



# MAP OF THE WESTERN MARYLAND RAILWAY

- LEGEND**
- Leased Lines.
  - x-x-x- Trackage Rights.
  - Western Maryland Railway.



EXPLANATORY TEXT

WESTERN MARYLAND RAILWAY COMPANY

1. DESCRIPTION OF ROAD.

Western Maryland Railway Company, hereinafter referred to as the carrier, was incorporated in the States of Maryland and Pennsylvania, February 15, 1917 to acquire all of the property rights of, and merge the following companies:

The Western Maryland Railway Company  
Baltimore and Harrisburg Railway Company  
The Baltimore and Harrisburg Railway Company, Eastern Extension  
The Baltimore and Harrisburg Railway Company, Western Extension  
The Baltimore and Cumberland Valley Railway Company  
The Baltimore and Cumberland Valley Railroad Extension Company  
The George's Creek and Cumberland Railroad Company  
Connellsville and State Line Railway Company

The carrier was granted authority to transact business in the State of West Virginia, March 24, 1917.

The carrier operates a standard gauge steam railroad, in the States of Maryland, Pennsylvania and West Virginia, extending from Baltimore northwesterly through Hagerstown and Cumberland, Md. to Connellsville, Pa. with a line leaving this one at Emory Grove, Md. for Hanover and Gettysburg, Pa. and returning to it at Highfield, Md., and another line extending from Knobmount, west of Cumberland, Md. southwesterly to Belington, W.Va.

There are numerous branch lines serving adjacent territory, the more important ones are as follows: from Walbrook southerly through Baltimore, Md. to Port Covington, where the carrier has extensive wharves and car float connections; from Porters northeasterly to York, Pa.; Edgemont, Md. northerly to Shippensburg, Pa.; Hagerstown, Md. northeasterly to Quinsonia, Md.; George's Creek Junction northerly to a connection with the Pennsylvania Railroad at the Md.-Pa. State Line; Elkins southeasterly to Durbin, W.Va.; and Elkins Jct. southerly to Huttonsville, W.Va.

WHOLLY OWNED AND USED.

The carrier owns its principal main line from Hillen Station to Madison Street, Baltimore, Md.; Fulton Jct., Md. to Connellsville, Pa.; Emory Grove, Md. to Highfield, Md. and Knobmount to Belington, W.Va.

The carrier owns its branch lines from Walbrook to Port Covington, Baltimore, Md.; Porter's to York, Pa.; Edgemont, Md. to Waynesboro, Pa.; George's Creek Jct. to Koontz, Md.; Elkins to Durbin, W.Va., and Elkins Jct. to Huttonsville, W.Va.

In addition to the above, the carrier owns numerous main line connections with other railroads and less important branches serving coal mines and towns off the main line.

JOINTLY OWNED AND USED.

The carrier owns and uses jointly with The Baltimore and Ohio Railroad Company and the Coal and Coke Railway Company, each party having a one-third interest, 0.076 miles of first main and 0.553 miles of all tracks at Belington.

It owns jointly 50% with The Philadelphia, Baltimore and Washington Railroad Company 1.911 miles of yard tracks and sidings at Baltimore, Md. which it uses jointly with The Pennsylvania Railroad Company.

WHOLLY USED BUT NOT OWNED.

In the operation of its railroad the carrier uses under exclusive lease the entire railroad property of the following companies:

- (1) Washington and Franklin Railway Company consisting of 19.091 miles of steam railroad, and 6.629 miles of second main track, located in Maryland and Pennsylvania. This railroad extends from a junction with the carrier's road at North Junction (Hagerstown), Md. northeasterly to another junction with The Baltimore and Cumberland Valley Railroad Extension Company at Zumbro Jct., Pa.
- (2) The Baltimore and Cumberland Valley Railroad Extension Company consisting of 26.578 miles of steam railroad, 1.947 miles of second main track, in Pennsylvania extending from a junction with the carrier's railroad at Waynesboro northerly to Shippensburg.
- (3) Somerset Coal Railway Company consisting of 4.244 miles of single track steam railroad, in Pennsylvania, extending from a junction, at Coal Junction, with lines of The Baltimore and Ohio Railroad System, over which the carrier has trackage rights to reach its own line, westerly to Gray and to Mine 125.

1. DESCRIPTION OF ROAD. (Cont'd.)

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

- (4) Williamsport, Nettle and Martinsburg Railway Company consisting of 0.670 miles of single track steam railroad in West Virginia extending from a junction with the carrier's road at Nettle Jct. southerly to Nettle.
- (5) Fairmont Helen's Run Railway Company consisting of 6.671 miles of single track, standard gauge steam railroad in West Virginia extending from a junction, at Chiefcon, with The Baltimore and Ohio Railroad over which the carrier has trackage rights to reach its own railroad at Bowest Jct. near Connellsville, northwesterly to Ida May and Carolina.
- (6) Fairmont Binghamon Railway Company consisting of 8.525 miles of single track steam railroad in West Virginia extending from a junction at Hutchinson, with The Baltimore and Ohio Railroad Company, over which the carrier has trackage rights to reach its own line at Bowest Jct., near Connellsville, westerly to Wyatt.

In addition to the properties mentioned above the carrier uses under exclusive lease certain properties owned by individuals as follows:

- (7) W. F. Cover and Son consisting of a small freight house at Keymar, Md.
- (8) W.E. and J.S. Stevenson consisting of a small freight house at Midvale, Pa.

USED UNDER LIMITED TRackage RIGHT.

In the operation of its system, the carrier uses under limited trackage rights agreement railroad owned by other companies as follows:

Owner	Location.	Road Mileage
Northern Central Ry.Co.(The Pennsylvania R.R.Co.-Lessee)	Madison St. to North Ave., Baltimore, Md.	1.10
Philadelphia, Baltimore and Washington R.R.Co.(The Pennsylvania R.R.Co.- Lessee)	North Ave. to Fulton Jct., Baltimore, Md.	1.64
Chesapeake & Curtis Bay R.R.Co. (U.S.Asphalt Company)	Wagner's Pt., Baltimore, Md.	0.49
Pittsburgh and Lake Erie R.R.Co.	Ashman's Ave. to passenger station, Connellsville, Pa.	0.02
Baltimore and Ohio R.R.Co.	Rockwood Jct. to Coal Jct.,Pa.	22.79
" " " " "	Bowest Jct.,Pa. to Pa.-W.Va.State Line	31.84
" " " " "	Pa.-W.Va. State Line to Hutchinson,W.Va.	47.05
Cumberland and Pennsylvania RR Co.	Westernport, Md. to Lonaconing Jct.,Pa.	10.13

2. MILEAGE AND VALUATION SECTIONS.

Western Maryland Railway Company - Wholly Owned and Used - Maryland

Val.:	From	To	First Main Track	Second Main Track	Yard Tracks and Sidings	All Tracks
1A,1.1:						
.2 and:						
.3-Md.:	Hillen Station	:Old Williamsport	: 92.584	: 25.369	: 72.998	: 190.951
1B-Md.:	Port Covington	:Walbrook	: 6.302	: 3.244	: 32.051	: 41.597
1DEF &:						
0-Md. :	Baltimore Terminals		: 0.298	-	: 0.811	: 1.109
1.4 and:Emory Grove		:Linebore				
.5-Md.:	and Highfield	:Md.-Pa. State Line	: 19.474	-	: 4.924	: 24.398
1.6-Md.:	Edgemont	:Md.-Pa. State Line	: 3.045	-	: 0.638	: 3.683
3.1,.2:						
.3,.4 :						
.5 and: P.V. Junction		:9th Crossing of the				
.7-Md.:		:Potomac River (East of Cumberland)	: 66.774	: 7.579	: 26.955	: 101.308
		(The portion in Maryland)				
3.6,.8:10th Crossing at the						
and .9:Potomac River and Md.:	Georges Creek Jct.	:Md.Pa. State Line (Ellerlie)				
		: Kocutz	: 29.151	: 2.268	: 15.558	: 46.977
			*: -	-	: 0.624	: 0.624
7.1,.2:Knohmout		Belington				
.3,.4:	and branches		: 30.369	-	: 9.189	: 39.558
.5-Md.:	(The portion in Maryland)		*: -	-	: 0.051	: 0.051
15-Md.:	Georges Creek Jct.	:Md.-Pa.State Line(Colmar)	: 18.410	: 18.409	: 1.670	: 38.489
	Total - Wholly Owned and Used - Maryland		*: 266.407	: 56.869	: 164.792	: 488.068
			*: -	-	: 0.675	: 0.675

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

Western Maryland Railway Company - Wholly Owned and Used - Pennsylvania

Val. Sec.	From	To	First Main Track	Second Main Track	Yard Tracks and Sidings	All Tracks
2.1 &						
.2-Pa.	At Blue Ridge Summit and Pen-Mar		0.679	-	0.492	1.171
2.3,.4	Lineboro	Md.-Pa. State Line				
.5 and .6-Pa.	and branches		77.782	-	25.206	102.988
2.7-Pa.	Md.-Pa. State Line	Waynesboro	4.475	-	2.529	7.002
5-Pa.	Md.-Pa. State Line (Colmar)	Connellsville	70.110	2.146	25.185	97.441
16-Pa.	Md.-Pa. State Line (Ellerslie)	Junction with P.R.R.	0.170	-	0.165	0.335
Total - Wholly Owned and Used - Pennsylvania			153.214	2.146	53.577	208.937
					0.091	0.091

Western Maryland Railway Company - Wholly Owned and Used - West Virginia

Val. Sec.	From	To	First Main Track	Second Main Track	Yard Tracks and Sidings	All Tracks
4.1,.2						
.3,.4						
and W.Va.	P.V. Junction	9th Crossing of the Potomac River	7.750	-	3.427	11.157
(The portion in West Virginia)						
4.5-W.Va.	Maryland Junction Yards		3.853	2.280	17.224	23.357
4.7-W.Va.	Cherry Run Yard		0.992	-	5.083	6.075
6 except 6.12-W.Va.	Knobmount	Belington	146.928	6.435	84.078	237.439
6.12-W.Va.	and branches		-	-	0.328	0.328
(Portion in West Virginia)						
6.18-W.Va.	Elkins	Durbin	46.900	-	5.313	52.213
Total - Wholly Owned and Used - West Virginia			206.401	8.655	115.185	330.241
					0.328	0.328
Total - Wholly Owned and Used - All States			626.022	67.670	333.554	1027.246
					1.094	1.094

Owned: 50% by Western Maryland Railway Company and 50% by The Philadelphia, Baltimore and Washington Railroad Company  
 Used: 50% by Western Maryland Railway Company and 50% by the Pennsylvania Railroad Company

1-C Md.: At Wagners Point, Baltimore : - : - : 1.911 : 1.911

Jointly Owned and Used - 33-1/3% by Western Maryland Railway Company  
 33-1/3% by Coal and Coke Railway Company, and  
 33-1/3% by The Baltimore and Ohio Railroad Company

6A-W.Va.: At Belington # : 0.076 : - : 0.477 : 0.553  
 Total - Jointly Owned and Used - All States : 0.076 : - : 2.368 : 2.464

Western Maryland Railway Company -Used Exclusively under Lease - Maryland  
 Owner: Washington and Franklin Railway Company

Val. Sec.	From	To	First Main Track	Other Main Tracks	Yard Tracks and Sidings	All Tracks
9-Md.	North Junction	Md.-Pa. State Line	5.249	5.249	0.323	10.821

Owner: W.F. Cover and Son, Keymar, Md.

2.7 -Md.: At Keymar : - : - : - : -  
 Total - Used Exclusively under Lease-Maryland: 5.249 : 5.249 : 0.323 : 10.821

Western Maryland Railway Company - Used Exclusively under Lease - Pennsylvania  
 Owner: The Baltimore and Cumberland Valley Railroad Extension Company

8-Pa. : Waynesboro : Shippensburg : 26.578 : 1.947 : 9.313 : 37.838  
 \* : - : - : 2.736 : 0.736

Owner: Washington and Franklin Railway Company

10-Pa. : Md.-Pa. State Line : Zumbro : 13.842 : 1.380 : 2.538 : 17.760

Owner: Somerset Coal Railway Company

12-Pa. : Coal Junction : Gray, and Mine 125 : 4.244 : - : 3.592 : 7.836

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

Western Maryland Railway Company - Used Exclusively under Lease - Pennsylvania (Cont'd.)

Owner: W.H. and J.S. Stevenson, Midvale, Pa.

Val. Sec.	From	To	First Main Track	Other Main Tracks	Yard Tracks and Sidings	All Tracks
E.8-Pa.	At Midvale		-	-	-	-
Total - Used Exclusively under Lease - Pennsylvania			44.664	3.327	15.443	63.434
			*	*	0.736	0.736

Western Maryland Railway Company - Used Exclusively under Lease - West Virginia

Owner: Williamsport Nessler and Martinsburg Railway Company

11-W.Va.:	Nessler Junction	:Nessler	0.670	-	1.121	1.791
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Owner: Fairmont Helen's Run Railway Company

13-W.Va.:	Chiefton	:Ida May and Carolina	6.671	-	5.817	12.488
			*	-	0.106	0.106

Owner: Fairmont Binghamon Railway Company

14-W.Va.:	Hutchinson	:Wyatt	8.585	-	2.165	10.690
			*	-	0.244	0.244

Total - Used Exclusively under Lease - West Va.			15.866	-	9.103	24.969
			*	-	0.350	0.350

Total - Used Exclusively under Lease - All States			65.779	8.576	24.869	99.224
			*	-	1.086	1.086

Grand Total - Wholly Owned and Wholly Leased by Western Maryland Railway Company and Used by it			691.801	76.246	358.423	1126.470
			*	0.076	2.388	2.464
			*	-	2.180	2.180

\*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 the carrier's interest only carried into the columns as property wholly owned or used.

3. TERMINI.

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

Location	Basis of Use		Remarks
	Freight Terminal	Passenger Terminal	
Baltimore, Md.			
Hillen Terminal	Ownership	Ownership	
Union Station	-	Rental	Owned by Northern Central Railroad Company (The Pennsylvania Railroad Co.- Lessee)
			Used on a passenger-carried basis.
Hagerstown, Md.	Ownership	Ownership	
Cumberland, Md.	Ownership	Ownership	
York, Pa.	Ownership	Ownership	
Hanover, Pa.	Ownership	Rental	Passenger station owned by The Pennsylvania Railroad Company
Gettysburg, Pa.	Ownership	Ownership	
Connellsville, Pa.	Rental	Rental	Owned by - The Pittsburgh, McKeesport, Youghiogheny Railroad Company (The Pittsburgh and Lake Erie Railroad Company - Lessee)
Elkins, W. Va.	Ownership	Ownership	
Belington, W.Va.	Joint Ownership	Joint Ownership	Facilities owned jointly with Baltimore & Ohio R.R. Co. and Coal and Coke Ry. Co.

4. CONNECTIONS WITH OTHER ROADS.

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

<u>Location</u>	<u>Connecting Carriers.</u>
Baltimore, Md.	the Pennsylvania railroad company The Baltimore and Ohio Rail road Company
Belington, W.Va.	" " " " " " " "
Chambersburg, Pa.	Cumberland Valley Rail Road Company
Cherry Run, W.Va.	The Baltimore and Ohio Rail road Company
Chiefton, W.Va.	" " " " " " " "
Coal Junction, Pa.	" " " " " " " "
Confluence, Pa.	" " " " " " " "
Cumberland, Md.	" " " " " " " "
" "	Cumberland and Pennsylvania Railroad Company
" "	the Pennsylvania railroad company
Curtis Bay, Md.	" " " " " " " "
Connellsville, Pa.	The Pittsburgh and Lake Erie Railroad Company
Durbin, W.Va.	The Chesapeake and Ohio Railway Company
Elkins, W.Va.	The Baltimore and Ohio Rail road Company
Emmitsburg Jct., Md.	Emmitsburg Railroad Company
Gettysburg, Pa.	Philadelphia and Reading Railway Company
Green Spring Jct., Md.	the Pennsylvania railroad company
Hagerstown, Md.	The Baltimore and Ohio Rail road Company
" "	Cumberland Valley Rail Road Company
" "	Norfolk and Western Railway Company
Hanover, Pa.	the Pennsylvania railroad company
Hanover Jct., Pa.	" " " " " " " "
Hendricks, W.Va.	Central West Virginia and Southern Railroad Company
Keyser, "	The Baltimore and Ohio Rail road Company
Keymar, Md.	the Pennsylvania railroad company
Kirk, "	" " " " " " " "
Lurgan, Pa.	Philadelphia and Reading Railway Company
Roaring Creek, W.Va.	The Baltimore and Ohio Rail road Company
Shippensburg, Pa.	Philadelphia and Reading Railway Company
State Line Pa.-Md.	the Pennsylvania railroad company
" " " "	Cumberland and Pennsylvania Railroad Company
West Va. Central Jct., W.Va.	The Baltimore and Ohio Rail road Company
West Port, Md.	" " " " " " " "
Westernport, Md.	Cumberland and Pennsylvania Railroad Company
Waynesboro, Pa.	Cumberland Valley Rail Road Company
York, Pa.	the Pennsylvania railroad company

5. IMPORTANT JOINT FACILITIES.

In addition to jointly owned and used property described elsewhere in this report, the carrier shares with others the use of certain portions of its owned lines under limited trackage rights, the most important of which are as follows:

<u>Using Carrier</u>	<u>Location</u>	<u>Miles</u>
the Pennsylvania railroad company	Madison St. to Monument St.	0.08
" " " "	Cumberland, Md. to Ellerslie, Pa.	6.55

6. CHARACTERISTICS OF COUNTRY.

(a) Topography.

The region traversed by this road is rolling in the eastern and increasing to mountainous in the western section.

This road lies in the Chesapeake Bay and Ohio River watersheds.

(b) Geology.

The soil in the eastern section is clay and sandy loam, in the central and western section it is clay and gravel overlaying limestone and sandstone.

(c) Climate.

The mean annual temperature is about 53 degrees Fahrenheit ranging from an average of about 32 degrees for the month of January to about 75 degrees for July with a mean annual rainfall of 42 inches.

(d) Development - Farm.

The region traversed by this road, with exception of the mountainous section in the west, is fertile and well developed farm land. It produces fruit, hay, grain, dairy products and live stock.

(e) Development - Industrial.

Industry in the western section of the region served by this road, which is where the bulk of its business originates, is practically given over to the production of bituminous coal and coke. In the eastern section, it is more diversified, the Baltimore District producing almost all varieties of manufactured products. Principal industrial centers are Baltimore, Hagerstown, Cumberland and Connellsville.

7. PHYSICAL CHARACTERISTICS OF ROAD.

The ruling grades and curvature of Main Line are shown by operating divisions in the following table furnished by the carrier.

Location	Miles of Road	Ruling Grades Percent		Maximum Curvature Degrees	Miles and direction of grades upon which helpers are used	
		East	West		1 Helper	2 Helpers
<b>Egerstown Division</b>						
Port Covington, Baltimore to Cumberland via Main Line	167	1.5	1.93	12°33'	21 East	6 East
Egerstown to Shippensburg	35	0.7	1.1	15°00'	35 East	-
Emory Grove to Highfield (B&E)	74	1.1	1.9	10°00'	-	-
Edgemont to Quinsonia	13	1.55	1.50	8°00'	-	-
Porters to York	17	1.1	1.1	8°00'	-	-
<b>Elkins Division</b>						
Cumberland to Connellsville	89	0.8	1.75	8°45'	25 West	-
Cumberland to Darbin	158	3.0	2.06	20°00'	(74 East	4
Elkins to Belington	17	1.00	0.75	15°03'	(91 West	-
Elkins to Huttonsville	17	3.00	2.44	13°00'	-	-
Tunnel End "Y" (Md.Jct.) to Knobmount	1	0.27	-	5°50'	-	-

8. ROAD.

Account 3 - Grading.

The grading for the entire system is heavy averaging about 42,500 cubic yards per mile of which about 33 per cent is common excavation, 20 per cent is loose rock and 47 per cent is solid rock.

Account 5 - Tunnels.

There are fourteen tunnels on this road, the total length of road in tunnel being 20,264 feet, as follows:

Val. Sec.	Name	Length	Tracks	Type	Lining Length	Variety
2.3-Pa.	Jack's Mountain	539	1	Driven	131	Brick and stone
3.1-Md.	Indigo	4350	1	"	4350	Concrete 42 ft., timber 4308 ft.
3.2-Md.	Stickpile	1707	1	"	1707	" 14 ft., " 1693 "
3.3-Md.	Kessler	1844	1	"	1844	" 29 ft., " 1815 "
3.9-Md.	No. 1	281	1	"	73	Timber
3.9-Md.	No. 2	498	1	"	185	Timber
4.4-W.Va.	Welton	788	1	"	788	Concrete 23 ft., timber 765 ft.
4.5 "	Knobley	1449	1	"	1449	Brick and concrete 20 ft., timber 1429 ft.
5.1-Pa.	Big Savage	3295	1	"	3295	Concrete
5.1- "	Pinkerton	848	2	"	848	"
6.12-W.Va.	No. 1	1716	1	"	1716	Brick and stone 16 ft., concrete 160', timber 1540 ft.
6.12- "	No. 2	1078	1	"	1078	Stone 45 ft., concrete 1033 ft.
15.1-Md.	Brush	914	2	"	914	Concrete
15.1- "	Borden	957	2	"	957	"

Account 6 - Bridges, Trestles and Culverts.

Structures in this account are principally of the deck plate girder type with concrete piers and abutments. The most important bridge is the one near Meyersdale, Pa. where Casselman River, the Baltimore and Ohio Railroad and an electric line are crossed by 39 deck plate girder spans of 2,001 feet total length.

Account 8 - Ties.

The carrier's ties are untreated, about 85 per cent are oak, and 15 per cent chestnut with a few pine. The prevailing sizes of cross ties are 7"x7"x8'6" and 7"x9"x8'0". The number of ties per mile in main track average 2,800 to 3,000 per mile.

Account 9 - Rail.

The rail in the main line is 90 pound new when laid. Most of the branches have 90 pound rail while some of the less important ones have 85, 70 and 60 pound.

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

Account 11 - Ballast.

The materials most used for ballasting main tracks are crushed limestone and cinders. The stone is confined to the main trunk line.

Account 13 - Fences.

The carrier's right of way is only partly fenced, barbed and woven wire being the type most prevalent.

Account 15 - Crossings and Signs.

Highway crossings are mostly at grade, the more important ones being protected by watchman operating gates or by automatic crossing alarms.

Account 16 - Station and Office Buildings.

The carrier's station buildings are chiefly of frame construction and conventional types except at important towns where more permanent structures of brick have been built. Important buildings in this account are located at Baltimore, Hagerstown, Cumberland, Md., York, Pa., and Elkins, W. Va.

Account 17 - Roadway Buildings.

Buildings in this account are conventional type frame, frame tool houses and section hand dwellings.

Account 18 - Water Stations.

Water stations are principally of the elevated wood frame type, 16 to 24 ft. in diameter and 16 ft. high on wood or steel frame supports and concrete pedestals. Water supply is obtained from municipal mains in about half the locations. The others have their own pumps drawing water from wells or nearby streams.

Account 19 - Fuel Stations.

The carrier's fuel stations are principally of the mechanical hoist and gravity chute type. Important stations of this type are the ones at Hagerstown, Md., and Maryland Jct., W.Va., where there are stations of 500 ton capacity with eight chutes serving four tracks.

Account 20 - Shops and Engine Houses.

The minor repair shops of the carrier are well distributed. The principal shops are at Hagerstown, Md., Maryland Jct. and Elkins, W.Va. The important buildings are substantially built of brick and concrete. Smaller ones and most of the store buildings are of wood frame construction.

Account 21 - Grain Elevators.

The carrier has a modern concrete grain elevator at Port Covington, Md. equipped for the storage of grain and its transfer from cars to ocean steamships.

Account 23 - Wharves and Docks.

The carrier has extensive wharves and docks at Port Covington, Md. provided with facilities for transfer of freight from cars to ocean steamships and car transfer bridges for the movement of cars from its rails to car floats.

Account 24 - Coal and Ore Wharf.

The carrier has a seven hundred foot gravity coal trestle at Port Covington, Md. for the transfer of coal from its cars to steamships. This wharf is forty feet above the water, double tracked and equipped with forty chutes. Cars are carried up with a barney and cable and return by gravity.

Account 26 - Telegraph and Telephone Lines.

The ownership of the telegraph lines along the road of the Western Maryland Railway Company and its subsidiaries is as follows:

Locations Along Railroad Owned by:-	State	Miles of Pole Line				
		Owned by the Carrier	Owned by W.Md. Ry.Co.	Owned by W.U.Tel.Co. carrying wires of W.Md.Ry.Co.	Owned by W.Md. Ry.Co. carrying wires of W.U.Tel.Co.	Owned by W.U.Tel.Co. Handling business of W.U.Tel.Co.
Western Maryland Ry.Co.	Md.	21.35	221.36	221.36	-	21.35
" " " "	Pa.	-	141.38	137.05	-	-
" " " "	W.Va.	0.33	175.53	107.79	-	0.33
The Baltimore and Cumberland Valley R.R.Extension Co.	Pa.	-	26.65	20.50	-	-
Washington and Franklin Ry.Co.	Md.	-	5.24	5.24	-	-
" " " "	Pa.	-	9.00	9.00	-	-
Totals		21.68	579.16	500.94	-	21.68



8. ROAD. (Cont'd.)

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

The property is operated under the terms of an agreement dated September 21, 1892 and supplements thereto dated December 31, 1903 and December 8, 1915. The agreements provide that in the construction of pole lines and certain wires, the carrier is to furnish transportation of men and materials over its lines and the common labor for setting poles. The telegraph company is to furnish all other expense. Each company has "incidental use" of the property of the other.

Account 27 - Signals and Interlockers.

The carrier has eight interlocking plants on its lines, seven are mechanically and one electrically operated. There are 196.92 miles of single track and 11.43 miles of double track equipped with automatic block signals. Manually operated block signals are installed at various telegraph stations.

9. EQUIPMENT.

Account 51 - Steam Locomotives.

The carrier owns and uses the following steam locomotives:

Passenger locomotives	32
Freight locomotives	210
Switching locomotives	<u>18</u>
Total	<u>260</u>

Account 53 - Freight-train cars.

The carrier owns and uses the following freight-train cars:

Caboose	140
Flat	59
Gondola	2651
Hopper	9393
Refrigerator	1
Coke	1
Stock	34
Box	1280
Total	<u>15559</u>

The carrier owns 15 flat cars which it does not use but leases to the H.C. Bemis & Sons Lumber Company.

The carrier uses under exclusive lease 25 refrigerator cars owned by the Marsh Refrigerator Company.

Account 54 - Passenger-train Cars.

The carrier owns and uses the following passenger-train cars:

Coach	72
Passenger and baggage	16
Baggage	13
Express	10
Mail and express	14
Parlor	4
Cafe parlor	2
Total	<u>151</u>

Account 56 - Floating Equipment.

The carrier owns and uses seven car floats and uses under exclusive lease a 42 foot gas launch and two covered barges owned by the Baltimore Fidelity Warehouse Company.

Account 57 - Work Equipment.

The carrier owns and uses 174 units of work equipment, the most important of which are four business cars, six steam wrecking cranes, two locomotive cranes, three snow plows and two steam shovels.

10. 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.

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost New	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciation (6)
Where but a single percentage is stated it represents both per cents.								
Acct. No. <b>16</b>	Title <b>STATION AND OFFICE BUILDINGS.</b>					\$	\$	\$
	Furniture	80					4,614	2,768
	Total for Valuation Section	60					4,614	2,768
<b>Account 38 - ROADWAY SMALL TOOLS.</b>								
	Engineering instruments	50			Approved -		32,805	16,404
	Total for Account 38						32,805	16,404
<b>Account 51 - STEAM LOCOMOTIVES</b>								
	No. 28, Baldwin Locomotive Works, 1885, type 4-4-0, passenger service, cylinders 17"x24", total light weight 50 tons	20	25	Each	1		8,020	2,005
	No. 42-43, Baldwin Locomotive Works, 1888, type 4-4-0, switch service, cylinders 18"x24", total light weight 56 tons	20	26	"	2	8355	16,710	4,345
	No. 44, Baldwin Locomotive Works, 1895, type 4-4-0, passenger service, cylinders 18"x24"; total light weight 58 tons	14	19	"	1		9,141	1,737
	No. 45,50, Baldwin Locomotive Works, 1884-1889, type 4-4-0; switch service, cylinders 18"x24"; total light weight 59 tons	10	15	"	2	9426	18,852	2,828
	No. 51-52, Baldwin Locomotive Works, 1902, type 4-4-0; passenger service, cylinders 18"x24"; total light weight 68 tons	47	51	"	2	10243	20,486	10,448
	No. 78, Baldwin Locomotive Works, 1893, type 4-6-0, passenger service, cylinders 17"x24"; total light weight 67 tons	21	27	"	1		10,062	2,717
	No. 90, Baldwin Locomotive Works, 1903; type 4-6-0; passenger service, cylinders 20"x26"; total light weight 84 tons	50	54	"	1		12,889	6,860
	No. 91, 92; Baldwin Locomotive Works, 1901, type 4-6-0; passenger service, cylinders 19"x26", total light weight 88 tons	31	36	"	2	12957	25,914	9,329
	No. 101-105; Baldwin Locomotive Works, 1906, type 4-6-0; passenger service; cylinders 22"x26", total light weight 99 tons	59	62	"	5	14329	71,645	44,420
	Nos. 151, 154-155, 160; Baldwin Locomotive Works, 1909, 1911; type 4-6-2; passenger service; cylinders 22"x28"; total light weight 119 tons; superheated	70	72	"	4	18073	72,292	52,050
	Nos. 152-153, 156-159; Baldwin Locomotive Works; 1909, 1911; type 4-6-2; passenger service; cylinders 22"x28"; total light weight 115 tons	73	75	"	6	16455	98,730	74,048
	No. 201-209; Baldwin Locomotive Works; 1912; type 4-6-2; passenger service; cylinders 24"x28"; total light 143 tons; superheated	78	80	"	9	20770	186,930	149,544
	No. 302-307, 309-310; 312-315; Baldwin Locomotive Works; 1891-1895; type 2-8-0; freight service; cylinders 20"x24"; total light weight 68 tons	16	22	"	12	10068	120,816	26,560
	No. 317-326; Baldwin Locomotive Works; 1897-1898; type 2-8-0; freight service, cylinders 20"x24"; total light weight 74 tons	26	31	"	10	10497	104,970	32,541
	No. 347-350; Baldwin Locomotive Works; 1891-1892; type 2-8-0; freight service; cylinders 19"x26"; total light weight 75 tons	20	26	"	4	11093	44,372	11,537
	No. 351-357-Baldwin Locomotive Works; 1895-1899; type 2-8-0; freight service; cylinders 21"x26"; total light weight 84 tons	21	27	"	7	11879	83,153	22,451
	No. 401-416; Baldwin Locomotive Works; 1901-1902; type 2-8-0; freight service; cylinders 22"x28"; total light weight 92 tons	44	48	"	16	13098	209,568	100,593

LOCATION (1)	CHARACTER OF PROPERTY AND DESCRIPTION Where but a single percentage is stated it represents both per cents. (U. S. C. Classification)	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. <b>51</b>	Title <b>STEAM LOCOMOTIVES (Cont'd.)</b>					\$	\$	\$
No. 451-458;	Baldwin Locomotive Works, 1901-1903, type 2-8-0; freight service, cylinders 22"x28", total light weight 99 tons	46	50	Each	8	14319	114,552	57,276
No. 501-518;	Baldwin Locomotive Works, 1906, type 2-8-0, freight service, cylinders 22"x28", total light weight 102 tons	59	62	"	18	15036	270,648	167,602
No. 601-630;	Baldwin Locomotive Works; 1906-1909, type 2-8-0; freight service; cylinders 22"x20"; total light weight 117 tons	65	67	"	30	16247	487,410	326,565
No. 701-706;	Baldwin Locomotive Works; 1910, type 2-6-0; freight service; cylinders 24"x20"; total light weight 142 tons, superheated	72	74	"	6	21223	127,338	94,230
No. 707-736;	American Locomotive Co., 1911, type 2-8-0; freight service; cylinders 24"x30", total light weight 145 tons, superheated	75	77	"	30	21902	657,060	505,93
No. 750-764;	American Locomotive Co., 1912, type 2-8-0; freight service, cylinders 25"x30"; total light weight 141 tons, superheated	78	80	"	15	20400	306,000	244,800
No. 770-789;	American Locomotive Co., 1914; type 2-8-0; freight service, cylinders 25"x30"; total light weight 141 tons, superheated	84	85	"	20	21057	421,140	357,969
No. 901-925;	Lima Locomotive Corporation; 1915-1918, type 2-8-8-2; freight service; cylinders 26" & 50"x30"; total light weight 265 tons; superheated	93	93	"	25	37668	934,125	868,736
No. 951-952;	Baldwin Locomotive Works, 1909; type 2-6-6-2; freight service; cylinders 23" & 35"x32"; total light weight 183 tons, superheated	69	71	"	2	28929	57,858	41,079
No. 953-954;	Baldwin Locomotive Works; 1910; type 2-6-6-2; freight service; cylinders 23" & 35"x32"; total light weight 182 tons; superheated	72	74	"	2	28778	57,556	42,591
No. 955-959;	Baldwin Locomotive Works; 1911; type 2-6-6-2; freight service; cylinders 23" & 35"x32"; total light weight 182 tons; superheated	75	77	"	5	28678	143,390	110,410
No. 1000;	Rogers Locomotive and Machine Works; 1899; type 2-6-0; switch service; cylinders 19"x28"; total light weight 86 tons	38	42	"	1		12,259	8,166
No. 1001-1002;	Baldwin Locomotive Works; 1891-1892; type 0-6-0; switch service, cylinders 20"x24"; total light weight 62 tons	15	21	"	2	9531	18,662	8,919
No. 1003-1008;	Baldwin Locomotive Works; 1905, 1909, type 0-6-0; switch service; cylinders 21"x26"; total light weight 85 tons	64	67	"	6	12082	72,492	48,570
No. 1009-1013;	Baldwin Locomotive Works; 1914; type 0-6-0; switch service; cylinders 21"x28"; total light weight 99 tons	84	85	"	5	15013	75,065	62,805
<b>Total for Account 51</b>		<b>72</b>			<b>260</b>		<b>4,870,145</b>	<b>3,492,987</b>

Revised page prepared by direction of the Commission Mar. 31, 1921.

INTERSTATE COMMERCE COMMISSION

Owner Western Maryland Railway Company

BUREAU OF VALUATION

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

Val. Section No. Unallocated

Miles Main Line, \_\_\_\_\_

Miles all Tracks, \_\_\_\_\_

Approved: John R. Thompson.

LOCATION.		Where but a single percentage is stated it represents both per cents.		UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
CHARACTER OF PROPERTY AND DESCRIPTION.		Condition Per Cent.	Per Cent of Cost New.			Per Unit.	New, Total.	Less Depreciat.
Acct. No.	Title	(1)	(2)	(3)	(4)	(5)	(6)	
<p><b>Freight Train Cars.</b> (I. C. C. classification.)</p>								
<b>Cochose cars:</b>								
Wood body and underframe, length 15', 4 wheels.								
No. 1053	- W.V.C.&P., 1895	20	26	Each	1	712	185	
No. 1063	- W.Md.Ry.Co., 1896	20	26	"	1	712	185	
No. 1056	- W.Md.Ry.Co., 1900	24	30	"	1	712	214	
No. 1058, 1071, 1073	- W.Md.Ry.Co., 1901	28	34	"	3	712.00	721	
No. 1051, 1054,	various, 1905	45	49	"	2	712.00	692	
No. 1059,	W.Md.Ry.Co., 1907	52	56	"	1	712	395	
No. 1061, 1065, 1066,	W.Md.Ry.Co., 1910	64	67	"	3	712.00	1,431	
Wood body and underframe, length 16', 4 wheels.								
No. 1077	- W.V. C.&P., 1884	20	26	Each	1	777	202	
No. 1084	- Shaw & King, 1890	23	29	"	1	777	225	
No. 1080, 1082	- W.Va. C., 1895	25	31	"	2	777.00	482	
No. 1085	- W.Va. C., 1899	26	32	"	1	777	249	
No. 1064, 1092,	various, 1901	28	34	"	2	777.00	525	
No. 1093, 1094;	W.Md.Ry.Co., 1905	44	48	"	2	777.00	746	
Nos. 1062, 1074, 1086, 1089, 1090, 1099;	W.Md.Ry.Co., 1906	48	52	"	6	777.00	2,424	
Nos. 1146-1173;	W.Md.Ry. Co., 1910	64	67	Each	16	789.00	8,458	
Nos. 1174-1207;	W.Md.Ry.Co., 1911	68	71	"	25	789.00	14,005	
Nos. 1211-1223, 1226-1240;	W.Md.Ry.Co., 1912	72	74	"	23	789.00	13,429	
Nos. 1241-1255,	W.Md.Ry.Co., 1913	76	78	"	13	789.00	8,000	
Nos. 1256-1259,	W.Md.Ry.Co., 1917	92	93	"	4	789.00	2,935	
Nos. 1260-1265,	W.Md.Ry.Co., 1918	96	96	"	6	789.00	4,545	
Nos. 1100-1131,	So. Balto. Car Co., 1906	48	52	Each	15	772.00	6,022	
No. 1132-1139, 1142, 1143;	So. Balto. Car Co., 1909	60	63	"	9	772.00	4,377	
No. 1140,	So. Balto. Car Co., 1909	60	63	"	1	777	490	
No. 1224,	W.Md.Ry.Co., 1912	72	74	"	1	777	575	
<b>Flat Cars:</b>								
Nos. 2220-2244;	various, 1888-1893, capacity 60,000, wood underframe	12	27	Each	19	502.00	2,575	
Nos. 2101-2149,	So. Balto. Car Co., 1905, capacity 80,000, steel underframe	44	55	"	40	768.00	16,896	
<b>Gondola Cars:</b>								
Nos. 2659-2908,	A.C.&P.Co., 1903, capacity 80,000; wood body and underframe	27	36	"	31	763.00	8,515	
Capacity 80,000; wood body, steel underframe.								
Nos. 16000-16699,	A.C.&P.Co., 1906	48	57	Each	678	875.00	338,153	
" 17200-17749,	S.S.C.Co., 1909	60	67	"	546	875.00	320,093	
" 35000-35399,	S.S.C.Co., 1910	64	70	"	399	875.00	244,368	
" 40000-40499,	S.S.C.Co., 1913	76	80	"	500	875.00	350,000	
Nos. 50000-50499,	P.S.C.Co., 1912, capacity 100,000; composite body, steel underframe	72	78	"	495	955.00	368,725	
Nos. 17117, 17185,	W.Va. C.&P., 1901, capacity 80,000, wood body and underframe	20	33	"	2	752.00	496	
<b>Hopper Cars:</b>								
Capacity 100,000 - all steel.								
Nos. 5800-6299,	Cambric Co., 1905	44	55	Each	484	920.00	244,904	
" 6300-6799,	7019, P.S.C.Co., 1906	48	58	"	485	920.00	258,796	
" 6800-6999,	7122, 7234, 7358, P.C.Co., 1907	52	62	"	193	920.00	110,087	

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner **Western Maryland Railway Company**

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

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

Approved: **John R. Thompson.**

LOCATION.		Where but a single percentage is stated it represents both per cent.		Condition Per Cent.	Per Cent of Cost Per Unit.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
CHARACTER OF PROPERTY AND DESCRIPTION.		(2)	(3)					Per Unit. (4)	New Total (5)	Less Deprecia- (6)
Acct. No.	<b>53</b>	Title	<b>FREIGHT TRAIN CARS (Cont'd.)</b>							
(I.C.C. classification.)										
<b>Hopper Cars (Cont'd.)</b>										
Capacity 100,000: all steel (cont'd.)										
Nos. 7000-7018; 7020-7121, 7123-7233; 7357-7499; C.S.Co., 1909				60	68	Each	493	920.00	453,560	308,421
Nos. 7500-7999; C.S.Co., 1910				64	71	"	490	920.00	450,800	320,064
" 8000-8499; S.S.C.Co., 1911				68	74	"	495	920.00	455,400	336,990
" 8500-8999; S.S.C.Co., 1912				72	78	"	497	920.00	457,240	356,647
" 9000-9499; P.S.C.Co., 1912				72	78	"	491	920.00	451,720	352,347
Nos. 5000-5799, C.S.Co., 1902				39	50	"	773	1031.00	796,963	398,481
Capacity 105,000 - all steel.										
Nos. 10000-12999; Pullman Co., 1916				88	90	Each	2994	1075.00	3,218,550	2,896,698
" 13000-14999; Pullman Co., 1917				92	93	"	1998	1075.00	2,147,850	1,997,501
<b>Refrigerator Car:</b>										
No. 34000, Union Car Co., 1898, capacity 60,000; wood body and underframe				15	22	"	1		1,048	231
<b>Coke Car:</b>										
No. 20999; built 1909, capacity 100,000; all steel, second hand				66	76	"	1		802	610
<b>Stock Cars:</b>										
Nos. 23100- 23149; So.B.C.&P.Co., 1905, capacity 60,000; wood body and underframe				30	41	"	34	662.00	22,508	9,228
<b>Box cars:</b>										
Nos. 24902-24941; W.Va.C.R.R., 1901, 1903, capacity 80,000; wood body and underframe				24	35	"	23	810.00	18,630	6,521
Capacity 80,000; wood body, steel underframe.										
Nos. 25300-25499; So.B.C.&P.Co., 1905				44	53	"	185	918.00	169,830	90,010
" 25000-25299; A.C.&P.Co., 1906				48	56	"	281	918.00	257,958	144,456
" 25501-25799; S.S.C.Co., 1909				60	66	"	296	918.00	270,810	178,735
" 25800-26299; A.C.&P.Co., 1912				72	76	"	496	918.00	456,328	346,049
<b>Total for Account 53</b>				<b>76</b>			<b>13559</b>		<b>13,202,726</b>	<b>10,078,151</b>

Acct. 54 - PASSENGER TRAIN CARS.

**Express Cars:**

Nos. 1-3; W.M.Ry.Co., 1878-84; length 35 to 45 ft., wood body and underframe, wood 4 wheel trucks				10	15	Each	3	1913.00	5,739	661
No. 6, Pullman Co., 1906; length 66 ft., wood body and underframe, wood plated 6 wheel trucks				57	59	"	1		6,871	4,054

**Baggage Cars:**

No. 103, W.M.Ry.Co., 1897, length 45 ft., wood body and underframe, wood 4 wheel trucks				27	30	"	1		2,788	836
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INTERSTATE COMMERCE COMMISSION

Owner **Western Maryland Railway Company**

BUREAU OF VALUATION

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

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

Approved: **John R. Thompson**

LOCATION.		Where but a single percentage is stated it represents both per cents.		Condition Per Cent	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
CHARACTER OF PROPERTY AND DESCRIPTION.								Per Unit.	New. Total.	Less Depreciat.
Acct. No.	Title	(1)	(2)	(3)	(4)	(5)	(6)			
<b>54</b>	<b>PASSENGER TRAIN CARS (Cont'd.)</b> <small>(I. C. C. classification.)</small>									
<b>Baggage Cars (Cont'd.)</b>										
	No. 106, A.C.&P.Co., 1903, length 58'9", wood body and underframe, wood plated 4 wheel trucks	47	50	Each	1		3,628		1,81	
	No. 108, Barney & Smith Car Co., 1909, length 58'9", wood body and underframe, wood plated 4 wheel trucks	67	69	"	1		4,131		2,51	
	Nos. 109 and 110, Barney & Smith Car Co., 1911, length 58'9", wood body, steel underframe, steel 4 wheel trucks	73	75	"	2	5359.00	10,718		8,00	
	No. 111, W.E.Ry.Co., 1888, length 54', wood body and underframe, wood 4 wheel trucks	20	23	"	1		3,018		66	
	No. 112, W.M.Ry.Co., 1882, length 45'1", wood body and underframe, wood 4 wheel trucks	20	24	"	1		2,767		60	
	No. 113, W.M.Ry.Co., 1878, length 45', wood body and underframe, wood 4 wheel trucks	10	15	"	1		2,297		34	
	No. 114, Barney and Smith Car Co., 1885, length 50'4" wood body and underframe, wood plated 4 wheel trucks	20	24	"	1		3,003		72	
	Nos. 130, 131, 133 and 134; B&S Car Co., 1912, length 60'9" steel body and underframe, steel 4 wheel trucks	77	78	"	4	6500.00	26,000		20,28	
<b>Express Cars:</b>										
	Nos. 135-140; Pullman Co., 1917, length 70'3"; steel body and underframe, steel 6 wheel trucks	95	95	"	6	9750.00	58,500		55,57	
<b>Mail and Express Cars:</b>										
	No. 151, Pullman Co., 1906, length 65 ft., wood body and underframe, wood plated 6 wheel trucks	57	59	"	1		6,940		4,05	
	No. 152, 153; Barney & Smith Car Co., 1909, length 65 ft., wood body and underframe, wood plated, 6 wheel trucks	67	69	"	2	6600.00	13,200		9,10	
	Nos. 154-157, Barney & Smith Car Co., 1911, length 65 ft., wood body, steel underframe, steel 6 wheel trucks	77	78	"	4	7149.00	28,596		22,30	
	Nos. 180-185, Barney & Smith Car Co., 1913, length 65 ft., steel body and underframe, steel 6 wheel trucks	83	84	"	6	9770.00	58,620		49,24	
<b>Mail &amp; Baggage Cars:</b>										
	No. 256, W.Va. C.&P.Ry.Co., 1901, length 50 ft., wood body and underframe, wood plated 4 wheel trucks	40	43	"	1		3,005		1,29	
<b>Passenger and Baggage Cars:</b>										
	Nos. 302-304; H.&H.Co., 1876, length 46'7" to 52'9", wood body and underframe, wood 4 wheel trucks	15	18	"	3	3847.00	11,541		2,07	
	Nos. 306, 308, 309; Jackson & Sharpe; 1881-1888; length 51' to 55', wood body and underframe, wood 4 wheel trucks	15	18	"	3	3950.00	11,850		2,13	
	No. 310, Jackson & Sharpe; 1886, length 47'10" wood body and underframe, wood 4 wheel trucks	20	22	"	1		3,950		86	
	No. 314, H.&H.Co., length 48', wood body and underframe, wood 4 wheel trucks	20	22	"	1		3,883		85	
	Nos. 325-328, Pullman Co., 1906, length 62 ft., wood body and underframe, wood plated 4 wheel trucks	57	58	"	4	7210.00	28,840		16,72	
	Nos. 329 and 330, Barney and Smith Car Co., 1911, length 62 ft., wood body, steel underframe, steel 4 wheel trucks	76	77	"	2	7837.00	15,674		12,06	

INTERSTATE COMMERCE COMMISSION

Owner Western Maryland Railway Company

BUREAU OF VALUATION

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

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

Approved: John R. Thompson

12-240

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total (5)	Less Deprecia (6)
Acct. No. <u>54</u>	Title <u>PASSENGER TRAIN CARS (Cont'd.)</u> <small>(I. C. C. classification.)</small>					\$	\$	\$
<b>Passenger and Baggage Cars. (Cont'd.)</b>								
	Nos. 335, 336; Pullman Co., 1917, length 70'3½", steel body and underframe, steel 4 wheel trucks	96	98	Each	2	11400.00	22,800	22,300
<b>Parlor Cars.</b>								
	No. 401; A.C.&F.Co., 1903, length 63 ft., wood body and underframe, wood plated 6 wheel trucks	52	53	Each	1		11,975	6,300
	Nos. 402 and 403, Pullman Co., 1906, length 67 ft., wood body and underframe, wood plated 6 wheel trucks	61	62	"	2	14850.00	29,700	18,400
	No. 404, Barney & Smith Car Co., 1909, length 63 ft., wood body and underframe, wood plated 6 wheel trucks	70	71	"	1		10,914	7,700
<b>Cafe Parlor Cars.</b>								
	Nos. 405 and 406; Pullman Co., 1917, length 73'6", steel body and underframe, steel 6 wheel trucks	96	95	"	2	21600.00	43,200	41,000
<b>Coaches.</b>								
	No. 503, Barney and Smith Car Co., 1886, length 54'3", wood body and underframe, wood plated 4 wheel trucks	20	23	"	1		4,200	3600
	Nos. 528, 541, Jackson & Sharpe, 1881, 1888, length 48'2"; wood body and underframe, wood 4 wheel trucks	20	22	"	2	3725.00	7,450	1,600
	No. 557, Jackson & Sharpe, 1892, length 50'2"; wood body and underframe, wood plated 4 wheel trucks	20	22	"	1		4,573	1,000
	Nos. 600, 601, 604, 606, 607, 900, 901, A.C.&F.Co., 1903, length 53', wood body and underframe, wood plated 4 wheel trucks	47	49	"	7	5449.00	38,143	18,690
	No. 615, Jackson & Sharpe, 1901, length 50', wood body and underframe, wood plated 4 wheel trucks	40	42	"	1		5,076	2,100
	Nos. 700, 702, 703, Pullman Co., 1900-1902; length 52' wood body and underframe, wood plated 4 wheel trucks	40	42	"	3	5609.00	16,827	7,050
	Nos. 704-707, A.C.&F.Co., 1903, length 53'1", wood body and underframe, wood plated 4 wheel trucks	47	49	"	4	5633.00	22,532	11,040
	Nos. 710-712; 904, 905; Pullman Co., 1906, length 60', wood body and underframe, wood plated 4 wheel trucks	57	58	"	5	7542.00	37,710	21,870
	Nos. 713-727, Barney & Smith Car Co., 1911, length 60' wood body, steel underframe, steel 4 wheel trucks	77	78	"	15	8760.00	131,400	102,490
	Nos. 800-817, Barney & Smith Car Co., 1912, length 60' wood body, steel underframe, steel 4 wheel trucks	80	81	"	18	9275.00	166,950	135,230
	Nos. 825-839, Pullman Co., 1917, length 70'3½" steel body and underframe, steel 4 wheel trucks	96	96	"	15	13500.00	202,500	192,370
<b>Total for Account 54</b>					<b>75</b>		<b>1,073,509</b>	<b>807,900</b>

INTERSTATE COMMERCE COMMISSION

Owner Western Maryland Railway Company

BUREAU OF VALUATION

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

Val. Section No. Unallocated

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

Approved: John R. Thompson.

LOCATION.		Where but a single percentage is stated it represents both per cents.		Condition Per Cent.	Per Cent of Cost Value.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
CHARACTER OF PROPERTY AND DESCRIPTION.		(1)	(2)					(3)	Per Unit.	New, Total.
Acct. No.	Title			(I. C. C. classification.)	(4)	(5)	(6)		(7)	(8)
<b>ACCT. NO. 56 - FLOATING EQUIPMENT.</b>										
<b>Car Floats - Wood Hull.</b>										
	Nos. 2, 4, 5, built 1906-1912, length 224' and 225'		74		Each	3	21300	63,900	47,26	
	No. 3, built 1906, length 177'		53		"	1		15,650	9,86	
	No. 6, built 1914, length 168'		66		"	1		12,820	11,00	
	No. 7, length 177', secondhand 1916		90		"	1		13,000	11,70	
	No. 8, length 204', rebuilt 1916		92		"	1		18,000	16,56	
	<b>Total for Account 56</b>		<b>78</b>					<b>123,370</b>	<b>96,43</b>	

**Acct. 57 - WORK EQUIPMENT.**

**Business cars.**

No. 200, A.C.&F.Co., 1903, length 63'2"; wood body, composite underframe, wood plated 6 wheel trucks	60	51	Each	1		18,370	11,20
No. 201, So. Balto. Car Works, 1889, length 52'7", wood body and underframe, wood plated 4 wheel trucks	30	33	"	1		6,409	2,11
No. 202, Barney and Smith, 1911, length 68'3" wood body, steel underframe, wood plated 6 wheel trucks	80	80	"	1		25,384	20,30
Nos. 203, Pullman Co., 1914, length 73'3", all steel cast steel 6 wheel trucks	88	88	"	1		36,938	32,50

**Air dump cars.**

Nos. 1414-1417, Kilburn & Jacobs, 1919, capacity 60,000 lbs., 16 cu.yds., all steel	100	100	"	4	1612	7,246	7,24
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**Ballast cars.**

Nos. 1451-1509, Rodgers B.C. Co., 1903, 1906, capacity 80,000 lbs., wood body and underframe	34	43	"	28	962	26,936	11,58
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**Steam Wrecking Derricks.**

No. 1650, Industrial Works, 1903, capacity 40 tons, length 24'1", all steel, with generator set, magnet and extra boom	47	51	"	1		12,539	6,39	
No. 1651, Industrial Works, 1901, capacity 50 tons, length 24'0", all steel, with generator set, magnet and extra boom and 1-1/2 yd. bucket	40	44	"	1		14,540	6,59	
No. 1652, Industrial Works, 1903, capacity 60 tons, length 24'0", all steel	47	51	"	1		10,975	5,59	
Capacity 100 tons, length 28', all steel.								
No. 1653 Industrial Works, 1909	67	70	"	1		12,522	8,76	
No. 1654, Industrial Works, 1912	77	79	"	1		12,522	9,89	
No. 1656, Bucyrus Co., 1915, capacity 150 tons, length 36'9", all steel, self propelled	87	88	"	1		17,179	15,11	



INTERSTATE COMMERCE COMMISSION

Owner **Western Maryland Railway Company**

BUREAU OF VALUATION

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

Val. Section No. **Unallocated**

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

Approved: **John R. Thompson.**

12-500

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Deprecia- tion (6)
(1)				(2)	(3)	\$	\$	\$
	Acct. No. <b>57</b> Title <b>WORK EQUIPMENT (Cont'd.)</b> <small>(I. C. C. classification.)</small>							
	<b>Locomotive cranes.</b>							
	No. 1655, Industrial Works, 1913, capacity 25 tons, length 24', all steel with magnet and clam shell bucket	70	72	Each	1		10,113	7,2
	No. 1657, Industrial Works, 1917, capacity 30 tons, length 24', all steel	93	93	"	1		10,207	9,4
	<b>Hand cranes.</b>							
	No. 1664, Industrial Works, 1890, capacity 15 tons, wood body and underframe	25	31	"	1		1,000	3
	No. C.C.C.#13, capacity 40,000 lbs., wood underframe, Yale & Towne pillar crane, built 1904	25	34	"	1		1,200	40
	<b>Steam cranes.</b>							
	No. 1668, American H.&D.Co., 1905, capacity 3 tons, wood body, steel underframe, second hand, 1916	88	90	"	1		1,500	1,35
	<b>Snow plows.</b>							
	Nos. 1666, 1667, Ensign Mfg. Co., 1895, size #2, single track, wood body and underframe	31	36	"	2	2539	5,078	1,82
	No. 1665, Ensign Mfg. Co., 1894, single track, wood body and underframe	25	30	"	1		2,424	72
	<b>Steam shovels.</b>							
	No. 1680, Marion S.S.Co., 1891, wood body, steel underframe, 1 1/2 cu.yd. bucket	23	28	"	1		5,064	1,41
	No. 1681, Bucyrus Co., 1890, wood body, steel underframe, second hand 1910	75	81	"	1		2,000	1,62
	<b>Ditcher flat cars.</b>							
	No. 50274, 50443; P.S.C.Co., 1912, capacity 100,000 lbs., steel underframe	70	77	"	2	962	1,924	1,45
	<b>Box cars.</b>							
	Nos. 1616, 2025-2027; 2029, 2031-2033; 2035; 2038, 2039, 2041; So. Baltimore Car Co., 1905, capacity 80,000 lbs., wood body, steel underframe	69	66	"	12	978	11,736	7,74
	No. 1972, W.M.Ry.Co. 1903, capacity 80,000, wood body and underframe	59	59	"	1		650	35
	Nos. 1951, 1955-1958, 1963; 1965, 1976, 1989, 2002, 2010, 2013, 2016; capacity 60,000; wood body and underframe	50	61	"	13	433	5,629	3,42
	No. 2008; capacity 50,000, wood body and underframe	51	62	"	1		405	25
	No. 1980, capacity 40,000, wood body and underframe	50	63	"	1		331	20
	Nos. 1904, 1944, 1959, 1960, 1962, wood body and underframe	58	70	"	5	278	1,390	97
	<b>Tunnel car.</b>							
	No. 2208, capacity 60,000; wood underframe	33	50	"	1		360	18
	<b>Flat cars.</b>							
	Nos. 1759, 2608, capacity 40,000, wood underframe	40	61	"	2	214	428	26
	No. 1412, capacity 60,000; wood underframe	50	69	"	1		231	15
	No. 1778, W.M.Ry.Co., rebuilt 1917, capacity 200,000; wood underframe	72	78	"	1		520	40

INTERSTATE COMMERCE COMMISSION

Owner Western Maryland Railway Company

BUREAU OF VALUATION

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

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

Approved: John R. Thompson.

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Where but a single percentage is stated it represents both per cents.		UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
		Condition Per Cent.	Per Cent. of Cost of New.			Per Unit.	New, Total.	Less Deprecia.
Acct. No.	Title	(1)	(2)	(3)	(4)	(5)	(6)	
	<b>FORE EQUIPMENT (Cont'd.)</b> <small>(I. C. C. classification.)</small>					\$	\$	\$
<b>Gondola cars.</b>								
	Nos. 1409, 1413, capacity 60,000; wood body and underframe	49	65	Each	2	250	500	3.
	Nos. 1805-1809, 2616, capacity 80,000; wood body and underframe	54	74	"	5	356	1,780	1,3
	No. 2615, capacity 40,000, wood body and underframe	50	66	"	1		250	1.
<b>Scales Test Car.</b>								
	No. 1690, W.Va. C. Ry., 1898, length 11'5", all steel 4 wheel	55	70	"	1		430	3.
<b>Tool Cars.</b>								
	Nos. 1608-1610, 1645, capacity 80,000; wood body, steel underframe	60	65	"	4	1773	7,092	4,61
	No. 1950, capacity 80,000, wood body and steel underframe, rebuilt 1918	72	75	"	1		1,832	1,37
	Nos. 1602, 1605, capacity 60,000, wood body and underframe	47	54	"	2	1116	2,232	1,20
	No. 1644, capacity 80,000, wood body and underframe	60	66	"	1		826	54
<b>Flat Tool Cars.</b>								
	Nos. 1617-1620, 1623-1627; 2121; capacity 80,000 steel underframe	55	62	"	10	1018	10,180	6,31
<b>Tool Cars.</b>								
	No. 1425, capacity 80,000, wood body, steel underframe	71	75	"	1		1,056	79.
	Nos. 2028, 2030, 2034, 2036, 2037, 2040, 2042, 2043; capacity 80,000 lbs., wood body, steel underframe	64	72	"	8	685	5,480	3,94.
	Nos. 1607, 1637, 1639, 1642, 1643, length 47'-54", wood body and underframe, wood and wood plated 4 wheel trucks	43	47	"	5	1600	8,000	3,760
<b>Kitchen, dining and bunk cars.</b>								
	No. 1426, 1638, 1909, 1966, 2017, 2019, 2023, 2044, 2045, 2046, 2050, 2057-2059, 2061-2063, 2065-2067, 2069, length 43'-50', wood body and underframe, wood 4 wheel trucks	43	49	"	24	1272	30,528	14,95.
	No. 2051-2056; 2060, 2064, 2068, length 50'-57', wood body and underframe, wood plated and arch bar 4 wheel trucks	67	69	"	9	1890	17,010	11,73.
<b>Cranes tenders.</b>								
	No. 311, capacity 50,000, wood underframe, 3000 gal. metal tank	25	41	"	1		400	164
	Nos. 308, 316, capacity 60,000 wood underframe, 5000 gal. metal tank	53	64	"	2	600	1,200	765

INTERSTATE COMMERCE COMMISSION

Owner Western Maryland Railway Company

BUREAU OF VALUATION

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

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

Approved: John R. Thompson

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost New	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Deprecia- (6)
Acct. No. <u>57</u>	Title <u>WORK EQUIPMENT (Cont'd.)</u> <small>(I. C. C. classification)</small>					\$	\$	\$
	Rail unloader.							
	No. 2114, capacity of car 80,000; steel underframe automatic rail unloader	90	91	Each	1		1,190	1,085
	Row boats - 16'4"	58		"	2	19	38	26
	Derrick scow, length 30"	60		"	1		650	350
	Motor boat "EA", length 30'6", 10 HP gas engine, second hand 1918	90		"	1		270	243
	Total for Account 57		65		174		354,696	231,069
	<u>Acct. 1 - ENGINE RING.</u>							
	4% of Cost of Reproduction New of Road Accounts 3 to 47, inclusive	100		§	37419	.04	1,497	1,497
	<u>ACCOUNTS 71 - 77 - GENERAL EXPENDITURES</u> <u>Accounts 71 to 75 and 77 - General Expenditures.</u>							
	1 1/2% of Cost of Reproduction New of Road Accounts 1 to 47, inclusive (except Account 2 - Land)	53		§	38916	.015	584	310
	<u>Account 76 - Interest During Construction.</u>							
	6% per annum of Cost of Reproduction New for 3 months, of Road Accounts 1 to 47, inclusive (except Account 2 - Land) and of General Expenditures, 71 to 75 and 77.							
	Interest period 3 months							
	Total on 1 to 47				38916			
	" " 71 to 75 and 77				584			
		53		§	39500	.015	593	314
	6% per annum of Cost of Reproduction New for 3 months on Equipment Accounts 51 to 58, inclusive	75			19622446	.015	294,337	220,753
	Total Account 76	75					294,930	221,067
	Total All		75				295,514	221,377

Revised page prepared by direction of the Commission Mar. 31, 1931.

INTERSTATE COMMERCE COMMISSION

Owner **Western Maryland Railway Company**

BUREAU OF VALUATION

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

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

Approved: **John R. Thompson.**

13-100

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Where but a single percentage is stated it represents both per cents.		UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
		Condition Per Cent.	Per Cent. New			Per Unit. (4)	New, Total. (5)	Less Depreciat. (6)

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

**Flat Cars:**

Nos. 16032, 16062, 16147, 16197, 16235, 16240, 16242, 16435, 16455, 16498, 16575, 16582, 16589, 16603, 16611, A.C.&F.Co., 1906, capacity 80,000; steel under-frame

48	58	Each	15	814	12,210		
<b>Total for Account 53</b>			58		12,210	7,082	

**Acct. 76 - INTEREST DURING CONSTRUCTION.**

Approved: **Louis Hood.**

6% per annum of Cost of Reproduction New for 3 months on Equipment Accounts 51 to 58 inclusive

58		\$	12210	.015	183	106	
<b>Total Account 76</b>			58		183	106	

INTERSTATE COMMERCE COMMISSION

Owner Baltimore Fidelity Warehouse Company BUREAU OF VALUATION

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

Val. Section No. \_\_\_\_\_ 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.

ACCT. NO.	TITLE	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 Deprec. (6)
56		<u>FLOATING EQUIPMENT</u> <small>(I. C. C. classification.)</small>							
	Launches:	"Fidelity" Length 42', 25 H.P. Gas Engine	44	45	each	1		1,200	540
	Covered Barges - Wood Hull	"A", Built 1905, 40x16x3	44		"	1		1,200	528
		"B", Built 1905, 66x20x5	44		"	1		2,000	880
		Total for Acct. 56.		44		3		4,400	1,948

Acct. 75 INTEREST DURING CONSTRUCTION

APPROVED LOUIS HOOD.

6% per annum of Cost of Reproduction New for 3 months  
on Equipment, Accounts 51 to 58 inclusive

Total acct. 76

44	\$	4400	.015	66	2
44				66	2

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner: Marah Refrigerator Co.

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

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

Approved: John R. Thompson

LOCATION: \_\_\_\_\_ Where but a single percentage is stated it represents both per cents.

ACCT. NO.	TITLE	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost of New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
							Per Unit.	New, Total.	Less Depreciat.
			(1)	(2)	(3)	(4)	(5)	(6)	
						\$	\$	\$	
		<u>FREIGHT TRAIN CARS</u> <small>(L. C. C. classification.)</small>							
		Refrigerator Cars; Nos. 34005-34029; M.R.T. & C. Co; 1912; capacity 60,000; wood body, steel underframe.	64	68	each	25	1152	28,800	19,564
		Total for Account 58		68		25		28,800	19,564

Acct. 76 INTEREST DURING CONSTRUCTION.

Approved Louis Hood.

		8% per annum of Cost of Reproduction New for 3 months on equipment Accounts 51 to 58 inclusive.	68			28800	.105	432	294
		Total Account 76		68				432	294