



Legend

-  Cumberland And Pennsylvania RR
-  Valuation Sections

Interstate Commerce Commission
 Bureau of Valuation
 Washington D.C.

MAP OF THE
**CUMBERLAND AND PENNSYLVANIA
 RAILROAD**

EXPLANATORY TEXT

CUMBERLAND AND PENNSYLVANIA RAILROAD COMPANY

2. DESCRIPTION OF ROAD.

This company was incorporated March 4, 1880 by a special act of the Legislature of the State of Maryland.

The railroad is standard gauge, steam operated and accepting for three tracks between Viaduct Junction in Cumberland, Md., and Mt. Savage Junction, Md., it is single track.

(a) Owned and Used.

The carrier owns and uses a railroad extending from Cumberland, Md., via Kreighbaum, Md., to Piedmont, W. Va., with various branch lines the most important being the Eckhart, Hoffman and State Line Branches.

(b) Owned But Not Used.

The Baltimore and Ohio Railroad Company uses exclusively under lease 0.308 miles of yard tracks and sidings located on the State Line Branch at Kreighbaum, Md., owned by the carrier.

(c) Used But Not Owned.

This carrier uses exclusively under lease 0.454 miles of first main track located on the State Line Branch at Kreighbaum, Md., owned by The Baltimore and Ohio Railroad Company.

Under trackage right agreements this carrier is granted joint use of yard tracks in Cumberland, Md., owned by The Baltimore and Ohio Railroad Company.

This carrier grants to The Baltimore and Ohio Railroad Company joint use of its tracks as follows:

Viaduct Junction in Cumberland, Md., to Mt. Savage Junction, Md.
First, second and third main tracks and sidings.

Potomac Wharf Branch
Main Tracks and sidings.

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

Cumberland, Md.	Baltimore and Ohio Railroad Company - The Western Maryland Railway Company
Mt. Savage Junction, Md.	Baltimore and Ohio Railroad Company - The
Piedmont, W. Va.	Baltimore and Ohio Railroad Company - The
State Line, Pa.	Pennsylvania Railroad Company - The
Westport, Md.	Western Maryland Railway Company.

2. MILEAGE AND VALUATION SECTION.

<u>CUMBERLAND AND PENNSYLVANIA RAILROAD COMPANY - WHOLLY OWNED AND USED - MARYLAND</u>							
Val.	From	To	1st	2nd	Yard	Tracks &	All
Sect.			Main Track	Main Track	Sidings	Tracks	Tracks
1-Md.	Cumberland	Md.-W.Va.State Line	59.112	10.740	21.121	70.973	
3 "	Eckhart Junction	Hoffman	10.249	-	2.861	13.110	
4 "	Potomac Wharf Branch	at Cumberland	0.831	-	0.497	1.328	
5 "		At Cumberland	-	-	0.561	0.561	
	Total Wholly Owned and Used in Md.		50.192	10.740	25.040	85.973	

<u>CUMBERLAND AND PENNSYLVANIA RAILROAD COMPANY - WHOLLY OWNED AND USED - WEST VIRGINIA</u>							
Val.	From	To	1st	2nd	Yard	Tracks &	All
Sect.			Main Track	Main Track	Sidings	Tracks	Tracks
2-W.Va.	Md.-W.Va.State Line	Piedmont	0.199	-	0.624	0.823	
	Total Wholly Owned and Used - All States		50.391	10.740	25.664	86.796	

<u>Cumberland and Pennsylvania Railroad Company - Owned but not Used - Used Exclusively Under Lease.</u>							
Val.	From	To	1st	2nd	Yard	Tracks &	All
Sect.			Main Track	Main Track	Sidings	Tracks	Tracks
1A-Md.		At Kreighbaum	-	-	0.308	0.308	

<u>Cumberland and Pennsylvania Railroad Company - Used Exclusively under Lease - Maryland.</u>							
Val.	From	To	1st	2nd	Yard	Tracks &	All
Sect.			Main Track	Main Track	Sidings	Tracks	Tracks
O.&P.-1B-Md.		At Kreighbaum	0.454	-	-	0.454	

Grand Total Wholly Owned and Wholly
Leased by Cumberland and Pennsylvania
Railroad Company and used by it: 50.645 ; 10.740 ; 25.664 ; 87.249

3. CHARACTERISTIC OF COUNTRY.

This road is located in the coal fields of the Allegheny Mountains of Western Maryland. From Cumberland it follows a winding creek valley to Allegheny Station where it leaves the valley crossing the divide by means of a switchback and a tunnel. South of Frostburg it descends a valley which it follows to its terminus at Piedmont, W. Va.

The soil is gravel and clay overlying shale and sand stone.

The principal products of this region are those of the mine.

4. ROAD.

The grading is medium averaging about 25,000 cubic yards per mile. About twenty per cent is solid rock and ten per cent is loose rock.

There are three tunnels as follows:

Val. Sect.	Name	Length	Number of Tracks	Excavation	Length of Lining	Lining Material
1 Md.	Frostburg	557	One	6560 cu.yd. Solid Rock Sandstone	557	Brick and Stone
3 Md.	Eckhart Branch	507	One	6050 " " " "	Unlined	-
3 Md.	" "	338	One	3960 " " " "	"	-

The main line rail is mostly new 80 pound, there is some new 100, 90 and 85 pound.

The road is ballasted mostly with crushed stone, there is also some cinder ballast.

5. EQUIPMENT.

The equipment of this carrier consists of 24 locomotives; 5 box, 6 flat, 1022 gondola, 1407 hopper, and 21 caboose freight train cars; 6 new and 4 second hand coaches, 2 passenger and baggage and 2 mail and baggage, passenger train cars. The most important units of work equipment are 1 steam 50 ton crane and two business cars.

On equipment purchased second-hand, the Cost of Reproduction New herein is its second-hand reproduction cost. The Cost of Reproduction New Less Depreciation for such equipment was computed by applying a condition per cent of the property in its second cycle of use to its second-hand cost.

6. ENGINEERING AND GENERAL EXPENDITURES.

Account 1 - Engineering.

Engineering has been estimated at four per cent upon Road Accounts 3 to 47, inclusive.

Accounts 71 to 77 - General Expenditures.

General Expenditures, Accounts 71 to 77, exclusive of Account 76, have been estimated at 1-1/2 per cent upon Road Accounts 1 to 47, exclusive of Account 2, Land.

Interest During Construction, Account 76, has been estimated at the rate of 6 per cent per annum, for one half the construction period plus 3 months upon Road Accounts 1 to 47, exclusive of Account 2, Land and upon General Expenditures, Accounts 71 to 77, exclusive of Account 76, and for 3 months upon Equipment Accounts 51 to 58 inclusive.

It has been estimated that the time required to construct the different sections of this road would be as follows:

Valuation Section	1 Md.	Cumberland to Md.-W.Va. State Line	18 months
"	3 "	Eckhart to Hoffman	10 "
"	4 "	Potomac Wharf Branch	6 "
"	5 "	Sidings off B. & O. at Cumberland	6 "
"	2 W.Va.	Md.-W.Va. State Line to Piedmont	18 "
"	1A Md.	At Kreighbaum	2 "
"	1B Md.	"	2 "

INTERSTATE COMMERCE COMMISSION

Owner **Cumberland and Pennsylvania Railroad Co.** BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

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

Approved: **John R. Thompson.**

(1)	LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Where but a single percentage is stated A represents both per cent.	Condition Per Cent.	Per Cent. of Cost at Date New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
								(4) Per Unit.	(5) New, Total.	(6) Less Depreciation
		Acct. No. 51 Title STEAM LOCOMOTIVES.								
		(I. C. C. classification.)								
		Type 2-6-0, cylinders, 19 x 24'								
		No. 8, C.A.P. 1893, pass. service, total light weight 61 tons		15	20	each	1		10,194	2,03
		Type 4-6-0, cylinders 20 x 26", Nos. 9,10, C.P. 1902, 1905, passenger service, total light weight 82 tons		51	54	"	2	13025	26,050	14,06
		Type 2-8-0, cylinders 20 x 24", Nos. 11-18, C.A.P. 1889-1895, freight service, total light weight, 64 tons		20	25	"	8	10263	82,104	20,52
		Type 2-8-0, cylinders, 21 x 26", Nos. 21-22, C.A.P. 1898-9, freight service, total light weight 84 tons		30	35	"	2	12669	25,338	8,86
		Nos. 23-33, C.A.P. 1900,1917, freight service, total light weight 85 tons		67	69	"	11	13,119	144,309	99,57
		Extra tender, 5,000 gallons, 9 tons		68	72	"	1		1,736	1,25
		Total for Valuation Section					25		289,731	146,32
		Acct. 53 - FREIGHT TRAIN CARS.								
		Box Cars:								
		No. 801-805, Se. Baltimore Steel Car & Fdry. Co. 1901, capacity 60,000 lbs. wood body and underframe		43	53	each	5	618	3,090	1,63
		Flat Cars:								
		No. 601-643, C.A.P. 1917, capacity 60,000 lbs. composite underframe		55	70	"	6	315	1,890	1,323
		Gondola Cars:								
		No. 616-630, Cumberland & Pennsylvania 1895-1898, capacity 50,000 lbs. wood body and underframe		38	47	"	13	502	6,526	3,067
		No. 631-707, Se. Baltimore Steel Car and Fdry. Co. 1899, capacity 60,000 lbs. wood body and underframe		40	50	"	44	625	27,500	13,750
		No. 2000-2349, Rebuilt 1910-14, capacity 60,000 lbs. wood body and composite underframe		53	62	"	237	583	138,171	85,666
		No. 12200-12999, pressed steel Car Co., 1905, capacity 100,000 lbs. steel body and underframe		48	59	"	788	942	742,296	437,955
		Hopper Cars:								
		No. 501-600, Se. Baltimore Steel Car & Fdry. Co. 1899-1908, capacity 60,000 lbs. wood body and underframe		38	47	"	96	646	62,016	29,148
		No. 2400-2815, Se. Baltimore Steel Car & Fdry. Co. 1899, capacity 60,000 lbs. wood body, composite underframe, rebuilt 1911-16		60	67	"	353	584	206,152	138,122
		No. 5000-5999, Se. Baltimore Steel Car and Fdry. Co. 1907, capacity 100,000 lbs. composite body and steel underframe		55	63	"	958	890	852,620	537,151
		Caboose Cars:								
		No. 33-34, Cumberland & Penna. R.R. Co. 1894, 1898, length 37' wood body and underframe, 8 wheels		76	80	"	2	640	1,280	1,024
		No. 125-144, Cumberland & Penna. R.R. Co. 1903, length 20', wood body and underframe, 4 wheels		97	60	"	19	640	12,160	7,296
		Total for Valuation Section					61		2,053,701	1,256,140

LOCATION. (1)	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 Depreciat. (6)
Acct. No. 54	Title PASSENGER TRAIN CARS. (I. C. C. classification.)							
Coaches:								
	No. 13-37, built 1870-1888, length 46', wood body and underframe, wood frame 4 wheel trucks, 2nd hand	43	48	each	2	1636	3,272	1,57
	No. 14 - Built 1888, length 46', wood body and underframe wood frame 4 wheel trucks, 2nd hand	37	41	"	1		2,019	8:
	No. 16, Jackson and Sharp, 1892, length 50', wood body and underframe, wood frame, 4 wheel trucks	53	37	"	1		4,500	1,64
	No. 22-28, Harlan & Hollingsworth, Corp. 1901-1903, length 60', wood body and underframe, composite 4 wheel trucks	58	59	"	5	5616	28,080	16,54
Passenger and Baggage:								
	No. 21-25, Harlan & Hollingsworth Corp. 1900-1902, length 60' wood body and underframe, composite frame, 4 wheel trucks	58	60	"	2	4492	8,984	5,31
Mail and Baggage:								
	No. 20-26, Harlan & Hollingsworth Corp. 1889-1902, wood body and underframe, composite frame, 4 wheel trucks	56	58	"	2	4600	9,200	5,32
	Total for Valuation Section		56		13		56,055	31,35

Acct. 57 - WORK EQUIPMENT.

Cement Car:								
	No. 31 - Cumberland & Penna. R.R. Co. 1894, length 37' wood body and underframe, arch bar 4 wheel trucks	72	78	each	1		446	34
Riggers Flat:								
	No. 103-104, Cumberland & Penna. R.R. Co. 1904, capacity 40,000, wood body and underframe	88	91	"	2	362	724	65
Steam Crane:								
	No. 105, Industrial Works, 1902, capacity 50 tons, steel body and underframe	54	57	"	1		10,000	5,70
Electric Service Car:								
	No. 106, Cumberland & Penna. R.R. Co. 1889, length 50' wood body and underframe, wood frame 4 wheel trucks	33	41	"	1		1,072	446
Teel Car:								
	No. 109, Cumberland & Penna. 1918, capacity 60,000 lbs. wood body and composite underframe	100		"	1		1,380	1,380
Hoppers:								
	No. 107-108, Cumberland & Penna. R.R. 1898, capacity 50,000 lbs. steel body and underframe	62	77	"	2	353	706	54
Hand Crane:								
	No. 102, Cumberland & Penna. 1901, capacity, 40,000 lbs. wood underframe with 5 ton crane	40	49	"	1		750	364
Business Car:								
	No. 15, C.& P. 1899, length 37' wood body and underframe composite frame 4 wheel trucks	46	48	"	1		4,790	2,29
	No. 101, Pullman Co. 1907, length 73', wood body and composite underframe, metal frame 6 wheel trucks	73	74	"	1		26,280	19,44
	Total for Valuation Section		68		11		46,148	31,18

Acct. 76 - INTEREST DURING CONSTRUCTION

Approved: Louis Hood

5% for 3 months of cost of Reproduction New on Equipment Accounts 51 to 58, inclusive	60	\$	2445635	.015	36,685	22,011
Total Account 76	60				36,685	22,011