H. and H. R.R.Co. 2/3 and Central Vermont Ry. Co. 1/3.
Newport, R.I.	Lease	Lease	Owned by Old Colony R.R.Co.
New York, N.Y.	Lease	Rental	Freight terminals owned by Harlem River and Port Chester R.R.Co. Passenger terminal owned by New York & Harlem R.R. (New York Central R.R.Co., Lessee)
Pittsfield, Mass.	Ownership:	Rental	Passenger terminal owned by Boston and Albany R.R. (New York Central R.R.Co.,Lessee)
Providence, R.I.	Ownership:	Ownership	Boston and Providence R.R.Corp., Providence and Worcester R.R.Co., and the N.Y., N.H. and H.R.R.Co.-all have ownerships in both the freight and passenger terminals.
Springfield, Mass.	Ownership:	Rental	Passenger terminal owned by Boston and Albany R.R. (New York Central R.R.Co.,Lessee)
Worcester, Mass.	Lease	Rental	Freight terminal owned by Providence and Worcester R.R.Co. Passenger terminal owned by Boston and Albany R.R. (New York Central R.R.Co., Lessee)
Harlem River, N.Y.	Lease	Lease	Owned by Harlem River and Port Chester Railroad Company

4. CONNECTIONS WITH OTHER ROADS.

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

Name	Location
Boston and Maine Railroad	Clinton, Concord, Easthampton, Fitchburg, Holyoke, Lowell, Northampton, Shelburne Falls, Springfield, South Sudbury, Sterling Junction, Turner's Falls, Worcester, Mass.
Boston and Albany Railroad Company (New York Central R.R.Co.,Lessee)	Ashland, Boston, Newton, Milford, Pittsfield, South Framingham, Springfield, State Line, Webster, Westfield, Worcester, Mass.
Central Vermont Railway Company	New London, Norwich, Willimantic, Conn.
Central New England Railway Company	Canaan, Danbury, Hartford, Pine Meadows, Simsbury, Winsted, Conn.
Boston Terminal Company	Boston, Mass.
Union Freight Railroad Company	Boston, Mass.
Narragansett Pier Railroad Company	Kingston, R. I.
Wood River Branch Railroad Company	Wood River Junction, R. I.

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4. CONNECTIONS WITH OTHER ROADS. (Cont'd.)

Name	Location
New York Central Railroad Company	Woodlawn Junction, N.Y.
New York, Westchester & Boston Ry.Co.	New York, N.Y. (174th Street)
South Manchester R.R.Co.	Manchester, Conn.
Moshassuck Valley R.R.Co.	Woodlawn, R. I.
Grafton & Upton Railroad Company	Milford, Mass.

In addition to connections with other railroads, the carrier has connection with boat lines at the following principal points.

Boston, Fall River, New Bedford, Mass.
Newport, Providence, R. I.
Bridgeport, Hartford, New Haven, New London, Conn.
New York, N.Y.

The carrier owns and operates certain floating equipment, used principally in the harbors of New York and Boston, in the conveyance of cars and contents, and lightering of commodities, between the various freight terminals. In New York Harbor and adjacent waters, this service is chiefly between the carrier's rail terminals at Oak Point and Harlem River, the Carrier's freight stations at certain piers on the East River in New York and Brooklyn, and the terminals of other carriers.

5. JOINT FACILITIES.

The carrier has trackage rights over the following lines:

Grantor	Limits	Road Mileage
Boston and Maine Railroad	Between Worcester and Sterling Jct., Mass.	11.74
Boston and Maine Railroad	In Worcester, Mass. to freight terminal	1.65
Boston and Maine Railroad (Lessee of Boston and Lowell R.R.Corp.)	Between Lowell Jct. and Lowell, Mass.	0.57
Boston and Maine Railroad (Lessee of Fitchburg R.R.Co.)	Between Shelburne Jct. and Shelburne Falls, Mass.	4.59
Boston Terminal Company, The	In Boston, Mass. at South Station Terminal	(a)
Central New England Railway Co.	In Winstead, Conn.	0.80
New York Central Railroad Co.The (Lessee of Boston and Albany R.R.Co.)	In Springfield, Mass. to terminals	0.76
New York Central Railroad Co.The (Lessee of New York and Harlem R.R.Co.)	Between Woodlawn Jct. and 59th Street, New York City	(b)
Ditto	Grand Central Terminal, New York City to 59th St., New York City	(c)
Ditto	At Mott Haven Yard, New York City	(d)
New York Central Railroad Co.The (Lessee of Boston & Albany R.R.Co.)	Between South Framingham and Boston, Mass.	20.78

(a)

1st main tracks	0.694 miles
2nd and other main tracks	7.272 "
Yard tracks	5.037 "
Total all tracks	13.003 "

(b)

1st main tracks	11.010 miles
2nd, 3rd and 4th main tracks	33.427 "
Crossovers	1.028 "
Total all tracks	45.465 "

(c)

1st main track	0.785 miles
2nd, 3rd and 4th main tracks	2.355 "
Yard tracks	24.033 "
Total all tracks	27.173 "

(d)

Yard tracks	13.973 miles
Total all tracks	13.973 "

Revised page prepared by direction
of the Commission March 15, 1930.

5. JOINT FACILITIES. (Cont'd.)

The Carrier grants trackage rights over the following lines:

Grantee	Limits	Road Mileage
Boston and Maine Railroad	Between Worcester and S. Worcester, Mass.	0.76
Boston and Maine Railroad (Lessee of Concord & Montreal R.R.Co.)	Between Concord Jct. and North Acton, Mass. (Exclusive use of westerly track)	4.36
Central New England Ry. Co.	At Danbury, Conn.	0.90
"	In Hartford, Conn. to passenger terminal	0.56
"	Between Hartford and East Hartford, Conn.	2.50
Connecticut Company - The	Between Meriden and Westfield, Conn.	6.90
"	Between Westfield and Middletown, Conn.	3.54
"	Between Middletown and Cromwell, Conn.	2.02
"	Between East Hartford, Vernon, and Rockville, Conn.	14.00
New York, Westchester & Boston Ry. Co.	In New York City between Harlem River and 174th St.	3.71
Shore Line Electric Ry. Co.	Between Taft's and Central Village, Conn.	16.08

6. CHARACTERISTICS OF COUNTRY.

(a) Topography:

The region traversed by the Carrier's lines varies from gently undulating to semi-mountainous. Along the coast are stretches of tidal marsh lands, seldom exceeding a mile in width, between which are low ridges, often terminating in rocky headlands near the shore.

From the coast on the south and east the land gradually rises toward the north and west to the top of the divides between the main watersheds, situated between the Atlantic Ocean and the Connecticut River and between the Connecticut River and the Hudson River. The drainage flows principally in a southerly direction. Between the Atlantic Coast and the Connecticut River, the northern lines reach a maximum elevation of about 650 feet above sea level. Separating the valleys of the Connecticut and Hudson Rivers are the Berkshire Hills, a semi-mountainous range, through which the Carrier's lines cross at elevations of 700 to 1000 feet.

(b) Geology:

The subsoil generally is glacial drift, consisting of sand, gravel, boulders and clay, the mixture of sand and gravel predominating. The rocks are largely crystalline and consist principally of granite, a strong massive gneiss resembling granite, limestone, sandstone and trap rock. Fresh and salt water marshes, consisting of decomposed vegetable matter of varying degrees of thickness and often requiring some artificial means of support for the railroad embankment, are of frequent occurence on many of the lines.

(c) Climate:

The temperature varies from a minimum of - 18 to - 29 degrees Fahrenheit in winter to a maximum of 95 to 100 degrees Fahrenheit in summer with a normal annual temperature of about 50 degrees. The normal annual precipitation varies from 42 to 45 inches.

The climate is variable and rugged with considerable snow in winter.

(d) Development - Farm:

The Carrier's lines cover a region not primarily agricultural, the soil being rather sterile, except in the river valleys and low lands. The principal farm products are hay, potatoes, vegetables, cereals, fruits, poultry and tobacco.

(e) Development - Industrial:

The region served is highly industrial. The principal industries are the manufacture of boots and shoes, cotton, woolen and silk goods, clothing, brass, bronze and copper products, paper and pulp wood, jewelry, firearms and ammunition, confectionery, cutlery and edge tools, plated ware, dyeing and finishing textiles, printing and publishing, marble and stone work.

7. PHYSICAL CHARACTERISTICS OF ROAD.

(a) Grades:

The maximum and ruling grades and the average and maximum curvature on the principal main lines are shown in the following table.

Revised page prepared by direction of the Commission March 15, 1930.

7. PHYSICAL CHARACTERISTICS OF ROAD. (Cont'd.)

Between	From	To	Grades Maximum East	Grades Maximum West	Grades Ruling East	Grades Ruling West	Curvature Average	Curvature Maximum
New York and Boston							2°-0'	7°-0'
	New York	New Haven	0.59	0.74	0.59	0.74		
	New Haven	New London	0.74	0.62	0.74	0.62		
	New London	Providence	0.57	0.76	0.57	0.76		
	Providence	Boston	0.72	0.61	0.38	0.61		
Boston & Hopewell Jct.							2°-45'	7°-0'
	Boston	Blackstone	0.83	0.89	0.83	0.89		
	Blackstone	Willimantic	1.17	1.14	1.17	0.95		
	Willimantic	Hartford	1.14	0.85	1.14	0.85		
	Hartford	Danbury	1.14	1.17	1.14	1.17		
Providence & Worcester	Providence	Worcester	0.38	0.57	0.38	0.57	3°-0'	6°-0'
			North	South	North	South		
Boston and Plymouth							2°-15'	7°-0'
	Boston	South Braintree	0.45	0.57	0.45	0.57		
	South Braintree	Plymouth	0.57	0.91	0.57	0.91		
Boston & Provincetown							1°-45'	6°-30'
	Boston	South Braintree	0.45	0.57	0.45	0.57		
	South Braintree	Middleboro	0.97	0.93	0.97	0.49		
	Middleboro	Buzzards Bay	0.76	0.76	0.76	0.76		
	Buzzards Bay	Provincetown	1.33	1.52	0.95	1.23		
Boston and Newport							2°-15'	8°-0'
	Boston	South Braintree	0.45	0.57	0.45	0.57		
	South Braintree	Taunton	0.95	0.95	0.74	0.95		
	Taunton	Fall River	0.63	0.85	0.63	0.85		
	Fall River	Newport	0.57	0.76	0.57	0.76		
Fitchburg & New Bedford							2°-30'	8°-0'
	Fitchburg	Framingham	1.67	0.81	1.10	0.81		
	Framingham	Mansfield	0.85	1.04	0.95	1.04		
	Mansfield	New Bedford	0.70	0.59	0.70	0.59		
New London & Worcester							2°-30'	9°-0'
	New London	Worcester	0.53	0.57	0.53	0.57		
New Haven & Springfield:							1°-45'	6°-30'
	New Haven	Hartford	0.75	0.45	0.75	0.45		
	Hartford	Springfield	0.57	0.36	0.57	0.36		
New Haven & Northampton							2°-30'	8°-45'
	New Haven	Simsbury	1.08	0.76	0.72	0.76		
	Simsbury	Northampton	1.34	0.95	1.34	0.76		
New York & Pittsfield							3°-15'	11°-45'
	New York	South Norwalk	0.57	0.57	0.57	0.57		
	South Norwalk	Danbury	1.25	1.25	1.00	1.25		
	Danbury	Pittsfield	1.51	0.95	1.51	0.95		

8. ROAD.

Account 3 - Grading.

The volume of grading on all lines of the carrier's system averages about 60,000 cubic yards per mile, about 8% of the road mileage falling under 20,000 cubic yards per mile, about 79% between 20,000 and 100,000 cubic yards per mile, and about 13% over 100,000 cubic yards per mile. Upon the railroad as a whole, the grading consists of materials classified as common excavation 90%; loose rock excavation 1%; solid rock excavation 9%. The rock comprises a comparatively small volume of the total grading, but it occurs, however, in saddles and pinnacles, sharp in profile and widely distributed, and the overlaying earth is of a depth varying sharply within a few hundred feet. The pockets formed by the rock saddles are frequently wet. Across the salt marsh lands, inland swamps and "muskegs" where the subsidence of embankments constitutes a considerable factor in the determination of grading quantities, the amount has been determined by field tests. Along the coast lines, large quantities of rip-rap have been used for the protection of embankments subject to the action of the water.

Account 5 - Tunnels and Subways.

There are three tunnels of importance on the road with an aggregate length of about 9,860 feet. Of the remaining tunnels, which are few in number, none exceeds a maximum length of 350 feet. The principal of the three mentioned is a double track, single bore tunnel at Providence, R.I. with length of 5,080 feet, which was built in connection with extensive terminal improvements at that place, and is electrically operated. Passing diagonally under the streets of an important residential section of the city, a part of this tunnel at each end was built by the cut-and-cover method, but for the most part it was driven through a very treacherous and unreliable rock that caused considerable difficulty during construction.

8. ROAD. (Cont'd.)

Account 6 - Bridges, Trestles and Culverts.

The topography of the region involves the crossing of numerous drainage basins. Through many of the important cities and towns, the tracks have been elevated to cross the streets overhead. As a result of these conditions the number of bridges and minor waterways on the road is very large.

In general the bridges are steel supported on granite or concrete masonry substructures, the former largely predominating. Large masonry arches are fairly numerous on some of the lines. The steel bridges, except on the less important lines, are of very heavy design and several are of unusual size, notably the crossing of the Thames River at New London, Conn. and the Connecticut River at Saybrook Junction, Conn.

The wooden structures are few in number and of minor importance.

Account 8 - Ties.

Cross ties are about 69% chestnut, 23% oak, 4% Southern pine and 4% treated Southern pine. The average number per mile is about 3100 for main track and 3050 for yard tracks and sidings. Switch ties are generally of oak, chestnut, and Southern pine. Bridge ties are generally of Southern pine.

Account 9 - Rails.

The weight of rail used in main track varies from a small amount of 56-lb. rail on a few branch lines to a small amount of 107-lb. rail on certain main lines. The principal trunk line of the system between New York and Boston is laid almost entirely with 100-lb. rail, as are also the lines from New Haven to Springfield and from Boston to Plymouth. On other main lines, the usual rail weights in main track vary from 67-lb. to 90-lb. with a few short stretches of 100-lb. rail.

Rail weights in yard tracks and sidings generally vary from 56-lb. to 100-lb., the average being between 70-lb. and 75-lb.

Account 10 - Other Track Material.

There is a rather large variety of types among the smaller items in this account.

Screw spikes in treated ties are used to a large extent on the main line track between Woodlawn, N.Y. and New Haven, Conn., and are occasionally used in small amounts elsewhere.

Account 11 - Ballast.

The principal kinds of ballast material are gravel, sand and stone, usually trap rock. Cinders are also used. The larger part of the ballast is unscreened pit gravel of local origin.

Account 12 - Right-of-Way Fences.

Outside the towns and cities, the fences are usually of the post and wire type. The remainder are of various types of board fence, or stone walls built of local stone. There are a few ornamental types, both stone and metal.

Account 14 - Snow and Sand Fences.

Both fixed and removable types of wooden snow fences are used.

Account 15 - Crossings and Signs.

On account of the density of population of the territory through which the road passes, much attention has been paid to the separation of grades. In some of the states traversed, there are laws relating to the elimination of grade crossings and providing for the manner in which the cost of the work shall be borne, notably in Massachusetts where many eliminations of grade crossings have been effected at the joint expense of the carrier and the public. In some of the cities, the elimination of grade crossings has been a work of considerable magnitude, involving, in addition to the grading, retaining walls and bridges, heavy expenditures in connection with land damages, and the moving and altering of buildings, streets, sewers, water and gas mains, and tracks.

Where there has been a joint participation by the carrier and the public in the elimination of grade crossings, the following rules have been observed in making the inventory.

1. Where all the property involved in effecting the elimination can be clearly identified and segregated, the carrier has been allowed the sum of money it actually paid on account of this work.

2. Where all the property involved in the elimination cannot be distinguished from property originally existent or subsequently installed, the carrier has been allowed the same percentage of the reproductive cost of those items which can be identified and segregated that it paid of the original cost. In the case of those items where no segregation has been possible, no deduction has been attempted.

Revised page prepared by direction
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8. ROAD. (Cont'd.)

Account 15 - Crossings and Signs. (Cont'd.)

3. Where it is wholly impossible to identify and segregate the portion of the elimination work to which the public has contributed from that constructed entirely at the carrier's expense, as sometimes happens in the case of additional facilities concurrently constructed at the time of the elimination, and the payment by the public is upon an estimated basis for a part of the work, the carrier has in such case been allowed 100 per cent of the reproductive cost of all property on the right-of-way and nothing off the right-of-way.

Nothing has been included in the reproduction costs of this report to represent the carrier's expenditures for land damages in connection with the elimination of grade crossings.

Account 16 - Station and Office Buildings.

The station buildings are numerous, the majority being of frame construction with substantial masonry structures located in the principal towns and cities.

Account 17 - Roadway Buildings.

The majority of the buildings are of frame construction.

Account 18 - Water Stations.

Owing to the thickly settled territory traversed by the Carrier, water in many cases is obtained from town and city supply. In general, the water stations are small and simple in character, but of sufficient number to provide adequate supply.

Account 19 - Fuel Stations.

In common with other roads in this region, a characteristic feature of the fuel stations is the provision for storage of large supplies of engine fuel. The ordinary types of structure are bins or stockades, in which the coal is handled by shoveling or by locomotive cranes; and elevated platforms with inclined trestle approaches, on which it is handled by gravity. There are comparatively few mechanical plants. Four of the latter type at Boston, Mass., East Providence, R.I., New Haven and Bridgeport, Conn. transfer the coal directly from the barges to elevated bins, from which it is loaded on the tenders.

Account 20 - Shops and Engine Houses.

The main shops of the system are located at Readville and Roxbury, Mass.; Valley Falls, R.I.; New Haven, Conn.; and Van Nest, N.Y.

The principal engine terminals are located at Boston, South Braintree, Roxbury, Worcester, Mass.; Providence, R.I.; New Haven, Bridgeport, Hartford, New London, Norwich, Putnam, Conn.; and Van Nest and Harlem River, N.Y.

Account 23 - Wharves and Docks.

The Carrier owns extensive wharves and docks at Boston, Fall River, and New Bedford, Mass.; Newport, Providence and East Providence, R.I.; New London, New Haven and Bridgeport, Conn.; and Oak Point on the Harlem River; as well as smaller ones at several other localities. In addition to its own piers, the Carrier leases from the City of New York a number of piers on the East River, which are not included in this report. Upon these piers, the Carrier has erected certain improvements which, by the terms of the lease, become the property of the lessor, at the termination of the leasehold. Such improvements are not included in this report.

At Oak Point on the Harlem River, there are ten transfer bridges, for transferring cars to and from car floats for interchange with other roads in the harbor, or for lighterage between cars and vessels direct. Eight of these bridges are of recent construction, and are designed to handle the heaviest loading.

Account 24 - Coal and Ore Wharves.

The principal coal piers, equipped with machines for transferring water-borne coal from vessels to cars, are at South Boston, Mass., East Providence, R.I., and New Haven, Conn. There are also several smaller piers of this kind situated at various points on the system.

Account 26 - Telegraph and Telephone Lines.

Following is the approximate mileage, by states, of the telegraph and telephone lines owned and used by the carrier at the date of valuation:

State	Miles of Pole Line
Connecticut	26
Massachusetts	3
Rhode Island	1
New York	1
Total	31

Revised page prepared by direction of the Commission March 15, 1930.

8. ROAD. (Cont'd.)

Account 26 - Telegraph and Telephone Lines. (Cont'd.)

Except for the mileage above shown, the telegraph lines and equipment located upon the Carrier's right-of-way are owned by the Western Union Telegraph Company. Under an agreement of an extensive character between the Western Union Telegraph Company and the Carrier, dated September 14, 1896, the latter has the exclusive use of a portion of the telegraph company's wires for the conduct of its transportation business. None of the property owned by the telegraph company is included in the reproduction costs of this report.

The Carrier also owns a considerable amount of property used in connection with its telephone train dispatching system. This property consists of wires, generally carried on poles of the Western Union Telegraph Company, aerial and underground cables and telephone equipment.

Account 27 - Signals and Interlockers.

The property in this account consists of power and manual operated interlocking plants and automatic and other signals which are located as follows:

State	Miles of Road	Interlocker		Automatic Signals	Other Signals
		Power	Manual		
Massachusetts	873.842	6	90	379	169
Rhode Island	194.182	5	28	76	35
Connecticut	878.398	7	73	348	240
New York	55.246	6	10	61	3
Totals	2,001.668	24	201	864	447

Account 31 - Power Transmission Systems
Account 32 - Power Distribution Systems
Account 33 - Power Line Poles and Fixtures
Account 45 - Power Plant Machinery and
Account 46 - Power Substation Apparatus.

The portions of the carrier's railroad, which are equipped for electrical operation, have been referred to under Description of Road. The most important electric zone is that which includes the four track main line between Cedar Hill (New Haven), Conn. and Woodlawn Junction, N.Y., together with its branches consisting of a six track line between New Rochelle, N.Y. and the Harlem River Terminal in New York City, a double track line between Stamford, Conn. and New Canaan, Conn., and a double track line between South Norwalk, Conn. and Wilson's Point, Conn. In this zone there are in all about 85 miles of road operated from overhead catenary, 11000 volt single phase system. Over the lines included in this electric zone, the carrier operates electric freight and passenger locomotives and multiple unit passenger car trains. A large number of the passenger locomotives and multiple unit cars are equipped to operate on direct as well as alternating current to permit the continuation of the passenger service into the Grand Central Terminal at New York. Electric power for the operation of the lines embraced in the zone is generated, by steam plants, of which the most important is located at Cos Cob, Conn.

The remaining mileage, equipped for electrical operation, embraces several short and less important sections of the road, all operated from overhead trolley wire using D.C. - 650 volt system.

The principal power plants for the operation of electric lines, shops and other facilities, are located at Boston, Readville and Nantasket, Mass.; Warren and Providence, R.I.; and Cos Cob, Cedar Hill and New Haven, Conn.

9. EQUIPMENT.

Account 51 - Steam Locomotives.

The New York, New Haven and Hartford Railroad Company owns and uses the following steam locomotives:

Passenger Locomotives	520
Freight "	432
Switch "	213
Total	1165

Account 52 - Other Locomotives.

The New York, New Haven and Hartford Railroad Company owns and uses the following electric locomotives:

Passenger Locomotives	48
Freight Locomotives	36
Switching "	20
Total	104

Account 53 - Freight Train Cars.

The New York, New Haven and Hartford Railroad Company owns and uses 34,668 freight train cars.

Revised page prepared by direction of the Commission March 15, 1930.

9. EQUIPMENT. (Cont'd.)

Account 54 - Passenger Train Cars.

The New York, New Haven and Hartford Railroad Company owns and uses 2,284 passenger train cars; also 158 passenger train cars having motor equipment.

Account 55 - Motor Equipment of Cars.

The New York, New Haven and Hartford Railroad Company owns and uses 161 units of motor equipment.

Account 56 - Floating Equipment.

The New York, New Haven and Hartford Railroad Company owns and uses the following floating equipment:

Ferry Boats	1
Lighters	1
Tug Boats	17
Car Floats	54
Derrick Scows	1
Total	74

Account 57 - Work Equipment.

The New York, New Haven and Hartford Railroad Company owns and uses 1,488 units of work equipment, the most important of which are 5 business cars, 3 examination cars, 7 pay cars, 1 supply car, 13 wrecking cranes, 11 pile drivers and 17 steam shovels. It owns jointly with the New York Central Railroad Company 1 electric wrecking crane.

Account 58 - Miscellaneous Equipment.

The New York, New Haven and Hartford Railroad Company owns and uses the following miscellaneous equipment:

Automobile Trucks	2
Horses	3
Express Wagons	3
Single Harness	3
Total	11

10. ENGINEERING AND GENERAL EXPENDITURES.

Account 1 - Engineering.

Engineering has been estimated upon Road Accounts 3 to 47 inclusive at the percentages given in the following table:

Company	Valuation Section	Percentage
New York, New Haven & Hartford Railroad Company (The)	4-11-37-38 53.90-54 55-56-57-58-58A-61	4.50%
New York, New Haven & Hartford Railroad Company (The)	36-51	4.25%
"	52,53	4.00%
Boston and Providence Railroad Corporation (Massachusetts)	All	4.25%
" (Rhode Island)	All	4.25%
Old Colony Railroad Company	All	4.50%
Chatham Railroad Company (The)	All	4.50%
Holyoke and Westfield Railroad Company	All	4.50%
Providence and Worcester Railroad Company	All	4.25%
Providence, Warren and Bristol Railroad Company	All	4.25%
Norwich and Worcester Railroad Company	All	4.50%
Harlem River and Port Chester Railroad Company	All	4.00%
Ireland Real Estate Company	All	4.00%

Account 71-75 and 77 - General Expenditures.

General Expenditures, Accounts 71 to 77 exclusive of Account 76, Interest During Construction, have been estimated at 1.5% upon Road Accounts 1 to 47, exclusive of Account 2 - Land.

Account 76 - Interest During Construction.

Interest During Construction, Account 76, has been estimated at the rate of 6% for one-half the construction period, plus three months, upon Road Accounts 1 to 47 exclusive of Account 2 - Land, and upon General Expenditures, Accounts 71 to 77, exclusive of Account 76, Interest During Construction, and for three months upon Equipment Accounts, 51 to 58 inclusive.

Revised page prepared by direction of the Commission March 15, 1930.

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

Owner The New York, New Haven and Hartford Rail Road 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. Where but a single percentage is stated it represents both per cents. CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. 51 Title STEAM LOCOMOTIVES (I. C. C. classification.)					$	$	$
Freight Service							
Nos. 200 - 224 Rhode Island - 1895 - type 2-8-0, cyls. 21"x26" - total light weight - 82 to 97 tons each	23	27	Each	25		423,493	115,703
Nos. 235 - 244, Baldwin - 1894 - type 2-8-0, cyls. 20"x26" - total light weight - 83 to 86 tons each	19	24	"	10		149,884	35,448
Nos. 260 - 299 - Baldwin, American - 1907 - type 2-6-0, cyls. 20" x 28" - total light weight 96 tons each	69	71	"	39		586,911	416,690
Nos. 297 - 425 - American - 1904 - 07 - type 2-6-0, cyls. 22"x28" - total light weight - 96 to 100 tons each	61	64	"	8		133,926	85,183
Nos. 300 - 499 - American - 1896 - 1902 - type 2-6-0, cyls. 20"x28" - total light weight - 87 to 92 tons each	42	45	"	45		621,049	282,284
Nos. 325 - 479 - Various - 1900 - 1905 - type 2-6-0, cyls. 20"x28" - total light weight 91 to 96 tons each	56	59	"	148		2,102,820	1,248,886
Nos. 500 - 544 - Rhode Island, Rome - 1883 - 1895 - type 2-6-0 - cyls. 20"x24" & 20"x26" - total light weight 80 to 90 tons each	14	22	"	34		441,976	99,000
Nos. 600 - 788 - Various - 1879 - 1903 - type 2-6-0 cyls. 19x24", 19x26" & 18x24" - total light weight 62 to 85 tons each	12	20	"	69		825,069	166,864
Nos. 900 - 931 - Various - 1871 - 1893 type 4-6-0 cyls. 17x24" & 18x24" - total light weight 58 to 72 tons each	8	13	"	25		302,192	39,641
Nos. 950 - 978 - Various - 1882 - 1904 - type 4-6-0, cyls. 19x26" - total light weight 73 to 78 tons each	44	47	"	29		391,274	184,026
Passenger Service							
No. 1 - Rhode Island - 1881 - type 4-4-0 cyls 17"x24" total light weight 64 tons each	15	20	"	1		11,716	2,306
Nos. 800 - 844 - Baldwin - 1904 - 1905 - type 4-6-0 cyls. 21x26", 22x26" - total light weight 100 tons each	60	62	"	40		614,080	382,600
Nos. 808 - 842 - Baldwin - 1904 - 1905 - type 4-6-0 cyls. 22x26" - total light weight 105 tons each	60	62	"	5		88,880	55,220
Nos. 1000 - 1023 - American - Baldwin - 1907 - type 4-6-2 cyls. 23x28" - total light weight 134 tons each	69	71	"	8		167,256	118,762
Nos. 1002 - 1029 - Baldwin - American - 1907 - type 4-6-2 cyls. 22x28" & 23X28" - total light weight 132 tons each	69	71	"	22		415,514	295,796
Nos. 845 - 859 - Baldwin - 1904 - 1907 - type 4-6-0 cyls. 21x26" - total light weight 105 tons each	66	68	"	7		112,413	76,568

LOCATION. CHARACTER OF PROPERTY AND DESCRIPTION. (Where but a single percentage is stated it represents both per cents.)	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. 51 Title STEAM LOCOMOTIVES (Continued) (I. C. C. classification.)					$	$	$
Passenger Service (Continued)							
Nos. 1030 - 1031 - American - 1910 - type 4-6-2 cyls. 22x28" - total light weight 132 tons each	81	82	Each	2		42,824	35,194
Nos. 1090 - 1095 - Baldwin - 1913 - ty pe 4-6-2 cyls. 24x28" - total light weight 143 tons each	92	92	"	6		139,380	128,922
Nos. 1100 - 1111 - American - 1907 - type 4-4-2 cyls. 21x26" - total light weight 119 tons each	69	71	"	9		154,530	109,979
Nos. 1104-1106 - American - 1907 - type 4-4-2 cyls. 22"x26" - total light weight 122 tons each	69	71	"	3		57,570	40,869
Nos. 1200-1214 - American - 1900 - 1907 - type 4-4-0 - cyls. 20"x26" - total light weight 87 to 93 tons each	44	51	"	15		196,445	99,977
Nos. -1250-1284 - American - 1896 - 1903 - type 4-4-0 - cyls. 20"x24" - total light weight 81 to 89 tons each	39	43	"	35		445,814	191,788
Nos. 1300 - 1349 - American - 1913 - type 4-6-2 cyls. 24" x 28" - total light weight 145 tons Each	92	92	"	50		1,212,000	1,120,899
Nos. 1400 - 1422 - Various - 1888 - 1897 - type 4-4-0 - cyls. 19"x24" - total light weight 70 to 80 tons each	20	25	"	19		225,331	56,321
Nos. 1500 - 1745 - Various - 1886 - 1904 - type 4-4-0 cyls. 18"x26" - total light weight 66 to 87 tons each	30	34	"	39		465,206	159,553
Nos. 1525 - 1797 - Various - 1874 - 1903 - type 4-4-0 cycls. - 18" x 24", 18⅛"x24", 18"x26" - total light weight 57 to 76 tons each	23	28	"	167		1,873,247	527,093
Nos. 1746 - 1778 - Various - 1881 - 1891 - type 4-4-0 cyls. 18x22" - total light weight 58 to 61 tons each	4	10	"	8		83,628	8,237
Nos. 1880 - 1952 - Various - 1879 - 1899 - type 4-4-0 cyls. 17"x24" - total light weight 53 to 69 tons each	15	20	"	73		789,719	161,049
Nos. 2000 - 2125 - Various - 1881 - 1899 - type 4-4-0 cyls. 16"x24", 15"x20" - total light weight 46 to 60 tons each	16	22	"	11		108,070	23,269
Switching Service							
Nos. 2300 - 2399 - Rhode Island & Schenectady 1900 - 1905 type 0-6-0 - cyls. 19"x26", 20½x31"x26" total light weight 78 to 81 tons each	56	58	"	66		822,645	480,971
Nos. 2400 - 2444 - American & Rhode Island - 1907 - 1910 type 0-6-0 - cyls. 19"x26" - total light weight 81 to 82 tons each	72	73	"	45		607,010	445,388
Nos. 2445 - 2469 - American Locomotive Co. 1913 - type 0-6-0 - cyls. 19"x26" - total light weight 81 to 82 tons each	92	92	"	25		345,925	319,906

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

BUREAU OF VALUATION

Owner The New York, New Haven and Hartford Rail Road Company

Sheet No. _____ of this valuation section.

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

Approved: John R. Thompson

12—960

LOCATION. CHARACTER OF PROPERTY AND DESCRIPTION. Where but a single percentage is stated it represents both per cents.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New. Total. (5)	Less Depreciation. (6)
Acct. No. 51 Title Steam Locomotives (Continued) (I. C. C. classification.)					$	$	$
Switching Service (Continued)							
Nos. 2500 - 2562 - Various - 1889 - 1904 - type 0-6-0 - cyls. 18x24" - total light weight 57 to 64 tons each	25	30	Each	61		642,158	190,124
Nos. 2595 - 2705 - Various - 1888 - 1890 - type 0-6-0 - cyls. 18"x24" - total light weight 56 to 57 tons each	8	14	"	6		58,984	8,083
Nos. 2808 - 2824 - Various - 1885 - 1889 - type 0-4-0 - cyls. 16"x24" - total light weight 51 to 52 tons each	23	26	"	10		85,244	21,990
Total for Account 51		49		1165		15,744,183	7,734,569

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

BUREAU OF VALUATION

Owner The New York, New Haven and Hartford Rail Road Company

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

Sheet No. _____ of this valuation section.

Approved: John R. Thompson

12—960

LOCATION. Where but a single percentage is stated it represents both per cents. CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. 52 Title OTHER LOCOMOTIVES (I. C. C. classification.)					$	$	$
Passengers:							
Nos. 01 - 041 - Baldwin - Westinghouse - 1906 - 1908 type 2-4-4-2 - A.C. - D.C. - 11000 - 650 - 4 type 130 motors - gearless weight 213600# each	68	69	Each	41		1,751,520	1,212,565
Nos. 069 - Baldwin - Westinghouse - 1911 - type 2-6-2 A.C. - D.C. - 11000 - 650 - 8 type 409A motors geared weight 232,000#	86	87	"	1		46,400	40,229
No. 070 - Baldwin - Westinghouse - 1910 - type 2-4-4-2 A. C. - D. C. - 11000 - 650 - 2 type - 406 motors - side rods weight 270,000#	75	76	"	1		54,000	41,175
No. 071 - Baldwin - Westinghouse - 1910 - type 2-4-4-2 A.C. - D.C. - 11000 - 650 - 4 type - 403 motors geared weight 280,000#	83	84	"	1		56,000	46,956
No. 072 - Baldwin - Westinghouse - 1911 - type 2-4-4-2 A. C. - D.C. - 11000 - 650 - 4 type - 403B motors - geared weight 248000#	86	87	"	1		49,600	43,003
Nos. 073-075 - Baldwin - Westinghouse - 1912 type 2-2-4-2 - A.C. - D.C. 11000 - 650 - 8 type - 409C motors - geared weight 239000# each	90	91	"	3		143,400	129,777
Freight:							
Nos. 076 - 0111 - Baldwin - Westinghouse - 1912 - 13 type 2-4-4-2 - A.C. - 11000 - 8 type - 409C motors geared weight 220,000# each	91	92	"	36		1,584,000	1,457,346
SWITCHING:							
Nos. 0200 -0214 - Baldwin - Westinghouse - 1911-12 type 0-4-4-0 A.C. - 11000 - 4 type 410 motors geared weight 160,000#	90	90	"	15		480,000	433,184
No. 0215 - Baldwin - Westinghouse - 1912 - type 0-4-4-0 A.C. 11000 - 4 type 410 motors - geared weight 154,000#	90	91	"	1		30,800	27,874
No. 1 General Electric - 1901 type 0--2-2-0 D.C. 550 - 2 type 51-4 motors - geared weight 31,080#	12½	19	"	1		4,660	868
No. 2 Taunton - General electric - 1901 - type 0-2-2-0 D.C. - 550 - 2 type 51-4 motors - geared weight 29400#	12½	19	"	1		4,410	822
No. 3 - 4 - Baldwin - Westinghouse - 1914 type 0-4-4-0 D.C. 550 - 4 type 101 K motors - geared weight 55400#	96		"	2		16,620	16,00[illegible]
Total for Account 52		82		104		4,221,410	3,449,801

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

BUREAU OF VALUATION

Owner The New York, New Haven and Hartford Rail Road Company

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

Sheet No. _____ of this valuation section.

Approved: John R. Thompson

12—960

LOCATION. Where but a single percentage is stated it represents both per cents. CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation (6)
					$	$	$
Acct. No. 53 Title FREIGHT TRAIN CARS (I. C. C. classification.)							
Box Cars:							
Nos. 10168 - 18974 - Various - 1876 - 1882 - 20,000 & 30,000 lbs. capacity - wood underframe - wood body	7	16	Each	4		2,525	416
Nos. 10037 - 31613 - Various - 1880 - 1898 - 40,000 lbs. capacity - wood underframe - wood body	10	19	"	35		23,028	4,324
Nos. 62746 - 63377 - Various - 1875 - 1901 - 30,000 & 60,000 lbs. capacity - wood underframe- wood body	14	23	"	92		74,063	17,077
Nos. 70,000 - 83900 - Various - 1903 - 1908 - 60,000 lb s. capacity - steel underframe - wood body	63	67	"	13602		13,738,021	9,167,659
Nos. 83926 - 84999, 87000 - 94749 - Keith - 1908 - 1912 - 60,000 lbs. capacity - steel underframe - wood body	77	80	"	8777		8,864,770	7,082,957
Nos. 85000 - 86999 - Pressed Stl. Car Co. - Std. Stl. Car Co. - 1902 - 1903 - 80000 lbs. capacity - steel underframe - wood body	44	49	"	1976		2,295,125	1,128,054
End Door Box Cars:							
Nos. 18002 - 63698 - Various - dates various - lbs. capacity various - wood underframe wood body	6	15	"	31		25,882	3,949
Nos. 63700 - 64049 - Keith - 1906 - 1909 - 60,000 lbs. capacity - steel underframe - wood body	68	71	"	198		214,978	153,065
Automobile Box Cars:							
Nos. 63800 - 63949 - Keith - 1907 - 1909 - 60,000 lbs. capacity - steel underframe - wood body	67	70	"	148		160,691	112,517
Refrigerator Cars:							
Nos. 22003 - 22500 - American Car and Freight 1907 - 60,000 lbs. capacity - steel underframe - wo od body	64	68	"	249		377,235	255,011
Eastman Heater Box							
No. 21010 - N.E. R.R. 1890 - 40,000 lbs. capacity	11	20	"	1		858	170
Flat Cars:							
Nos. 3013 - 17081 - Various - 1886 - 1898 - 40,000 & 50,000 lbs. capacity - wood underframe - wood body	12	20	"	14		5,984	1,221
Nos. 35646 - 36247 Various - 1894 - 1910 - 60,000 lbs. capacity - wood underframe - wood body	20	28	"	338		210,458	58,597
Nos. 40301 - 40397 - American Car and Freight 1902 - 80,000 lbs. capacity - wood underframe - wood body	38	44	"	78		55,146	24,374
Nos. 40415 - 40994 - Pressed Steel Co. - 1902 - 1903 80,000 lbs. capacity - steel underframe - steel body	46	51	"	94		85,446	44,000

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

BUREAU OF VALUATION

Owner The New York, New Haven and Hartford Rail Road Company

Sheet No. _____ of this valuation section.

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

Approved: John R. Thompson

12—960

LOCATION. Where but a single percentage is stated it represents both per cents. CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. 53 Title FREIGHT TRAIN CARS (Continued) (I. C. C. classification.)					$	$	$
Flat Cars: (Continued)							
Nos. 41000 - 42149 - Std. Steel C. C. - 1906 - 1908 - 80,000 lbs. capacity - steel underframe - steel body	67	70	Each	1144		1,039,897	733,109
Gun Car:							
No. 4000 - Pressed St. Co. - 1903	47	52	"	1		2,777	1,452
Gondola Cars:							
No. 152 - 46708 - Various - 1881 - 1898 - capacity various - wood underframe - wood body	4	16	"	107		65,599	10,284
Pratt Side Dump Coal Cars:							
Nos. 46908 - 50734 - Various - 1894 - 1904 - 60,000 lbs. capacity - wood underframe - wood body	16	24	"	595		427,810	103,780
Double Hopper Gondola:							
Nos. 51000 - 51499 - Std. Steel C. C. - 1906 - 60,000 lbs. capacity - steel underframe - steel body	50	55	"	500		555,500	305,526
Nos. 51500 - 52288 - Std. S.C.C. - 1907 - 80,000 lbs. capacity - steel underframe - steel body	56	60	"	727		807,698	487,850
Nos. 52229 - 55949 - Std. S.C.Co. - 1908 - 80,000 lbs. capacity - steel underframe - steel body	61	65	"	3719		4,131,809	2,681,545
Nos.55950 - 56275 - Keith - 1910 - 80,000 lbs. capacity - steel underframe - steel body	72	75	"	326		362,186	270,915
Nos. 56276 - 57499 - Keith - 1911 - 80,000 lbs. capacity - steel underframe - steel body	78	80	"	1174		1,304,314	1,046,060
Self Clearing Hopper:							
Nos. 100001 - 100076 - Std. Steel C.C. - 1906 - 1907 - 100,000 lbs. capacity - steel underframe - steel body	54	59	"	76		92,112	53,935
Nos. 100077 - 100376 - Keith - 1911 - 100,000 lbs. capacity - steel underframe - steel body	75	80	"	300		363,600	291,608
Caboose Cars:							
Nos. 404 - 431 - 4 wheel - wood underframe - wood body	4	14	"	2		1,616	220
Nos. 450 - 499 - N.Y.N.H. & H. - 1914 - 8 wheel steel underframe - wood body	95	96	"	50		58,075	55,463
Nos. 601 - 997 - Various - 8 wheel - as caboose - 1867 - 1913 - wood underframe - wood body	56	61	"	181		182,810	111,617
Nos. 651 - 985 - Various - 8 wheel - as caboose - 1872 - 1912 - wood underframe - wood body	48	53	"	129		130,290	70,105
Total for Account 53		68		54668		35,660,323	24,276,860

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

BUREAU OF VALUATION

Owner The New York, New Haven and Hartford Rail Road Company

Sheet No. _____ of this valuation section.

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

Approved: John R. Thompson

12—960

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. Where but a single percentage is stated it represents both per cents.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
	Acct. No. 54 Title PASSENGER TRAIN CARS (I. C. C. classification.)					$	$	$
	Coaches:							
	Nos. 139 - 1162 - Various - 1881 - 1900 - wood underframe - wood body - 4 wheel wood trucks	12	16	Each	348		2,247,048	361,314
	Nos. 342 - 1076 - Various - 1883 - 1906 - wood underframe - wood body - 4 wheel wood plated trucks	25	28	"	190		1,287,851	356,731
	Nos. 515 - 523 - Pullman Co. - Bradley - 1892 - 1907 - wood underframe - wood body - 4 wheel wood plated trucks	46	48	"	5		47,167	22,850
	Nos. 969 - 1145 - Pullman Co. - N.Y. N.H. & H. - 1890 - 1896 - wood underframe - wood body 4 wheel wood plated trucks	25	28	"	11		84,032	23,363
	Nos. 981 - 982 - Wason - 1888 - wood underframe wood body - 4 wheel wood plated trucks	30	33	"	2		17,776	5,830
	Nos. 1163 - 1214 - Pullman - N.Y. N.H. & H. 1901 - 1908 wood underframe - wood body - 4 wheel wood plated trucks	47	49	"	30		245,127	119,593
	Nos. 1192 - 1213 - Bradley - N.Y. N.H. & H. - 1901 - wood underframe - wood body - 4 wheel wood plated trucks	46	48	"	22		157,560	75,880
	Nos. 1215 - 1559 - Various - 1903 - 1906 - wood underframe - wood body coppered - 4 wheel wood plated trucks	57	59	"	213		1,604,082	940,449
	Nos. 1266 - 1495 - Bradley - Wason - 1903 - 1905 - wood underframe - wood body coppered - 4 wheel wood plated trucks	60	62	"	86		714,171	442,496
	Nos. 1500 - 1560 - Wason - Bradley - 1905 - 1906 - wood underframe - wood body coppered - 4 wheel wood plated trucks	63	64	"	40		347,036	223,969
	Nos. 1561 - 1782 - Bradley - 1906 - 1911 - wood underframe - wood body - 4 wheel wood plated trucks	73	74	"	216		1,811,839	1,336,173
	Nos. 1783 - 1792 - Bradley - 1909 - wood underframe wood body - 4 wheel wood plated trucks	77	78	"	10		78,881	61,541
	Nos. 1793 - 1930 - Bradley - 1909 - 1912 - wood underframe - wood body - 4 wheel wood plated trucks	86	87	"	138		1,157,258	1,004,579
	Nos. 6700 - 7950 - Bradley - 1913 - 1914 - steel underframe - steel body - 6 wheel steel trucks	96	96	"	152		2,421,172	2,328,943
	Nos. 7921 - 7948 - Bradley - 1914 - steel underframe steel body - 4 wheel steel trucks	97	97	"	28		404,404	392,789
	Combination Passenger Cars:							
	Baggage and Passenger:							
	Nos. 2325 - 2428 - Various - 1874 - 1890 wood underframe - wood body - 4 wheel wood trucks	13	17	"	52		517,039	52,710
	No. 2326 - Haus. R.R. 1872 - wood underframe wood body - 4 wheel wood trucks - rebuilt 1910	81	82	"	1		6,060	4,955

LOCATION. Where but a single percentage is stated it represents both per cents. CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation (6)
Acct. No. 54 Title PASSENGER TRAIN CARS (Continued) (I. C. C. classification.)					$	$	$
Coaches: (Continued)							
Nos. 2357 - 2394 - N.Y.N.H. & H. - Bradley - 1886 - 1890 wood underframe - wood body - 4 wheel wood plated tru cks	19	22	Each	6		39,996	8,706
Baggage & Smoker:							
Nos. 2424 - 2519 - Various - 1884 - 1891 wood underframe - wood body - 4 wheel wood plated trucks	25	28	"	7		46,258	12,827
Nos. 2425 - 2581 - Various 1875 - 1893 - wood underframe wood body - 4 wheel plated trucks	13	19	"	84		539,946	104,275
Nos. 6000 - 6009 - Bradley - 1914 - steel underframe steel body - 4 wheel steel trucks	97	97	"	10		136,350	132,449
Nos. 2583 - 2591 - Wason - 1905 - wood underframe - wood body - 4 wheel wood plated trucks	62	64	"	9		65,448	41,572
Nos. 2592 - 2597 - Wason - 1905 - wood underframe - wood body - 4 wheel wood plated trucks	62	64	"	6		49,795	31,713
Nos. 2598 - 2635 - Bradley - 1906 - 1908 - wood underframe - wood body - 4 wheel wood plated trucks	69	70	"	38		286,133	201,659
Nos. 2636 - 2661 - Bradley - 1909 - 1911 wood underframe - wood body - 4 wheel wood plated trucks	78	79	"	26		192,405	152,363
Mail & Smoker:							
Nos. 2682 - 2696 - Various - 1882 - 1901 - wood underframe - wood body - 4 wheel wood plated trucks	14	18	"	4		29,492	5,193
Other Combination Cars:							
Nos. 2700 - 3205 - Various - 1873 - 1900 - wood underframe - wood body - 4 wheel wood plated trucks	9	15	"	11		57,166	8,371
Nos. 2701 - 2718 - Various - 1876 - 1891 - wood underframe - wood body - 4 wheel wood plated trucks - rebuilt in 1914	96	96	"	5		33,431	32,147
Nos. 2722 - 2725 - N.Y. N.H. & H. - 1904 - Wood underframe wood body - 4 wheel wood plated trucks	52	53	"	4		22,018	11,768
Nos. 2726 - 2733 - Bradley - 1906 - 1907 - wood underframe wood body - 4 wheel wood plated trucks	65	66	"	8		55,752	37,019
Nos. 2734 - 2757 - Bradley - N.Y. N.H. & H. - 1900 - 1909 composite underframe - wood body - 4 wheel wood plated trucks.	76	77	"	4		28,179	21,659
Nos. 2738 - 2756 - Various - 1878 - 1891 composite underframe wood body - 4 wheel wood plated trucks	50	52	"	5		32,724	16,907
Nos. 2758 - 2767 - Bradley - 1915 - steel underframe steel body - 4 wheel steel trucks	100	100	"	10		110,090	110,090
Postal Cars:							
Nos. 2736 - 2741 - N.Y. N.H. & H. - 1885 - 1902 - wood underframe - wood body - 4 wheel wood plated trucks	42	45	"	3		22,018	9,814
Nos. 2739 - 3253 - Various - 1878 - 1905 - composite underframe - wood body - 4 wheel wood plated trucks	40	43	"	15		121,200	51,688
Nos. 3254 - 3260 - Bradley - 1905 - 1909 - composite underframe - wood body - 6 wheel wood plated trucks	67	69	"	6		52,823	36,472
Nos. 3261 - 3284 - Std. St. C. Co. - Laconia - 1906 - 1914	94	95	"	24		261,500	247,517

LOCATION. Where but a single percentage is stated it represents both per cents. CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation (6)
Acct. No. 54 Title PASSENGER TRAIN CARS (Continued) (I. C. C. classification.)					$	$	$
Dining Cars:							
Nos. 2303 - 2306 - N.Y. N.H. & H. - Wason - 1903 - 1904 steel underframe - Wood body - steel sheathed 6 wheel wood plated trucks	74	75	Each	4		101,000	75,265
Nos. 2307 - 2310 - Wason - 1904 - wood underframe -wood body - 6 wheel wood plated trucks	68	65	"	4		91,304	57,222
Nos. 2311 - 2317 - Wason - Pullman - 1904 - 1907 - steel underframe - wood body - steel sheathed - 6 wheel wood plated trucks	76	77	"	8		199,980	153,717
Nos. 5225 - 5226 - Pullman - 1912 - all steel 6 wheel steel trucks	90	90	"	2		52,722	47,617
Baggage Cars:							
Nos. 2804 - 3026 - Various - 1875 - 1896 - wood underframe - wood body - 4 wheel wood plated trucks	24	27	"	58		250,985	67,727
Nos. 2819 - 3020 - Various - 1884 - 1902 - wood underframe - wood body - 4 wheel wood plated trucks	31	34	"	26		111,504	37,687
Nos. 2883 - 2940 - N.Y. N.H. & H. - O.C.R.R. - 1890 - 1891 wood underframe - wood body - 4 wheel wood plated trucks	29	32	"	7		27,371	8,628
Nos. 2891 - 3024 - Various - 1885 - 1902 - wood underframe - wood body - 4 wheel wood plated trucks	35	38	"	22		111,706	41,945
Nos. 3028 - 3075 - N.Y. N.H. & H. - Bradley - 1903 - 1906 wood underframe - wood body - 4 wheel wood plated trucks	55	58	"	49		249,672	145,428
Nos. 3078 - 3154 - Bradley - 1906 - 1911 - Wood underframe - wood body - 4 wheel wood plated trucks	70	72	"	52		316,837	226,967
Nos. 3117 - 3121 - Bradley - 1909 - wood underframe - wood body - 4 wheel wood plated trucks	76	77	"	5		26,765	20,599
Nos. 5300 - 5324 - Bradley - 1914 - steel underframe - steel body - 4 wheel steel trucks	97	97	"	25		252,500	245,364
Nos. 5325 - 5350 - Bradley 1915 - steel underframe - steel body - 4 wheel steel trucks	100	100	"	26		244,218	244,218
Nos. 5500 - 5524 - Bradley - 1914 - steel underframe steel body - 4 wheel steel trucks	97	98	"	25		262,600	256,094
Milk Cars:							
Nos. 24524 - 24566 - N.Y.P. & B.R.R. - N.E.R.R. 1854 - 1891 - wood underframe - wood body - 4 wheel wood plated trucks	14	18	"	6		22,422	3,974
Nos. 24568 - 24632 - N.Y. N.H. & H. - 1902 - 1907 wood underframe - wood body - 4 Wheel steel trucks	48	51	"	65		104,535	52,831
Nos. 24633 - 24652 - N.Y. N.H. & H. - Laconia - 1907 - 1913 - wood underframe - wood body 4 wheel steel trucks	77	78	"	20		86,860	67,371
Nos. 24706 - 24714 - Laconia - 1913 - wood underframe wood body - 4 wheel steel trucks	92	92	"	15		27,270	25,175

LOCATION. CHARACTER OF PROPERTY AND DESCRIPTION. Where but a single percentage is stated it represents both per cents.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. 54 Title PASSENGER TRAIN CARS (Continued) (I. C. C. classification.)					$	$	$
Passenger Trailers:							
Nos. 3302 - 3526 - Various - 1895 - 1900 - composite underframe - wood body - 4 wheel steel trucks - open street car & coach types	20	23	Each	24		78,881	18,46[illegible]
Nos. 3543 - 3545 - Brill - 1901 - wood underframe - wood body - 4 wheel composite trucks	44	46	"	3		12,120	5,60[illegible]
Other Passenger Train Cars:							
Club Cars:							
Nos. 50 - 5005 - Various - 1884 - 1915 - wood & steel underframe wood & steel body - 4 wheel wood and steel trucks	81	81	"	9		104,535	85,002
Funeral Cars:							
Nos. 850 - 950 - Wason - 1888 - 1892 - wood underframe wood body - 4 wheel wood plated trucks	34	37	"	2		20, 604	7,549
Total Cars without motor equipment		61		2284		17,887,706	10,922,821
Cars Having Motor Equipment:							
Coaches - Trailer:							
Nos. 418 - 935 - Various - 1888 - 1892 - wood underframe wood body - 4 wheel wood plated trucks	27	30	"	12		67,872	20,396
Nos. 858 - 1134 - O.C.R.R. - N.Y.N.H. & H. - 1882 - 1889 wood underframe - wood body - 4 wheel wood plated trucks	18	22	"	3		19,453	4,202
No. 894 - Wason - 1886 - wood underframe - wood body - 4 wheel wood plated trucks	28	31	"	1		7,126	2,199
Nos. 1262 - 1443 - Bradley - Wason - 1903 - 1905 - wood underframe - wood body - 4 wheel wood plated trucks	59	60	"	7		49,878	30,176
Nos. 3523 - 3542 - Brill - Bradley - 1899 - 1901 wood underframe - wood body - 4 wheel steel trucks	63	65	"	19		71,483	46,419
Nos. 4200 - 4205 - S. S. C. Co. - 1909 - all steel 4 wheel steel trucks	83	84	"	6		89,445	74,848
Nos. 4206 - 4215 - S.S.C. Co. - 1912 - all steel - 4 wheel steel trucks	91	91	"	10		149,077	136,196
Nos. 4216 - 4237 - S.S.C. Co. - 1914 - all steel - 4 wheel steel trucks	97	97	"	22		327,967	317,766
Coaches - Open Motor:							
Nos. 3300 - 3305 - Barney - 1895 - wood underframe wood body - 4 wheel steel trucks	33	36	"	5		18,433	6,577
Coaches - Open Trailers:							
Nos. 3320 - 3337 - N.Y. N.H. & H. - 1888 - 1889 - wood underframe - wood body - 4 wheel steel trucks	10	14	"	5		30,704	4,175
No. 3323 - Brill - 1883 - wood underframe - wood body - 4 wheel steel trucks	6	10	"	1		5,009	489
Nos. 3325 - 3335 - Bradley - 1899 - wood underframe - wood body - 4 wheel steel trucks	60	62	"	10		36,007	22,181

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

Owner The New York New Haven and Hartford Rail Road 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. Where but a single percentage is stated it represents both per cents. CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
					$	$	$
Acct. No. 54 Title PASSENGER TRAIN CARS (Continued) (I. C. C. classification.)							
Coaches - Open Trailers: (Continued)							
Nos. 3338 - 3340 - Wason - 1907 - wood underframe - wood body 4 wheel steel trucks	73	74	Each	3		10,802	8,002
Coaches Motor:							
No. 3522 - Bradley - 1899 - wood underframe - wood body 4 wheel steel trucks	60	62	"	1		3,363	2,071
Nos. 4020 - 4027 - S.S.C. Co. 1909 - 1912 - all steel - 4 wheel steel trucks	86	88	"	8		133,966	117,248
Nos. 4028 - 4061 - S.S.C. Co. - 1914 - 1915 - all steel - 4 wheel steel trucks	97	98	"	15		251,188	244,917
Combination Passenger Cars - Trailers:							
Baggage and Passenger:							
Nos. 2477 - 2528 - N.Y. N.H. & H. - O.C.R.R. - 1875 - 1880 wood underframe - wood body - 4 wheel wood plated trucks	14	17	"	2		10,994	1,918
Nos. 2504 - 2505 - Wason - 1892 - wood underframe wood body - 4 wheel wood plated trucks	37	40	"	2		9,040	3,572
Nos. 4650 - 4651 - S.S.C. Co. - 1912 - all steel - 4 wheel steel trucks	91	91	"	2		31,491	23,770
Nos. 4652 - 4655 - S.S.C. CO.-1914 - all steel - 4 wheel steel trucks	97	97	"	4		57,954	56,285
Combination Passenger Cars - Motor:							
Baggage and Passenger							
Nos. 3702 - 3708 - Bradley - Brill - 1900 - 1901 - wood underframe - wood body - 4 wheel steel trucks	64	66	"	6		20,543	13,510
No. 3704 - Bradley - 1886 - wood underframe - wood body - 4 wheel steel trucks	29	32	"	1		5,298	1,686
No. 3710 - 3713 - Wason - 1907 - wood underframe - wood body - 4 wheel steel trucks	73	74	"	4		21,331	15,803
Nos. 3714 - 3716 - O.C. R.R. - 1886 - wood underframe - wood body - 4 wheel steel trucks	28	31	"	3		18,604	5,745
No. 3717 - 3718 - Wason - O.C.R.R. - 1880 - 1885 wood underframe - wood body - 4 wheel steel trucks	15	18	"	2		11,200	2,059
No. 4010 - Bradley - 1914 all steel - 4 wheel steel truck	98	98	"	1		13,246	12,991
No. 4011 - Bradley 1908 - wood underframe wood body - 4 wheel steel trucks	83	84	"	1		7,060	5,907
Other Combination Passenger Car Trailers:							
Baggage and mail:							
Nos. 4000 - 4001 - N.Y. N.H. & H. - 1895 - wood underframe - wood body 4 wheel steel trucks	50	52	"	2		6,999	3,640
Total Cars with Motor Equipment		80		158		1,485,533	1,189,748
Total for Account 54		63		2442		19,373,239	12,112,569

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

BUREAU OF VALUATION

Owner The New York, New Haven and Hartford Rail Road Company

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

Sheet No. _____ of this valuation section.

Approved: John R. Thompson

12—960

LOCATION. Where but a single percentage is stated it represents both per cents. CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3&4)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation (6)
					$	$	$
Acct. No. 55 Title MOTOR EQUIPMENT OF CARS (I. C. C. classification.)							
Coach - Trailer:							
Nos. 418 - 935 - Various - 1885 - 1892 - wood underframe - wood body - N.Y. N.H. & H. - 4 wheel wood plated trucks - motor equipment wired for G.E. 10 wire M.U/ control	27	35	Each	12		720	250
Nos. 858 - 1134 - O.C.R.R. - Norwood shop - 1882 - 1889 - wood underframe - wood body N.Y. N.H. & H. - 4 wheel wood plated trucks motor equipment - wired for G.E. 10 wire M.U. control	18	27	"	3		180	48
Nos. 894 - Wason - 1886 - wood underframe - wood body - N.Y.N.H. & H. - 4 wheel wood plated trucks - motor equipment - wired for G.E. 10 wire M.U. control	88	35	"	1		60	21
Nos. 1262 - 1443 - Wason - Bradley - 1903 - 1905, wood underframe, wood coppered - blocked body - N.Y.N.H. & H. 4 wheel wood plated trucks - motor equipment wired for G.E. 10 wire M.U. control	55	59	"	5		300	177
Nos. 1309 - 1414 - Bradley - Wason - 1904 - wood underframe - wood coppered body - N.Y. N.H. & H. 4 wheel wood plated trucks - motor equipment G.E. type M. control with 1 controller	69	72	"	2		1,280	922
Nos. 3523 - 3542 - Bradley - Brill 1899 - 1901 - wood plated underframe - wood body - Brill 4 wheel steel trucks - motor equipment wired for G.E. 10 wire M.U. control	63	67	"	19		1,140	765
Nos. 4200 - 4205 - S.S.C.Co. 1909 underframe steel body - Std. MT Co. 4 wheel trucks motor equipment - 2 west controllers A.B. with wiring	83	85	"	6		6,600	5,590
Nos. 4206 - 4215 - S.S.C.Co. - 1912 - steel underframe - steel body - Std. M.T. Co. 4 wheel trucks - motor equipment - 2 west controllers A.B. with wiring	91	92	"	10		11,000	10,109
Nos. 4216 - 4237 - S.S.C.Co. - 1914 - steel underframe - steel body Std. M.T. Co. 4 wheel trucks motor equipment - 2 west controllers H.B. with wiring	97		"	16		11,200	10,898
Nos. 4238	95	95		1		63	60
Combination - Trailer:							
No. 2477 - N.Y. N.H. & H. - 1875 - wood underframe wood partly blocked body - N.Y.N.H. & H. 4 wheel wood plated trucks - motor equipment wired for G.E. 10 wire M.U. control	3	13	"	1		60	8
Nos. 2504 - 2505 - Wason - 1892 - wood underframe wood body - N.Y. N.H. & H. - 4 wheel wood plated trucks - motor equipment - wired for G.E. 10 wire M.U. control	37	45	"	2		120	52
No. 2528 - O.C.R.R. - 1880 - wood underframe - wood partly blocked - N.Y. N.H. & H. 4 wheel wood plated trucks - motor equipment wired for G.E. 10 wire M.U. control	3	13	"	1		60	8
Open motor:							
Nos. 3300 - 3305 - Barney - 1895 - wood plated underframe - wood body - Baldwin - 4 wheel #387 trucks - motor equipment - 2 G.E.							

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

BUREAU OF VALUATION

Owner The New York, New Haven and Hartford Rail Road Company

Sheet No. ____ of this valuation section.

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

Appraised: John R. Thompson

12—960

LOCATION. Where but a single percentage is stated it represents both per cents. CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (7)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. 55 Title MOTOR EQUIPMENT OF CARS (Continued) (I. C. C. classification.)					$	$	$
Motor Coach:							
Nos. 3320 - 3337 - Norwood - 1888 - 1889 - wood underframe - wood body - Baldwin - 4 wheel truck - motor equipment - 4 G.E. 55 motors G. E. control	10	19	Each	5		31,500	5,985
No. 3323 - Brill - 1883 - wood underframe - wood partly blocked body - Baldwin - 4 wheel trucks - motor equipment 4 G.E. 55 motors G.E. control	6	15	"	1		6,300	970
Nos. 3325 - 3335 - Bradley - 1899 - wood plated underframe - wood body - Brill #27 4 wheel trucks - motor equipment 4 G.E. 51 motors G.E. control	60	64	"	10		36,000	23,040
Nos. 3338 - 3340 - Wason - 1907 - composite underframe - wood body - Std. M.T.Co. 4 wheel truck motor equipment - 4 west 101 - B 2 motors - west control	73	76	"	3		7,650	5,791
No. 3522 - Bradley - 1899 - wood plated under frame - wood body Brill #27 - 4 wheel trucks motor equipment 4 G.E. 51 motors - G.E. Control	60	64	"	1		6,300	4,032
Nos. 4020 - 4027 - S.S.C.Co. - 1909 - 1912 - steel underframe - steel body - Std. M.T.Co. 4 wheel trucks motor equipment A.C. D.C.-4 #156 and #409 motors west control	87	88	"	8		164,000	144,812
Nos. 4028 - 4040 - S.S.C.Co. - 1914 - steel underframe - steel body Std. M.T. Co. - 4 wheel trucks motor equipment 4 west 409 D. motors - west control A.C. D.C.	97		"	13		266,500	259,305
Nos. 4060 - 4061 - S.S.C.Co. - 1915 - steel underframe - steel body Std. M.T. Co. - 4 wheel trucks motor equipment 4 west 412 motors west control	100	100	"	2		30,000	30,000
Combination B. & P. Motor							
Nos. 3702 - 3708 - Bradley - Brill - 1900 - 1901 wood plated underframe - wood body - Brill #27 4 wheel truck - motor equipment - 4 G.E. 51 motors - G.E. control	64	68	"	6		21,600	14,666
No. 3704 - Bradley - 1886 - wood underframe - wood body - Baldwin 4 wheel steel truck - motor equipment 4 G.E. 55 motors -	29	36	"	1		6,300	2,274
Nos. 3710 - 3713 - Wason - 1907 - composite underframe - wood body - Std. M.T. Co. 4 wheel trucks - motor equipment 4 west 101 B 2 motors - west control	73	76	"	4		10,200	7,722
Nos. 3714 - 3716 - O.C.R.R. - 1886 - wood underframe wood body - Baldwin - 4 wheel steel trucks motor equipment - 4 G.E. 55 motors - G.E. control	28	35	"	3		18,900	6,654

LOCATION. (1) CHARACTER OF PROPERTY AND DESCRIPTION. Where but a single percentage is stated it represents both per cents.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation (6)
Acct. No. 55 Title MOTOR EQUIPMENT OF CARS (Continued) (I. C. C. classification.)					$	$	$
Combination B. & P. Motor: (Continued)							
Nos. 3717 - 3718 - Wason O.C.R.R. - 1880 - 1885 - wood underframe - wood body - Baldwin 4 wheel trucks - motor equipment - 4 G.E. 55 motors G.E. control	14	25	Each	2		12,600	2,848
No. 4010 - Bradley - 1914 - steel underframe - steel body - American Loco. - 4 wheel trucks - motor equipment - 4 G.E. 613 B motors - G.E. control	98		"	1		15,000	14,730
No. 4011 - Bradley - 1911 - wood underframe wood body - American Loco. - 4 wheel trucks motor equipment - 4 G.E. 613 B motors - G.E. control	83	85	"	1		15,000	12,705
Combination B. & M. Trailer:							
Nos. 4000 - 4001 - N.Y.N.H. & H. - 1895 - wood body - wood underframe - N.Y.N.H. & H. 4 wheel wood trucks - motor equipment - wired for G.E. 10 wire M.U. control	50	55	"	2		120	66
Combination B. & P. Trailer:							
Nos. 4650 - 4651 - S.S.C.Co. - 1912 - steel underframe - steel body - Std. M.T. Co. - 4 wheel trucks - motor equipment - 2 west controller A B with wiring	91	92	"	2		2,200	2,022
Nos. 4652 - 4655 - S.S.C.Co. 1914 - steel underframe steel body - Std. M.T.Co. - 4 wheel trucks - motor equipment - 2 west controller A.B. with wiring	97		"	4		2,800	2,724
Nos. 4222 - 4235 - S.S.C.Co. - 1914 - steel underframe - steel body - Std. M.T. Co. 4 wheel trucks - motor equipment - 2 west controller - H.B. with wiring	97		"	6		6,600	6,422
Wire Car:							
No. 3902 - Bradley - 1900 - wood plated underframe - wood body - 4 wheel Brill #27 steel trucks - motor equipment D.C. - 650 - G.E. 10 wire 4 type 51 motors	50	55	"	1		6,300	3,465
No. 3903 - O.C.R.R. - 1878 - wood underframe wood body - 4 wheel Brill #27 steel trucks motor equipment - D.C. 650 - G.E. 10 wire 4 type 51 motors	8	17	"	1		3,600	619
, Total for Account 55		82		161		719,753	586,708

INTERSTATE COMMERCE COMMISSION

BUREAU OF VALUATION

Owner The New York, New Haven and Hartford Rail Road Company

Sheet No. ____ of this valuation section.

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

Approved: John R. Thompson

12—960

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. Where but a single percentage is stated it represents both per cents.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation (6)
						$	$	$
	Acct. No. 56 Title FLOATING EQUIPMENT (I. C. C. classification.)							
	Ferry Boats - Passenger at New Bedford, Mass.							
	Fair Haven - Montgomery & Howard - 1896 - wood 94' - 0" long - side wheel steamer - 279 gross tons	37	38	Each	1		28,383	10,842
	Lighters: at Harlem River, N.Y.							
	Transfer No. 9 - W. A. Fletcher & Co. - 1891 - iron 104' - 9" long - screw steamer - 196 gross tons	40	41	"	1		39,600	16,380
	Tug Boats: at Harlem River, N.Y.							
	Transfer No. 2 - Neafie & Levy - 1880 - iron 97'-10" long - screw steamer - 101 gross tons	23	24	"	1		27,600	6,657
	Transfer Nos. 5 and 6 - Harlon & Hollingsworth - 1888 - 96'2" long - screw steamer - 129 gross tons	33	34	"	2		83,400	28,662
	Transfer No. 7 - John W. Sullivan - 1891 - iron 95'5" long - screw steamer - 129 gross tons	40	41	"	1		34,600	14,200
	Transfer No. 8 - W.A. Fletcher & Co. - 1891 - iron 96' 0" long - screw steamer 131 gross tons	40	41	"	1		39,100	16,000
	Transfer No. 10 - Harlon & Hollingsworth - 1889 iron 112' - 0" long - screw steamer - 217 gross tons	27	28	"	1		40,600	11,444
	Transfer Nos. 11 and 12 - Pusey & Jones - 1898 - steel 117' - 8" long - screw steamer - 248 & 249 gross tons	52	53	"	2		98,200	52,254
	Transfer Nos. 14 & 15 - Bath Iron Works - 1900 steel 128' - 4" long - screw steamer 322 gross tons	57	58	"	2		150,600	87,562
	Transfer - Nos. 16, 17 and 18 - Wm. Cramp S. & E.B. Co. 1904 - steel 120'6" long - screw steamer 268 gross tons	69	70	"	3		214,200	149,472
	Transfer Nos. 19 and 20 - Wm. Cramp S. & E.B. Co. 1905 - steel 120'6" long - screw steamer 270 gross tons	72	73	"	2		163,200	118,528
	Transfer No. 21 - Fore River S.B. Co. - 1908 - Steel 120'6" long - screw steamer 267 gross tons	80		"	1		95,700	76,870
	Transfer No. 22 - Fore River S.B. Co. - 1909 - steel 120'6" long - screw steamer - 267 gross tons	83		"	1		84,300	70,233
	Car Floats: at Harlem River, N.Y.							
	Nos. 1 to 5 and 12 - R. Palmer - 1895 & 1896 wood 241'0" -240'0" long	44		"	6		133,752	59,308
	No. 8 - R. Palmer - 1902 - wood 308'5" long - 37'4" wide	63		"	1		59,000	24,644
	No. 9 - R. Palmer - 1886 - wood 218'-2" long 36'0" wide	17	18	"	1		14,500	2,581

LOCATION. Where but a single percentage is stated it represents both per cents. CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. 56 Title Floating EQUIPMENT (Continued) (I. C. C. classification.)					$	$	$
Car Floats: at Harlem River, N.Y. (Continued)							
Nos. 17 to 21 - R. Palmer - 1888 wood 188' - 0" - 192' - 0"	23	24	Each	5		63,000	14,958
Nos. 23 to 25 - R. Palmer - 1888 - 1891 wood 189', 190' & 220'	28	29	"	3		43,800	12,539
Nos. 26 to 28 - R. Palmer - 1889 - 1891 wood 226'0" - 226'6"	30	31	"	3		45,700	14,189
Nos. 29 to 33 - R. Palmer - 1889 - 1895 wood 225' to 227'	32	33	"	3		36,500	11,890
Nos. 34 to 37 - R. Palmer - 1895 - 1896 wood 241' - 0" 241'6" - 240' 0"	45		"	4		89,400	40,146
No. 39 - R. Palmer - 1902 - wood 314'0"	63		"	1		39,000	24,644
Nos. 40 to 49 - Various - 1902 - 1904 - steel 308' 0"	53		"	10		574,400	304,520
Nos. 50 to 60 - Harlan & Hollingsworth - Fore River S.B. Co. 1905 - 1909 steel 319'0"	74		"	11		607,400	458,170
Nos. 61 - 64 - Fore River S.B. Co. - 1913 steel 321'0"	93		"	4		263,600	245,208
Derrick Scow - at Harlem River, N.Y.							
Americus - R. Palmer - 1898 - wood 83'10" long 32'3" wide - 170 gross tons with Boom Derrick and Hoisting Engine complete	43	45	"	1		9,000	4,041
Car Floats at Boston, Mass.							
Nos. 14 and 15 - R. Palmer - 1880 - wood 191'3" - 187' -2"	57		"	2		21,400	12,302
Total for Account 56		61		74		3,079,935	1,882,244

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

BUREAU OF VALUATION

Owner The New York, New Haven and Hartford Rail Road Company

Sheet No. _____ of this valuation section.

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

Approved: John R. Thompson

12—960

LOCATION. Where but a single percentage is stated it represents both per cents. CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. 57 Title WORK EQUIPMENT (I. C. C. classification.)					$	$	$
Business Cars.							
No. 1, Pullman, 1898, wood underframe, wood body, 6 wheel wood plated trucks	65	66	Each	1		16,000	10,624
No. 100, Harlan & Hollingsworth, 1892, wood underframe, wood body, 6 wheel wood plated trucks	65	66	Each	1		12,800	8,499
No. 300, Barney & Smith, 1872, wood under frame, wood body, 6 wheel plated trucks	50	52	Each	1		9,000	4,680
No. 200, built 1869, wood body, wood underframe, 4 wheel trucks	100		Each	1		1,978	1,978
No. 400, Pullman, 1881, wood underframe, wood body, 4 wheel/wood plated trucks	50	59	Each	1		8,000	4,732
Examination Cars.							
Nos. 250 and 550, Gilbert Car Co., Wason Mfg. Co., 1872-1880, wood underframe, wood body, 4 wheel wood plated trucks, converted	95	95	Each	2	3000	6,000	5,730
No. 650, N.Y., N.H.&H., 1882, wood underframe, wood body, 6 wheel wood plated trucks, converted	55	56	Each	1		9,045	5,065
Pay Cars.							
Nos. 1975-1982, Various, 1872-1881, wood underframe, wood body, 4 wheel wood plated trucks, converted	58	61	Each	7	2000	14,000	8,540
Supply Cars.							
No. 2949 - O.C.R.R., 1888, wood underframe, wood body, 4 wheel wood plated trucks, second hand	43	46	Each	1		3,000	1,380
Wrecking Cranes.							
Steam.							
No. 29, Industrial Works, 1901 capacity 40 tons, steel (S.H. from N.Y.C. & H.R.R.Co.)	98	98	Each	1		4,000	3,920
Nos. 30-36, Industrial Works, 1895 - 1898, capacity 25 tons, steel	40	45	Each	7	7184	50,288	22,630
No. 37, Industrial Works, 1904, capacity 75 tons, steel	63	64	Each	1		10,800	6,965
No. 38, Industrial Works, 1907, capacity 75 tons, steel	74	75	Each	1		13,000	9,759
Nos. 39-40, Industrial Works, 1909, capacity 75 tons, steel	80	81	Each	2	11,500	23,000	18,606
No. 41, Shaw C. C.Co., 1911, capactiy 75 tons steel	97		Each	1		13,600	13,207

LOCATION. CHARACTER OF PROPERTY AND DESCRIPTION. (Where but a single percentage is stated it represents both per cents.)	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New. Total. (5)	Less Depreciation. (6)
Acct. No. 57 Title WORK EQUIPMENT (Cont'd) (I. C. C. classification.)					$	$	$
Pile Drivers.							
Nos. 16-22, Various, 1886-1898, weight Various, converted	44	47	Each	6	1900	11,400	5,358
Nos. 21, Industrial Works, 1898, weight 78,600 lbs.	32	36	Each	1		4,500	1,608
Nos. 23-24, Industrial Works, 1906, weight 105,200 lbs., steel	64	65	Each	2	6350	12,700	8,242
Nos. 25-26, Industrial Works, 1911, weight 125,100 lbs., steel	80	80	Each	2	8100	16,200	13,035
Pile Driver Tenders.							
Nos. 16 A - 24 A, various builders, 1907 - 1914, converted Loco. Tenders	40	53	Each	5	600	3,000	1,590
Steam Shovels.							
Nos. 1 - 14, Various, 1887 - 1895, capacity 1½ and 1¾ cu.yds., wood underframe	15	21	Each	7	5400	37,800	8,094
Nos. 2-7, Various, 1905-1906, capacity 2½ cu.yds., steel underframe	61	65	Each	3		25,300	16,498
Nos. 8-11, Bucyrus, capacity 3 cu. yds., steel underframe	84	85	Each	2	8630	17,260	14,775
No. 9, Bucyrus, capacity 2½ cu. yds., steel underframe	64	68	Each	1		8,920	6,030
No. 15, Barnhardt, 1898, capacity 2½ cu.yds., wood underframe	32	39	Each	1		8,500	3,298
No. 10, Bucyrus, 1890, capacity 2 cu.yds., steel underframe	11	20	Each	1		7,500	1,493
No. 16-17, Bucyrus, 1913, capacity 3 cu.yds., steel underframe	97	97	Each	2	10462	20,924	20,296
Snow Plows.							
No. 190, Russell, 1896, wood underframe	46	51	Each	1		2,140	1,100
Nos.191-192, Russell, 1900, wood underframe	57	61	Each	2	2140	4,280	2,624
Nos. 193-194, Russell, 1905, wood underframe	72	75	Each	2	2140	4,280	3,201
Snow Flangers & Scrapers.							
Nos. 209-242, two way-air operated, various builders, wood underframe, wood body converted	50	55	Each	22	900	19,800	10,890
Nos. 201-243, one way, air operated, various builders, wood underframe, wood body converted	50	55	Each	5	800	4,000	2,200
Nos. 216-234, two way hand operated, wood underframe, wood body, converted	50	57	Each	6	600	3,600	2,052
Nos. 208-231, one way hand operated, wood underframe, wood body, converted	50	58	Each	4	500	2,000	1,160

LOCATION. Where but a single percentage is stated it represents both per cents. CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
					$	$	$
Acct. No. 57 Title WORK EQUIPMENT (Cont'd) (I. C. C. classification.)							
Ballast Cars.							
Nos. 99001-99300 - Rodger Ballast Car Co., 1906, wood body, wood underframe	55	61	Each	299	878	262,522	160,138
Hand Derricks.							
Nos. 45-80, various builders, C.I.Derrick Mast, wood body, wood underframe converted	50	59	Each	23	700	16,100	9,499
Nos. 66-69, has removable pile driver and removable hand derrick, wood body, wood underframe, converted	50	58	Each	8	750	1,500	870
Truck Cars.							
Nos. 165-178, N.Y., N.H. & H., 1898, capacity various, wood underframe, wood body converted	50	67	Each	16	250	4,000	2,680
Cinder Cars.							
Nos. E.H.7 - E.H.104 - G 30 - G 635, various builders, capacity various, wood underframe, wood body, converted	75	81	Each	69	360	24,840	20,120
Locomotive Coal Hoists.							
No. 95, Brown Hoist Co., 1910, steel, capacity 10 tons	80	81	Each	1		6,500	5,239
No. 96, Brown Hoist Co., 1913, steel.capacity 3 tons	96		Each	1		3,200	3,075
Nos. 100-104, Brown Hoist Co., 1905-1907, steel, capacity 10 tons	43	45	Each	5	6500	32,500	14,710
Nos. 105, Brown Hoist Co., 1908, steel, capacity 15 tons	65	66	Each	1		7,600	5,031
Work Cars.							
Coach type							
Nos. 110-155, 252-399, 1200-1302, 3902, 3903, C 134 - C 4911, X 121 - X 124, various builders, wood body, wood underframe, converted, including tools	74	77	Each	378	1143	432,054	331,793
No. 114, N.Y., N.H.&H.R.R., 1902, wood body, wood underframe, including tools	50	52	Each	1		4,053	2,108
Box Type.							
Nos. 253-384, 1202-1273, X 1 - X 228, E H 3 - E H 109, G 1 - G 651, VF 6 - VF 13, wood body, wood underframe, converted, including tools	45	59	Each	459	350	160,650	94,554
Nos. 115-158, wood body, wood underframe, converted, including tools	50	55	Each	6	600	3,600	1,962
No. 1214, wood body, wood underframe, including tools	50	55	Each	1		615	336
Coal Type.							
Nos. 270-395, 1211-1304, E H 1 - E H 44, V.F. 3 - V F 5, X 26 - X 160, G 6 - G 461, wood body, wood underframe	50	66	Each	68	250	17,000	11,220

LOCATION. Where but a single percentage is stated it represents both per cents. CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. 57 Title WORK EQUIPMENT (Cont'd) (I. C. C. classification.)					$	$	$
Flat Type.							
Nos. 301-354, 1264, X 118 - X 175, G 97 - G 637, V F. 10 - V F 74, X 161 - X 198, wood body, wood underframe, converted	50	71	Each	28	225	6,300	4,470
Tank Cars.							
No. E H 88, Rhode Island Loco. Works, 1883, steel body, steel underframe, converted	10	19	Each	1		750	143
No. 336, wood underframe, converted	45	63	Each	1		400	252
Miscellaneous Equipment							
No. 1, Scale Test, N.Y., N.H. & H., 1912, weight 20,000 lbs., steel body, steel underframe	90	97	Each	1		3,066	2,974
Special Flat Cars.							
No. 1, Transformer, Std. St. Car Co., 1913, Capacity 80,000 lbs., steel body, steel underframe	93	94	Each	1		2,050	1,924
Nos. 500-503, 1902-1906, Ligerwood Unloader Car, steel	78	83	Each	4	700	2,800	2,324
No. D 1 - D 2, Std. St. Car Co., 1907-1908, 80,000 lbs. capacity, steel underframe	100	100	Each	2	700	1,400	1,400
Miscellaneous Equipment							
No. 85, Rodger Ballast Car Co., 1906, Plow and Spreader Car, 60,000 lbs. capacity, wood underframe	50	55	Each	1		800	440
No. 589, McCann S. Co., 1906, Plow and Spreader Car, 60,000 lbs. capacity wood underframe	50	55	Each	1		3,100	1,705
Floating Work Equipment							
Launch Despatch - N.Y., N.H. & H. 1897, wood screw drive, 4 gross tons, 40'0" long - 10'0" wide	28	32	Each	1		1,600	506
Floats and Pontoons, N.Y., N.H. & H., Harlem River, N.Y.	50		Each	12	526	6,312	3,156
Skiff, flat bottom 16'0"x4'7"x1'5"	50		Each	1		30	15

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

Owner The New York, New Haven and Hartford Rail Road 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. / CHARACTER OF PROPERTY AND DESCRIPTION. (Where but a single percentage is stated it represents both per cents.)	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION. Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. 57 Title WORK EQUIPMENT (Cont'd) (I. C. C. classification.)					$	$	$
Wrecking Crane - Electric: Jointly Owned by							
The New York, New Haven and Hartford R.R. Co. 41.943%							
The New York Central R.R.Co. 58.057%							
	Cost of Reproduction						
	New / Less Depreciation						
No. G.C.T. 1 - Industrial Works, 1914, capacity 100 tons, steel body, steel underframe.	**59,370 / 57,025**	**96**		**Each**	**1**		
The New York, New Haven & Hartford R.R.Co.portion 41.943%						**24,900**	**23,917**
Total for Account 57		**66**		**1489**		**1,438,855**	**956,420**
ACCOUNT 58 - Miscellaneous Equipment							
Automobile trucks, capacity 5 tons, General Vehicle Co., #3603 and 3604, 1913	80	81	Each	2		10,700	8,646
Miscellaneous horses and express wagons	40		Each	9		920	364
Total for Account 58		78				11,620	9,010