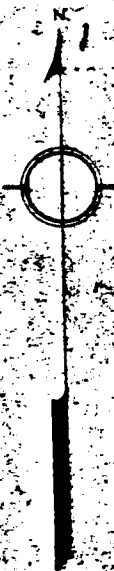


Legend
 ——— Atlanta And West Point Rail Road.



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

MAP OF THE ATLANTA AND WEST POINT RAIL ROAD

Scale 1" = 15 Miles

June 30, 1918.

#1254

EXPLANATORY TEXT

9/30/18

ATLANTA AND WEST POINT RAIL ROAD COMPANY

1. DESCRIPTION OF ROAD.

This company was chartered under special act of the Legislature of the state of Georgia, December 27, 1849 as the Atlanta and LaGrange Railroad Company. The name was changed to the present corporation December 22, 1857.

The railroad of this carrier is single track, standard gauge, steam operated, extending from Atlanta, Ga. to a junction with The Western Railway of Alabama, at West Point, Ga., on the Georgia-Alabama State Line, and from Oakland Junction to Lakewood, Ga.

The carrier has the use of the passenger and terminal facilities of the Atlanta Terminal Company at Atlanta, Ga. It also uses jointly with the lessees of the Georgia Railroad the Atlanta joint freight terminals consisting of the local freight houses and about 38.0 miles of all tracks, 2.23 miles of which tracks are situated between the station and Hulsey Junction where the carrier's tracks end.

The Central of Georgia Railway Company owns a line of track paralleling the carrier's line from East Point to Atlanta, and these tracks are operated by the two companies as a double track system.

The principal points on the carrier's line are Atlanta, LaGrange, Newnan and West Point, Ga.

Trackage Rights Acquired from Other Carriers

Val. Sec.	From	To	Station to	Tracks			All Tracks
				Main	and	Sidings	
1-Ga.	Atlanta, Ga.	East Point, Ga.	306.80 to 6.08	5.69	-	5.69	Central of Georgia Railway

Operated as double track.

2. MILEAGE AND VALUATION SECTIONS.

Wholly Owned and Used - Georgia

Val. Sec.	From	To	M.P. to	M.P.	Tracks and			All Tracks
					1st	2nd	Sidings	
1-Ga.	East Point	Atlanta	0.00	5.00	5.795	-	0.475	6.268
2-	Oakland Jct.	Lakewood	0.07	5.23	5.177	-	5.119	10.296
3-	East Point	Ca.-Ala.State Line	6.44	86.28	79.801	1.965	25.061	100.825
Total Georgia					90.773	1.965	30.653	123.389
							* 4.983	* 4.983

Wholly Owned and Used - Alabama

1-Ala.	At Lanett						0.213	0.213
Total All States					90.773	1.965	30.866	123.602
							* 4.983	* 4.983

* Jointly owned tracks 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 and 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 Terminals	
Atlanta, Ga.	Rental	Rental	Passenger station owned by Atlanta Terminal Company
			Freight terminals owned by Lessees of Georgia Railroad, and Georgia Railroad and Banking Company
East Point, Ga.	Ownership	Ownership	
Newnan, Ga.	"	Joint "	Passenger station owned 50% with Central of Georgia Ry.Co.
LaOrange, Ga.	"	Ownership	
West Point, Ga.	"	"	

4. OPERATIONS AND SERVICE

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

Atlanta, Ga.	All railroads.
East Point, Ga.	Central of Georgia Railway Company.
LaGrange, Ga.	Atlanta Birmingham & Atlantic Railway Company.
	Macon and Birmingham Railway Company
Newnan, Ga.	Central of Georgia Railway Company
West Point, Ga.	Chattahoochee Valley Railway Company
	The Western Railway of Alabama.

5. IMPORTANT JOINT FACILITIES

In addition to joint facilities hereinbefore mentioned, all terminal facilities at West Point, Ga.-Ala., owned either by the carrier or by the Western Railway of Alabama are pooled and used jointly by both carriers.

TRUCKAGE RIGHTS GRANTED TO OTHER CARRIERS

Val.	From	To	Station	Main Yard		Industrial		Truck	Trucks	Miles	Miles	Miles	Carriers
				Truck	Trucks	Truck	Trucks						
300.	Atlanta, Ga.	East Point, Ga.	305.89	5.92	5.60	0.34	0.06	5.86					Central of Georgia Railway

6. CHARACTERISTICS OF COUNTRY

(a) Topography:

The country traversed by this road is slightly rolling.

(b) Geology:

The soil is a red sandy clay.

(c) Climate:

The mean annual temperature is 65 degrees Fahrenheit, ranging from an average of 45 degrees in winter to 80 degrees in summer, with a mean annual rainfall of 55 inches.

(d) Development - Farm:

The lands adjacent to the carrier's line are well cultivated, corn and cotton being the staple crops.

(e) Development - Industrial:

Cotton milling is the principal industry.

7. PHYSICAL CHARACTERISTICS OF ROAD.

The maximum curvature is 3 degrees. The maximum grade is 1.17 percent.

8. ROAD.

Account 3 - Grading

The grading averages about 40,000 cubic yards per mile, with 6 percent solid rock and 14 percent loose rock classification.

Account 4 - Tunnels and Subways

There is one tunnel on the line 246 feet long, lined with concrete, brick and stone.

Account 5 - Bridge, Trestles and Culverts

The bridges are generally girder and truss spans, the most important of which is over the Chattahoochee river, and consists of five through truss and one deck plate girder spans, single track on two brick and concrete abutments and five stone and concrete piers, total length 702 feet. The most important concrete structure is over Stockade creek and Ormwood avenue, and consists of one 18 ft. span 144 ft. long and one 62.5 ft. span 22 ft. long. Pile and frame trestles are used for the smaller streams.

Account 6 - Ties

The ties used in the carrier's track are principally pine with some cypress.

Account 7 - Rails

The carrier's main track is laid principally with 80-pound new rail.

Account 11 - Ballast

Gravel, stone and cinders are the materials used for ballast.

8. ROADS (Cont'd.)

Account 14 - Station and Office Buildings

The carrier's station buildings are chiefly of frame construction, except at the important towns where brick structures have been built.

Account 15 - Water Stations

Water stations are of elevated pine and metal tank types of 50,000 and 60,000 gallon capacity.

Account 26 - Telegraph and Telephone Lines

The ownership of telegraph and telephone lines is as follows:

Val. Secs.	State		Miles Pole lined owned by Railroad	Miles pole line joint 50% with L. & N. R. R. Co.
1	Georgia	Atlanta and West Point Rail Road Company	8.00	
2	"	"	.89	4.35
3	"	"	79.51	
		Total	88.40	4.75

The Western Union Telegraph Company owns and uses 141.28 miles of pole line along this carrier's right of way. No contract is in effect however for the operation of the telegraph lines.

Account 27 - Signals and Interlockers

The carrier has 2 mechanical and 1 electric interlocker on its line 1.945 miles double track and 30.5 miles single track is protected by automatic signal system.

9. EQUIPMENT.

Account 51 - Steam Locomotives

The carrier owns and uses the following steam locomotives:

Passenger locomotives	7
Freight "	7
Switching "	5
Total	19

Account 53 - Freight Train Cars

The carrier owns and uses 745 freight-train cars.

Account 54 - Passenger Train Cars

The carrier owns and uses 34 passenger-train cars.

Account 57 - Work Equipment

The carrier owns and uses 55 units of work equipment, the most important being one steam derrick and one pile driver. The carrier also owns and uses jointly with the Western Railway of Alabama one business car, which is included in the above number of units.

10. ENGINEERING AND GENERAL EXPENDITURES.

Account 1 - Engineering

Engineering has been estimated at 4 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.

11. INVENTORY OF PHYSICAL PROPERTY

No subsidence or unusual construction was encountered in the inventory of this carrier's property.

INTERSTATE COMMERCE COMMISSION

Owner Atlanta and East Point 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

15-000

(1)	LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent	Per Cent to Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
							Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
		Acct. No. <u>51</u> Title <u>STEAM LOCOMOTIVES</u> (I. C. C. classification.)					\$	\$	\$
		No. 21; Type 4-6-0, Switching Service, Cylinders 20"x26", total light weight 84 tons. Rogers Locomotive Works, 1900	27	31	each	1		13,170	4,083
		No. 33; Type 4-4-0, Passenger service, Cylinders 18" x 24", Total light weight 74 tons Baldwin Locomotive Works, 1891	91	24	"	1		11,420	2,741
		No. 200; Type 6-6-0, Switching Service, Cylinders 19"x26", total light weight 78 tons. American Locomotive Works, 1912	78	79	"	3	12500	37,500	29,625
		No 210; Type 2-6-0, Switching service, Cylinders 20"x26", total light weight 93 tons American Locomotive Works, 1912	58	61	"	1		14,712	8,974
		Nos. 227-231; Type 4-6-0, Freight service, Cylinders 21"x28", total light weight 103 tons. various Builders, 1903-1912	63	65	"	5	17000	85,000	55,250
		Nos. 225,226; Type 4-6-0, Freight service, Cylinders 21"x28", total light weight 106 tons, Superheated. Rogers Locomotive Works, 1903-1907	44	47	"	2	18200	35,400	17,108
		No. 250; Type 4-6-2, Passenger service, cylinders 22"x28", total light weight 130 tons Rogers Locomotive Works, 1907	53	56	"	1		21,000	11,760
		No. 260; Type 4-6-0, Passenger service, Cylinders 21"x28", total light weight 112 tons Rogers Locomotive Works, 1906	49	52	"	1		18,300	9,516
		Nos. 270,271; Type 4-6-0, Passenger service, Cylinders 20"x26", total light weight 88 tons Rogers Locomotive Works, 1899	40	44	"	2	14000	28,000	12,320
		Nos. 280,281; Type 4-6-2, Passenger service, Cylinders 24"x28", total light weight 150 tons, Superheat American Locomotive Co. 1913	81	82	"	2	24500	49,000	40,180
		Total for Valuation Section		61		19		314,502	191,557
		<u>ACCOUNT 53 - FREIGHT TRAIN CARS</u>							
		Caboose:							
		Nos. 501-508; Capacity 40,000 lbs., eight wheel, length 37'3" wood body and underframe W.Ry. of Ala., 1903-1917	58	63	each	8	930	7,440	4,687
		Furniture Cars:							
		Nos 2500-2524; Capacity 65,000 lbs. wood body and underframe. L. & N.R.R.Co., 1906	46	54	"	19	900	17,100	9,234
		Box Cars:							
		Nos 2600-2699; Capacity 60,000 lbs. wood body and underframe. various Builders 1907-1912	69	73	"	83	747	62,001	46,261
		Nos. 2700-2799; Capacity 65,000 lbs. wood body and underframe Various Builders, 1905-1912	50	57	"	74	705	52,170	29,737
		Nos. 2800 -2834; Capacity 60,000 lbs. wood body and underframe Ensign Mfg.Co., 1887	16	26	"	8	638	5,104	1,327
		Nos. 2900-2999; Capacity 60,000 lbs. wood body and underframe. various Builders 1901-1912	38	47	"	66	715	47,190	22,179

Owner Atlanta and West Point 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

LOCATION.

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

(1)	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent. of Cost to Reprod.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciat (6)
Acct. No. <u>53</u>	Title <u>FREIGHT TRAIN CARS</u> (I. C. C. classification.)							
	Box Cars: (Cont'd.)							
	Nos. 3000-3099; capacity 60,000 lbs., wood body and underframe, Various builders, 1896-1918	28	36	Each	39	660	25,740	9,72
	Nos. 3100-3199; capacity 60,000 lbs., wood body and underframe, Various builders, 1890-1909	18	28	"	38	624	19,968	5,76
	Nos. 3201-3264; capacity 60,000 lbs., wood body and underframe, W.Ry. of Ala., 1901-1918	92	93	"	56	706	40,948	38,06
	Flat Cars:							
	Nos. 3500-3577; capacity 80,000 lbs., wood body and underframe, Various builders, 1906-1918	74	78	"	49	660	32,346	25,26
	Nos. 3600-3635; capacity 80,000 lbs., wood body and underframe, W.Ry. of Ala., 1903-1917	75	79	"	20	660	13,200	10,44
	Nos. 3725-3794; capacity 60,000 lbs., wood body and underframe, Various builders, 1896-1916	79	83	"	17	480	8,160	6,72
	Nos. 3800-3829; capacity 60,000 lbs., wood body and underframe, Various builders, 1901-1918	90	92	"	23	600	13,800	12,60
	Gondola Cars:							
	Nos. 3914-3999; capacity 60,000 lbs., wood body and underframe, Various builders, 1899-1912	42	51	"	21	698	14,658	7,44
	Nos. 4000-4083; capacity 80,000 lbs., wood body and underframe, Various builders, 1903-1913	46	55	"	77	775	59,675	32,81
	Nos. 4100-4149; capacity 100,000 lbs., steel body and underframe, second hand 1913, A.C.&F.Co., 1906	70	77	"	50	802	40,100	30,20
	Nos. 4200-4218; capacity 80,000 lbs., wood body and underframe, W.Ry. of Ala., 1915-1917	96	97	"	19	696	13,224	12,82
	Flat Cars:							
	Nos. 4500-4559; capacity 80,000 lbs., wood body and steel underframe, Various builders, 1911-1918	75	79	"	59	792	45,728	36,91
	Nos. 4600-4625; capacity 60,000 lbs., wood body and underframe, W.Ry. of Ala., 1917	97	97	"	23	590	13,570	13,10
	Total for Valuation Section				67	745	533,116	355,31

Acct. 54 - PASSENGER TRAIN CARS

Baggage Cars:

No. 30, length 61', 6 wheel plated trucks, wood body and underframe, Pullman Co., 1897

44 47 Each 1 5,429 2,51

Nos. 31, 32, length 53', 4 wheel plated trucks, wood body and underframe, Various builders, 1884-1892

37 40 " 2 4014 8,028 3,21

INTERSTATE COMMERCE COMMISSION

Owner Atlanta and West Point 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

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent.	Per Cent Ret.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION		
						Per Unit. (7)	New, Total. (8)	Less Depreciation. (6)
Acct. No. <u>56</u>	Title <u>PASSENGER TRAIN CARS</u> (I. C. C. Classification.)							
	Baggage Cars (cont'd.)							
	No. 33; Length 60', 6-wheel plated trucks wood and underframes St. Charles Car Co., 1906	60	62	each	1		4,868	3,019
	No. 34, 35; Length 61', 6-wheel plated trucks wood body and underframes. Various Builders, 1894-1898	42	44	"	2		10,120	4,453
	No. 38; Length 71', 6-wheel steel trucks wood body and steel underframe. St. Louis Car Co., 1907	75	77	"	1		8,505	6,549
	No. 40; Length 61', 6-wheel plated trucks wood body and underframes. Barney & Smith, 1903	60	62	"	1		5,113	3,170
	Baggage & Mail Cars:							
	No. 36; Length 71', 6-wheel plated trucks composite body and steel underframes. A. & W.P. R.R. Co., 1906	68	70	"	1		7,972	5,530
	No. 37; Length 63', 6-wheel plated trucks, wood body and steel underframe. Ohio Falls Car Co., 1899.	49	53	"	1		6,219	3,236
	Coaches:							
	No. 43, 45; Length 52', 4-wheel plated trucks, wood body and underframes. St. Charles Car Co., 1896	37	39	"	2	5538	11,076	4,320
	No. 49, 51, 52; Length 55', 4-wheel plated trucks, wood body and un erframe. Various Builders, 1897-1900	46	48	"	3	6372	19,116	9,176
	No. 53, 54; Length 59', 4-wheel plated trucks, wood body and underframes. Pallman Co., 1899	48	50	"	2	6257	12,514	6,257
	No. 55-60; Length 66', 6-wheel plated trucks, wood body and underframe. St. Louis Car Co., 1906	67	68	"	6	10165	60,990	41,473
	No. 61, 62; Length 80', 6-wheel cast steel trucks, wood body and steel underframe. A. C. & F. Co., 1912	86	87	"	2	12899	25,798	22,444
	No. 63, 64, 65; Length 66', 6-wheel steel trucks, steel body and underframe. A.C. & F. Co., 1914	90		each	3	14972	44,916	40,424
	No. 66, 67; Length 70', 6-wheel steel trucks, steel body and underframe A.C. & F. Co., 1915	93		"	2	15061	30,122	29,013
	Postal Cars:							
	No. 93, 94; Length 61', 6-wheel cast steel trucks, steel body and underframe. A.C. & F. Co., 1911	84	85	"	2	11238	22,476	19,105
	Dining Cars:							
	No. 400; Length 65', 6-wheel plated trucks, wood body and underframe St. Charles Car Co., 1896	47	48	"	1		17,333	8,520
	Parlor Cafe Car:							
	No. 402; Length 72', 6-wheel plated trucks, wood body and underframe. A. C. & F. Co., 1908	76		"	1		21,625	16,435
	Total for Valuation Section	71			34		332,321	227,797

INTERSTATE COMMERCE COMMISSION

Owner Atlanta and West Point 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

15-200

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent Per Year Rate.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acc't. No. <u>57</u>	Title <u>WORK EQUIPMENT (Cont'd.)</u> (I. C. C. classification.)							
	Bunk Cars: Nos. 301-308, 311, 312, 314, 315; capacity 50,000 lbs., wood body and underframe, Ohio Falls Car Co., 1872	13	30	Each	9	400	3,600	1,080
	Oil Supply Cars: Nos. 308, 326; capacity 60,000 lbs., wood body and underframe, Various builders, 1890-1907	36	48	"	2	400	800	392
	Signal Car: No. 320; length 54', 4 wheel wood plated trucks, wood body and underframe, St. Charles Car Co., 1897	42	45	"	1		2,032	914
	Foreman's Car: No. 354; capacity 60,000 lbs., wood body and underframe, W. Ry. of Ala., 1918	90	91	"	1		1,143	1,040
	Pile Driver: No. 329; capacity 80,000 lbs., wood body and underframe, Industrial Works, 1899	37	40	"	1		6,575	2,430
	Boarding Car: No. 319; capacity 50,000 lbs., wood body and underframe, Ohio Falls Car Co., 1872	12	39	"	1		250	98
	Foreman's Car: No. 321; capacity 80,000 lbs., wood body and underframe, Ohio Falls Car Co., 1872	11	29	"	1		400	116
	Tool Cars: Nos. 316, 322; capacity 50,000 lbs., wood body and underframe, Ohio Falls Car Co., 1872	12	39	"	2	250	500	195
	Nos. 306, 328; capacity 60,000 lbs., wood body and underframe, Various builders, 1890-1908	36	48	"	2	400	800	392
	Total for Valuation Section	61			53		71,267	43,330

ACCOUNT 76 - INTEREST DURING CONSTRUCTION

Approved: Louis Hood

6% per annum for 3 months of cost of reproduction new on
Equipment Accounts 51 to 58, inclusive

66	1241106	.015	18,617	12,287
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VIRGINIA

NORTH CAROLINA

SOUTH CAROLINA

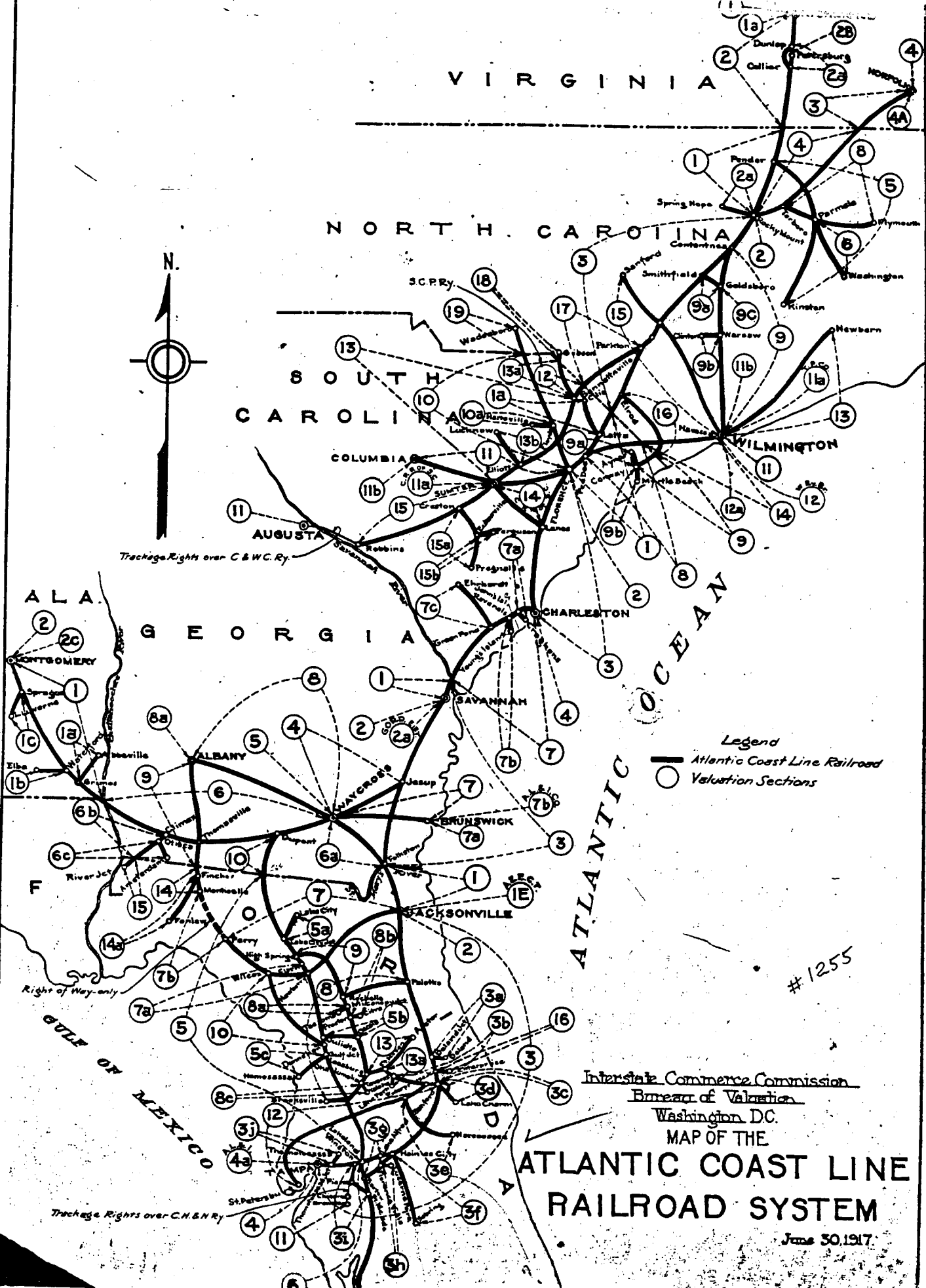
ALA.

GEORGIA

F

GULF OF MEXICO

ATLANTIC OCEAN



Legend
— Atlantic Coast Line Railroad
○ Valuation Sections

#1255

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

MAP OF THE ATLANTIC COAST LINE RAILROAD SYSTEM

June 30, 1917.

Trackage Rights over C. & N. Ry.

Trackage Rights over C. & W. Ry.

Right of Way only

EXPLANATORY TEXT

ATLANTIC COAST LINE RAILROAD COMPANY

1. DESCRIPTION OF ROAD.

The Atlantic Coast Line Railroad Company was incorporated April 23, 1900 changing the name of the Atlantic Coast Line Railroad Company of Virginia and merging into it the Norfolk and Carolina Railroad Company, Wilmington and Weldon Railroad Company, Atlantic Coast Line Railroad Company of South Carolina and the Southeastern Railroad Company.

The property operated by the carrier is a standard gauge, steam operated railroad serving the south Atlantic seaboard and extending from Richmond, Va., where it connects with lines from the north, southward to Port Tampa, Fla., with branches extending to ports upon the Gulf coast of Western Florida. The system is located in the states of Virginia, North Carolina, South Carolina, Georgia, Florida and Alabama. The main stem is double tracked from Richmond, Va., to Parkton, N.C., from Pee Dee to Florence, S.C. from Lanes to Charleston, S.C. and from Folkston, S.C., to Jacksonville, Fla., aggregating a total of about 332 miles. With the exception of these sections the entire road is single tracked.

The total mileage operated exclusive of portion used under trackage rights, is 4417.334 miles of road and 6185.786 miles all tracks.

OWNED AND USED.

The property owned and used by the carrier consists of 4562.731 miles of road and 6115.150 miles of all tracks and forms practically the entire system. The main stem extends from Richmond, Va., southward through Rocky Mount and Fayetteville, N.C., Florence and Charleston, S.C., Jacksonville, Fla., to Port Tampa, Fla. This line has branches to Norfolk, Va., to Kinston and to Wilmington and New Bern, N.C., to Columbia and to Sumter, S.C., to Augusta to Albany and to Brunswick, Ga., and a branch crossing Georgia to Montgomery, Ala. It also has a network of branches in Florida reaching southward and westward from Jacksonville and serving the gulf coast ports.

Miles of all tracks, owned and used, includes 0.087 miles of 36" gauge and 1.263 miles of 24" gauge yard tracks and sidings. The carrier also owns and uses 2.891 miles of single rail laid in standard gauge track.

WHOLLY OWNED BUT NOT USED.

The carrier owns a total of 8,004 miles of road, 8,491 miles all tracks and certain other property which it does not use but leases exclusively to others as follows:

To Virginia Railway and Power Company (non-carrier) 3.170 miles of road and 3.368 miles all tracks at Petersburg, Va.

To Southern Railway Company certain terminal wharves and docks at Piners Point (Norfolk), Va.

To Florida East Coast Railway Company 4.834 miles of road and 5.014 miles all tracks from Enterprise to Enterprise Junction, Fla.

To Mobile and Ohio Railroad Company 0.079 miles of sidings at Montgomery, Ala.

JOINTLY OWNED AND USED.

The carrier jointly owns and uses 50% with the Seaboard Air Line Railway Company 0.515 miles of road and 3.696 miles all tracks at Wilmington, N.C.

WHOLLY USED BUT NOT OWNED.

The carrier operates exclusively under lease a total of 51.570 miles of road, and 60.812 miles all tracks and other properties owned by others as follows:

Tidewater Power Company consisting of 0.956 miles of road and 1.434 miles all tracks at Wilmington, N.C., known as the Wilmington Dummy Line.

Central Railroad Company of South Carolina consisting of 40.202 miles of road and 46.758 miles of all tracks extending from Sumter to Lanes, S.C.

South Carolina Pacific Railway Company consisting of 10.412 miles of road and 12.620 miles of all tracks extending from N.C.-S.C. State Line to Bennettsville, S.C.

Gordon Estate consisting of certain wharf and dock facilities at Savannah, Ga.

WHOLLY USED BUT NOT OWNED (contd)

Atlantic Land & Improvement Company consisting of certain wharf and dock facilities at Brunswick, Ga., and Fort Tampa, Fla.

JOINTLY USED BUT NOT OWNED.

The carrier jointly leases and uses with others a total of 2,518 miles of road and 6,048 miles all tracks as follows:

Wilmington Railway Bridge Company consisting of 2,518 miles of road and 3,563 miles all tracks from Hilton to Navassa (Wilmington) N.C., used 50% with the Seaboard Air Line Railway Company.

Atlantic and East Coast Terminal Company consisting of 2,485 miles of yard tracks and terminal facilities at Jacksonville, Fla., used 50% with Florida East Coast Railway Company.

USED UNDER TRACKAGE RIGHTS.

In the operation of its system the carrier uses under limited trackage right agreements 51.47 miles of road of other carriers as follows:

Location	Owning Carrier	Miles of Road	Remarks
At Tarboro, N.C.	East Carolina Railway	5.00✓	To reach industry
Johns, N.C.	Laurinburg & Southern R.R.Co.	- x	Yards
Wadesboro, N.C.	Winston-Salem Southbound Ry. Co.	- x	Yards
At Columbia, N.C.	Southern Railway Co.	1.51x	To reach Union Station
Wilson's Mill, N.C.	Northwestern R.R.Co. of South Carolina	- x	Yards
Charleston, S.C.	North Charleston Terminal Co.	- x	Yards
Robbins, S.C. to Augusta, Ga.	Charleston & Western Carolina Ry.Co.	28.90✓	
Augusta, Ga.	Charleston & Western Carolina Ry. Co..	- ✓	Yards
Augusta, Ga.	Augusta and Summerville R.R.Co..	- ✓	Yards
Brunswick, Ga.	Southern Railway Company	2.46x	Yards
At Montgomery, Ala.	Mobile and Ohio Railroad Co.	3.15x	
At Montgomery, Ala.	Louisville and Nashville R.R.Co.	0.61x	
At Montgomery, Ala.	Belt Line Ry. Co. (at Montgomery, Ala.)	2.31x	
Pierce Jct. to Chicora, Fla.	Charlotte Harbor & Northern Ry. Co..	7.55✓	

2. MILEAGE AND VALUATION SECTIONS.

WHOLLY OWNED AND USED

Atlantic Coast Line Railroad Company - Wholly Owned and Used - Virginia

Val. :	From :	To :	1st Main Tracks :	Other Main Tracks :	Yard Tracks & Buildings :	All Tracks :
1-Va.:	Richmond Terminal and James River					
Va.:	Branch		16.020	12.023	22.930	50.973
2-Va.:	Richmond - N.C.State Line		71.883	60.034	30.508	162.425
3-Va.:	N.C.State Line	Port Norfolk	41.092	-	13.016	54.108
4-Va.:	Port Norfolk	Pinners Point	2.185	-	17.756	19.941
	Total Wholly Owned and Used in Virginia		131.180	72.057	84.210	287.447

Atlantic Coast Line Railroad Company - Wholly Owned and Used - North Carolina

1-N.C.:	Va.-N.C.State Line	Rocky Mount	45.921	45.920	15.813	107.654
2-N.C.:	Rocky Mount Terminal		-	-	0.341	0.341
2A-N.C.:	Rocky Mount	Spring Hope	5.247	3.883	48.057	57.187
3-N.C.:	Rocky Mount	N.C.-S.C.State Line	18.520	-	4.885	23.405
4-N.C.:	Rocky Mount	N.C.-Va. State Line	132.089	99.655	48.087	279.829
5-N.C.:	Ponder	Kinston	-	-	1.536	1.536
6-N.C.:	Parrale	Washington	79.712	-	24.373	104.085
8-N.C.:	Tarboro	Plymouth	86.052	-	13.583	99.635
9A-S.C.:	Contentnea	Wilmington	-	-	0.399	0.399
			25.171	-	4.031	29.202
			53.776	-	9.860	63.636
			141.786	-	34.164	175.950
			-	-	0.433	0.433
11-N.C.:	Wilmington Terminal		12.067	-	36.595	48.662
13-N.C.:	Wilmington	Seabern	83.316	-	7.646	90.962
14-N.C.:	Wilmington	N.C.-S.C. State Line	63.222	-	17.740	80.962
15-N.C.:	Wilmington	Sanford	116.111	-	22.066	138.177
16-N.C.:	Kilrod	N.C.-S.C. State Line	46.160	-	11.838	57.998
17-N.C.:	Parkton	N.C.-S.C. State Line	34.776	-	5.843	40.619
18-N.C.:	Gibson	N.C.-S.C. State Line	0.344	-	0.412	0.756
19-N.C.:	Wadesboro	N.C.-S.C. State Line	14.236	-	3.528	17.764
	Total Wholly Owned and Used in North Carolina		958.526	149.456	308.311	1,416,293
			-	-	2.709	2.709

2. MILEAGE AND VALUATION SECTIONS.

Atlantic Coast Line Railroad Company - Wholly Owned and Used - South Carolina

Val. Sec.	From	To	First Main Track	Other Main Track	Yard Tracks & Sidings	All Tracks
A-S.C.	Owned property on leased lines		-	-	-	-
1,1A-	N.C.-S.C. State					
S.C.	Line	Florence	55,004	8,249	14,489	77,742
2-S.C.	Florence Terminal		8,855	1,601	42,145	47,601
3-S.C.	Florence	Charleston	93,115	45,088	21,121	159,316
4-S.C.	Charleston Terminal		10,046	7,249	45,176	62,471
7-S.C.	Charleston	S.C.-Ga. State Line	87,854	-	24,498	111,852
7ABC-	St. Andrews, Youngs Island and					
S.C.	Waterboro branches		71,237	-	12,938	84,175
8-S.C.	N.C.-S.C. State Line	Fee Dee	29,689	-	6,393	36,082
9AB"	N.C.-S.C. State Line	Conway				
	Aynor	Murtle Beach	55,508	-	6,115	61,423
10,10A:						
S.C.	N.C.-S.C. State Line	Florence	60,708	0,226	15,037	75,971
			-	-	0,161	0,161
11AB-						
S.C.	Florence	Columbia	84,515	0,028	41,259	125,800
			-	-	10,340	10,340
13-S.C.	Bennettsville	Sumter	62,571	-	11,375	73,946
13A "	Bennettsville	S.C.-N.C. State Line	10,466	-	0,723	11,189
13B "	Elliot	Lucknow	16,729	-	2,436	19,164
15 "	Sumter	Robbins	97,604	-	20,211	117,815
15A "	Creston	Pregnalls	46,450	-	4,816	51,266
	Total Wholly Owned and Used in South Carolina		784,627	60,435	268,731	1,113,793
			-	-	11,071	11,071

Atlantic Coast Line Railroad Company - Wholly Owned and Used - Georgia

1-Ga.	Ga.-S.C. State Line	Savannah	10,789	-	3,016	13,805
			-	-	3,022	3,022
2-Ga.	Savannah Terminals		15,443	5,863	51,901	71,207
3-Ga.	Ga.-Fla. State Line	Savannah	107,546	3,141	25,063	135,750
4-Ga.	Jesup	Waycross	38,403	-	8,667	47,070
			-	-	0,401	0,401
5-Ga.	Waycross Terminals		6,026	-	42,303	48,329
6-Ga.	Waycross	Ga.-Ala. State Line	170,275	-	52,272	222,547
			-	-	0,199	0,199
6A-Ga.	Waycross	Folkston	33,508	-	3,239	36,544
6B-C"	Ga.-Fla. State Line	Amsterdam	38,646	-	2,331	40,977
7-7A"	Waycross	Brunswick	55,503	-	13,592	68,895
8-8A"	Waycross	Albany	111,169	-	26,018	137,187
			-	-	0,226	0,226
9-Ga.	Albany	Ga.-Fla. State Line	67,635	-	13,248	80,883
10-Ga.	Dupont		25,806	-	2,730	28,536
11-Ga.	Augusta Terminals		-	-	6,326	6,326
	Total Wholly Owned and Used in Georgia		678,546	9,004	250,506	938,056
			-	-	3,848	3,848

Atlantic Coast Line Railroad Company - Wholly Owned and Used - Florida

1-Fla.	Fla.-Ga. State Line	Jacksonville	33,427	33,427	4,318	71,172
2-Fla.	Jacksonville Terminals		17,954	5,453	48,094	71,501
3,3A"	Jacksonville	Tampa	238,787	-	77,089	315,876
			-	-	0,807	0,807
3BCD"	Tavares Br. Sanford, Everglades and					
	Lake Charm Branch		55,116	-	5,275	60,391
3E-Fla.	Apoka	Harcossee	47,916	-	2,581	50,497
3F-Fla.	Haines City	Sebring	46,250	-	5,949	52,199
3GH "	Bartow and Big Island Branches		21,347	-	3,334	24,681
3IJ "	Winston Boons Valley and					
	Thonotosassa Branches		41,202	-	20,119	61,321
			-	-	0,654	0,654
4-Fla.	Tampa Terminal		12,617	1,140	35,179	48,936
5-Fla.	Fla.-Ga. State Line	Lakeland	208,099	-	72,931	281,030
5A-Fla.	Lake Jet.	Lake City	18,974	-	4,290	23,264
5B-Fla.	Juliette	Ocala	20,965	-	2,692	23,657
5C-Fla.	Gulf Jet.	Homasassa	21,877	-	2,663	24,540
6-Fla.	Lakeland	Fort Meyers	114,031	1,179	30,261	145,471
7-Fla.	Jacksonville	Perry	157,628	-	26,471	184,099
7A-Fla.	Clark	Newberry	25,969	-	14,052	40,021

2. MILEAGE AND VALUATION SECTIONS.

Atlantic Coast Line Railroad Company - Wholly Owned and Used - Florida

Val. :	From :	To :	1st :	Other :	Yard :	All :
Sec. :			Main Tracks :	Main Track :	Tracks & Sidings :	Tracks :
8A3C-Fla.:	Plakka	Brooksville	166.436:	-	25.380	191.815
9-Fla.:	High Springs	Rochelle	33.085:	-	15.137	48.190
10-Fla.:	Dunnellon	Wilcox	50.110:	-	3.478	53.588
11-Fla.:	Sidings at Brewster		-	-	1.841	1.841
12-Fla.:	Sanford	St. Petersburg	144.650:	-	21.470	166.120
13,13A:						
Fla.:	Astor and Lane	Park Branches	48.762:	-	6.677	55.439
14-Fla.:	Ca.-Fla. State Line	Monticello	11.752:	-	1.308	15.060
14A-"	Fincher	Fanlew	31.791:	-	1.166	32.957
15-Fla.:	Fla. State Line	River Jct.	2.619:	-	3.112	5.631
Total Wholly Owned and Used in Florida			1571.231:	41.199	434.867	2047.297
			-	-	1.461	1.461

Atlantic Coast Line Railroad Company - Wholly Owned and Used - Alabama

1-Ala.:	Ca.-Ala. State Line	Montgomery	139.435:	-	31.001	170.436
1A-Ala.:	Grimes	Abbeville	-	-	0.987	0.987
1B-Ala.:	Waterford	KElba	26.906:	-	2.392	29.298
1C-Ala.:	Spragus	Luverne	37.172:	-	3.761	40.933
2-Ala.:	Montgomery Terminal		33.173:	-	2.095	35.266
Total Wholly Owned and Used - Alabama			1.935:	-	14.320	16.255
			238.621:	-	53.567	292.188
			-	-	0.987	0.987
Total Wholly Owned and Used - All States			4362.731:	332.151	1400.192	6095.074
			-	-	20.076	20.076

WHOLLY OWNED BUT NOT USED.

Atlantic Coast Line Railroad Company - Wholly Owned but not Used - Virginia
Exclusively Leased to Virginia Railway and Power Company (non-carrier)

2B - Va.:	At Petersburg (Western Br.)		3.170	-	0.228	3.398
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Exclusively Leased to Southern Railway Company

4A-Va.:	At Pinners Point - Norfolk		-	-	-	-
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Atlantic Coast Line Railroad Company - Wholly Owned but Not Used - Florida
Exclusively Leased to Florida East Coast Railway Company

16-Fla.:	Enterprise	Enterprise Jct.	4.834	-	0.180	5.014
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Atlantic Coast Line Railroad Company - Wholly Owned but Not Used - Alabama
Exclusively Leased to Mobile and Ohio Railroad Company

2C-Ala.:	At Montgomery, Ala.		-	-	0.079	0.079
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Total Wholly Owned but Not Used - All States			8.004	-	0.467	8.491
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JOINTLY OWNED AND USED.

Jointly Owned and Used 50% by Atlantic Coast Line Railroad Company and 50% by Seaboard Air Line Railway Company - North Carolina

11B-N.C.:	At Wilmington		0.615	-	0.867	1.302
12-N.C.:	At Wilmington (along F.Ry. Br.)		-	-	2.314	2.314
Total Jointly Owned and Used 50% A.C.L. and 50% S.A.L. - All States			0.615	-	3.181	3.696

WHOLLY USED BUT NOT OWNED

Atlantic Coast Line Railroad Company - Used Exclusively under Lease - North Carolina
Owner - Tidewater Power Company

11-N.C.:	At Wilmington (Wilmington Dummy Line)		0.956	-	0.478	1.434
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Atlantic Coast Line Railroad Company - Used Exclusively Under Lease - South Carolina
Owned - Central Railroad Company of South Carolina

11A-S.C.:	At Sumter		0.718	-	-	0.718
14-S.C.:	Sumter	Lanes	39.484	-	6.556	46.040
Total Wholly Leased from C.R.R.Co. of S.C.			40.202	-	6.556	46.758

12-S.C.:	S.C.-S.C. State Line	Bennettsville	10.412	-	2.208	12.620
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Total - Used Exclusively under Lease - South Carolina:			50.614	-	8.764	59.378
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3. FERMINI. (contd)

Location	Basis of Use		Remarks
	Freight Terminal	Passenger Terminal	
Goldsboro, N.C.	: Ownership	: Rental ✓	: Passenger station owned by Goldsboro Union : Station Co.
Sanford, N.C.	: Ownership	: Rental ✓	: Passenger station owned by Seaboard Air Line : Ry. Co. and Southern Ry. Co.
Fayetteville, N.C.	: Ownership	: Ownership	:
Wadesboro, N.C.	: Ownership	: Joint : Ownership ✓	: Passenger station owned jointly with Seaboard : Air Line Ry. Co.
Florence, S.C.	: Ownership	: Ownership	:
Charleston, S.C.	: Ownership	: Rental ✓	: Passenger station owned by Charleston Union : Station Co.
Sumter, S.C.	: Ownership	: Ownership	:
Columbia, S.C.	: Ownership	: Rental ✓	: Passenger station owned by Columbia Union : Station Co.
Darlington, S.C.	: Ownership	: Ownership	:
Bennetsville, S.C.	: Ownership	: Ownership	:
Savannah, Ga.	: Ownership	: Rental ✗	: Passenger station owned by Savannah Union : Station Co.
Augusta, Ga.	: Rental ✓	: Rental ✓	: Passenger station owned by Augusta Union : Station Co. Freight station owned by Charleston : and West Carolina Ry. Co.
Brunswick, Ga.	: Ownership	: Ownership	:
Waycross, Ga.	: Ownership	: Ownership	:
Thomasville, Ga.	: Ownership	: Ownership	:
Albany, Ga.	: Ownership	: Rental ✓	: Passenger station owned by Albany Passenger : Terminal Company.
Dothan, Ala.	: Ownership	: Ownership	:
Troy, Ala.	: Ownership	: Joint : Ownership ✗	: Passenger station owned jointly with Central : R.R.Co. of Georgia.
Montgomery, Ala.	: Rental ✗	: Rental ✓	: Freight terminals owned by The Belt Line Ry.Co. : (of Montgomery, Ala.) Passenger station owned : by Louisville and Nashville R.R.Co.
Jacksonville, Fla.	: Lease ✓	: Rental +	: Freight station owned by the Atlantic and East : Coast Terminal Co. and leased jointly with : Florida East Coast Ry. Co. Passenger station : owned by Jacksonville Terminal Co.
Palatka, Fla.	: Ownership	: Ownership	:
Sanford, Fla.	: Ownership	: ownership	:
Orlando, Fla.	: Ownership	: Ownership	:
Lakeland, Fla.	: Ownership	: Ownership	:
Plant City, Fla.	: Ownership	: Joint : Ownership +	: Passenger station owned jointly with Seaboard : Air Line Ry. Co.
Tampa, Fla.	: Ownership	: Rental ✗	: Passenger terminal owned by Tampa Union Station : Co.

3. FERMINI (contd)

Location	Basis of Use		Remarks
	Freight Terminal	Passenger Terminal	
Port Tampa, Fla.	: Lease	: Lease	: Terminals owned by Atlantic Land & Improvement Co.
Ocala, Fla.	: Ownership	: Ownership	
St. Petersburg, Fla.	: Ownership	: Ownership	
Bartow, Fla.	: Ownership	: Joint Ownership	: Passenger station owned jointly with Seaboard Air Line Railway Company
Port Myers, Fla.	: Ownership	: Ownership	

4. CONNECTIONS WITH OTHER ROADS:

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

CONNECTIONS BY RAIL.

(see below for connections by water)

<u>Location</u>	<u>Carrier</u>
Achan, Fla.	- Charlotte Harbor & Northern Railway Company
Ahaskie, N.C.	- Wellington & Powellville Railroad Company
Alapaha, Ga.	- Ocala Southern Railroad Company
Albany, Ga.	- Central of Georgia Railway Company
	- Georgia Northern Railway Company, The
	- Georgia Southwestern and Gulf Railroad Company - The
	- Seaboard Air Line Railway Company
Alcolu, S.C.	- Alcolu Railroad Company
Arcadia, Fla.	- Charlotte Harbor & Northern Railway Company
Archer, Fla.	- Seaboard Air Line Railway Company
Ardilla, Ala.	- Alabama, Florida & Southern Railroad Company
Augusta, Ga.	- Augusta Southern Railroad Company
	- Central of Georgia Railway Company
	- Charleston & Western Carolina Railway Company
	- Georgia and Florida Railway
	- Georgia Railroad
	- Southern Railway Company
Barnwell, S.C.	- Southern Railway Company
Bennettsville, S.C.	- Bennettsville and Cheraw Railroad Company
Bishopville, S.C.	- Seaboard Air Line Railway Company
Boone, Va.	- Southern Railway Company
Boston, Ga.	- Georgia Northern Railway Company - The
Brockville, Fla.	- Tampa Northern Railroad Company
Brunswick, Ga.	- Atlanta, Birmingham and Atlantic Railway Company
	- Southern Railway Company
Burroughs, Ga.	- Seaboard Air Line Railway Company
Cairo, Ga.	- Welham & Havana Railroad Company
Callahan, Fla.	- Seaboard Air Line Railway Company
Camden Crossing, S.C.	- Southern Railway Company
Canilla, Ga.	- Hawkinsville & Florida Southern Railway Company
Capitola, Fla.	- Seaboard Air Line Railway Company
Charleston, S.C.	- Seaboard Air Line Railway Company
	- Southern Railway Company
Chatmar, Fla.	- Standard and Hernando Railroad Company
Cheraw, S.C.	- Chesterfield and Lancaster Railroad Company
	- Seaboard Air Line Railway Company
Clio, S.C.	- Seaboard Air Line Railway Company
Collier, Va.	- Norfolk and Western Railway Company
Columbia, S.C.	- Columbia, Newberry and Laurens Railroad Company
	- Seaboard Air Line Railway Company
	- Southern Railway Company
Cowarts, Ala.	- Alabama Florida & Gulf Railroad Co.
Darlington, S.C.	- Seaboard Air Line Railway Company
Denmark, S.C.	- Seaboard Air Line Railway Company
	- Southern Railway Company

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

CONNECTIONS BY RAIL

(See below for connections by water)

<u>Location</u>	<u>Carrier</u>
Dillon, S. C.	North and South Carolina Railroad Company - The
Lotham, Ala.	Central of Georgia Railway Company
Drexel, Fla.	Tampa Northern Railroad Company
Dunn, N.C.	Durham and Southern Railway Company
Dunnellon, Fla.	Seaboard Air Line Railway Company
Kurhardt, S.C.	Bowberg, Kurhardt & Walterboro Railway
Esperia, Va.	Southern Railway Company
Enterprise, Fla.	Florida East Coast Railway Company
Fayetteville, N.C.	Aberdeen and Rockfish Railroad Company
Florence, S.C.	Norfolk Southern Railroad Company
Gainesville, Fla.	Seaboard Air Line Railway Company
Gibson, N.C.	Seaboard Air Line Railway Company
	Tampa and Jacksonville Railway Company
	Rockingham Railroad Company
	Seaboard Air Line Railway Company
	Norfolk Southern Railroad Company
	Southern Railway Company
	Norfolk Southern Railroad Company
	Hampton & Branchville Railroad and Lumber Company
	Southern Railway Company
	Seaboard Air Line Railway Company
	Georgia Southern and Florida Railway Company
	Virginia and Carolina Southern Railroad Company
	Florida East Coast Railway Company
	Georgia Southern and Florida Railway Company
	Seaboard Air Line Railway Company
	Blakely Southern Railroad Company
	Virginian Railway Company - The
	Georgia Southern and Florida Railway Company
	Southern Railway Company
	Laurinsburg & Southern Railroad Company
	Seaboard Air Line Railway Company
	Charlotte Harbor & Northern Railway Company
	Norfolk Southern Railroad Company
	Seaboard Air Line Railway Company
	Georgia Southern and Florida Railway Company
	Seaboard Air Line Railway Company
	Seaboard Air Line Railway Company
	Seaboard Air Line Railway Company
	Seaboard Air Line Railway Company
	Live Oak, Perry & Gulf Railroad Company
	Seaboard Air Line Railway Company
	Georgia Coast & Piedmont Railroad Company
	Seaboard Air Line Railway Company
	Flemington, Hinesville and Western Railway Company
	Raleigh and Charleston Railroad Company
	Seaboard Air Line Railway Company
	Southern Railway Company
	Tampa and Jacksonville Railway Company
	Central of Georgia Railway Company
	Louisville and Nashville Railroad Company
	Mobile and Ohio Railroad Company
	Seaboard Air Line Railway Company
	Western Railway of Alabama - The
	Seaboard Air Line Railway Company
	Seaboard Air Line Railway Company
	Seaboard Air Line Railway Company
	Wilmington, Brunswick & Southern Railroad Company
	Milltown Lumber Company - The (Milltown Air Line Railway)
	Norfolk Southern Railroad Company
	Ocala & Southwestern Railroad Company
	Seaboard Air Line Railway Company
	Atlanta, Birmingham and Atlantic Railway Company
	Orangeburg Railway
	Southern Railway Company
Konticello, Fla.	
Morrison, Fla.	
Navassa, N.C.	
Naylor, Ga.	
New Barn, N.C.	
Ocala, Fla.	
Offerman, Ga.	
Orangeburg, S.C.	

CONNECTIONS BY RAIL.

(See below for connections by water)

<u>Location</u>	<u>Carrier</u>
Orange City Jet., Fla.	Florida East Coast Railway
Orlando, Fla.	Seaboard Air Line Railway Company
Oserk, Ala.	Central of Georgia Railway Company
Palatka, Fla.	Florida East Coast Railway Company
	Georgia Southern and Florida Railway Company
Felham, Ga.	Flint River & Northeastern Railroad Company - The
Pembroke, N.C.	Seaboard Air Line Railway Company
Ferry, Fla.	Live Oak, Perry & Gulf Railroad Company
	South Georgia Railway Company - The
Petersburg, Va.	Norfolk and Western Railway Company
	Seaboard Air Line Railway Company
Pinetloom, Ga.	Ocala, Pinetloom and Valdosta Railroad Company
Plant City, Fla.	Seaboard Air Line Railway Company
Plymouth, N.C.	Norfolk Southern Railroad Company
Port Norfolk, Va.	New York, Philadelphia and Norfolk Railroad Company
	Norfolk and Portsmouth Belt Line Railroad Company
	Southern Railway Company
Fragalls, S.C.	Raleigh and Charleston Railroad Company
Preetorville, N.C.	South Georgia Railway Company - The
Quitman, Ga.	Chesapeake and Ohio Railway Company - The
Richmond, Va.	Richmond, Fredericksburg and Potomac Railroad Company - The
	Southern Railway Company
River Jet., Fla.	Apalachicola Northern Railroad Company
	Louisville and Nashville Railroad Company
	Seaboard Air Line Railway Company
	Charleston & Western Carolina Railway Company
	Seaboard Air Line Railway Company
	St. Petersburg and Gulf Railway Company
	Atlantic and Western Railroad Company
	Seaboard Air Line Railway Company
	Southern Railway Company
	Central of Georgia Railway Company
	Seaboard Air Line Railway Company
	Southern Railway Company
	Norfolk and Western Railway Company
	Norfolk Southern Railroad Company
	Southern Railway Company
	Northwestern Railroad Company of South Carolina
	Seaboard Air Line Railway Company
	Southern Railway Company
	Hawkinsville & Florida Southern Railway Company
	Tampa Northern Railroad Company
	Seaboard Air Line Railway Company
	East Carolina Railway
	Seaboard Air Line Railway Company
	Atlanta, Birmingham and Atlantic Railway Company
	Atlanta, Birmingham and Atlantic Railway Company
	Georgia Southern and Florida Railway Company
	Charlotte Harbor and Northern Railway Company
	Central of Georgia Railway Company
	Georgia and Florida Railway
	Georgia Southern and Florida Railway Company
	Valdosta, Moultrie & Western Railway Company
	Seaboard Air Line Railway Company
	Winston-Salem Southbound Railway Company
	Atlantic & Carolina Railroad Company
	Washington & Vandremer Railroad Company
	Atlanta, Birmingham and Atlantic Railway Company
	Waycross and Southern Railroad Company
	Waycross and Western Railroad Company
	Seaboard Air Line Railway Company
	Georgia, Florida & Alabama Railway Company
	Georgia and Florida Railway
	Seaboard Air Line Railway Company
	Norfolk Southern Railroad Company
	Northwestern Railroad Company of South Carolina
	Charleston & Western Carolina Railway Company

4. CONNECTIONS WITH OTHER ROADS: (contd)

PORTS AND WATER CONNECTIONS

<u>Location</u>	<u>Port or Connection</u>
Alaga, Ala.	Chattahoochee River. Boat connection
Astor, Fla.	St. Johns River. " "
Bainbridge, Ga.	Flint River. " "
Brunswick, Ga.	Ocean Port.
Charleston, S.C.	Ocean Port.
Crystal River, Fla.	Crystal River. Boat Connection
Doctortown, Ga.	Altamaha River. Boat Connection
Istachatta, Fla.	Chattahoochee River. " "
Jacksonville, Fla.	Ocean Port.
Jacksonville, N.C.	New River. Boat connection
Lane Park, Fla.	Lake Harris. " "
Leesburg, Fla.	Lake Griffin. " "
New Bern, N.C.	Pamlico Sound. Boats to Sound and Coast Points.
Old Town, Fla.	Savannah River. Boat connection
Palatka, Fla.	St. Johns River. " "
Pinners Point, Va.	Ocean Port.
Plymouth, N.C.	Albemarle Sound. Boats to Sound Points
Pollockville, N.C.	Trent River. Boat connection
Port Tampa, Fla.	Ocean and Gulf ports.
St. Petersburg, Fla.	Tampa Bay.
Sanford, Fla.	St. Johns River. Boat connection
Savannah, Ga.	Ocean port.
Union, N.C.	Chowan River. Boat connection to River and Sound Points
Vandemere, N.C.	Pamlico Sound. Boats to Sound Points.
Washington, N.C.	Pamlico Sound. " " " "
Wilmington, N.C.	Ocean port.
Youngs Island, S.C.	Savannah River. Boat connections
Ft. Myers, Fla.	Caloosahatchee River and Gulf.
Punta Gorda, Fla.	Charlotte Harbor and Gulf.

5. IMPORTANT JOINT FACILITIES.

In addition to parts of other roads used by the Atlantic Coast Line Railroad Company, under trackage rights agreements, and terminal property used with other carriers as hereinbefore noted, this company shares jointly with other carriers under trackage rights agreement the use of 346.13 miles of its owned railroad and other facilities the most important of which are the following:

<u>Location</u>	<u>Carrier</u>	<u>Miles of Tracks</u>	<u>Remarks</u>
Richmond, Va. to Petersburg, Va.	Norfolk and Western Ry. Co.	22.45	
Pinners Point, Va. to Selma, N.C.	Southern Railway Co.	150.50	
Hope Mills, N.C.	Virginia and Carolina Southern Ry. Co.	3.00	Yard and terminal facilities
Washington, N.C.	Washington and Vandemere R.R. Co.	-	" " " " "
Sumter, S.C.	Northeastern R.R. Co. of S.C.	-	" " " " "
Magnolia Jct. to Charleston, S.C.	Southern Railway Co.	2.18	
Hardeeville, S.C. to Central Junction, Ga.	Southern Railway Company	16.00	
Central Junction, Ga. to Jacksonville, Fla.	Southern Railway Company	152.00	
Brunswick, Ga.	Southern Railway Company	-	" " " " "
River Junction, Fla.	Louisville and Nashville R.R. Co.	-	" " " " "
River Junction, Fla.	Seaboard Air Line Ry. Co.	-	" " " " "
Palatka, Fla.	Florida East Coast Ry. Co.	-	" " " " "

6. CHARACTERISTICS OF COUNTRY.

(a) Topography.

The region traversed by the main stem of this road is only slightly undulating. Branches of the eastward pass through a low country while to the westward they encounter a region which is from slightly undulating to quite rolling.

(b) Geology.

The geology of the surface is uniform excavation consisting of loam and clay. Very little rock was encountered.

(c) Climate.

The mean annual temperature of this region ranges from 55 degrees in the north to 70 degrees in the south. In the north the temperature ranges from zero to 100 degrees while in the south it ranges from 10 degrees to about the same high. The mean annual rainfall is about 50 inches and about the same for all points in the system.

(d) Development - Farm

The country traversed by this system is mostly fertile farm land producing cotton, tobacco, vegetables and fruits.

(e) Development - Industrial

Industrial development in this region consists largely of products of cotton, tobacco, the manufacture of lumber and fertilizers and mining of phosphate rock.

7. PHYSICAL CHARACTERISTICS OF ROAD.

The maximum and ruling grades and curvature are shown in the following table prepared by the carrier.

Division	From	To	Max. Grade		Ruling Grade		Max. Curve	Remarks
			N	S	N	S		
Main Line	Richmond	So. Rocky Mt.	0.60	0.72	0.45	0.55	2°30'	
"	So. Rocky Mt.	Florence	0.60	0.60	0.60	0.57	3°00'	
"	Florence	Savannah	0.65	0.60			2°00'	Grades very short
"	Savannah	Jacksonville	0.60	0.70	0.50	0.60	2°00'	Grades are few & very short
"	Jacksonville	Sanford	1.20	1.00			1-5°00'	do
"	Sanford	Port Tampa	1.25	1.25			5°00'	do
Important Branch	So. Rocky Mt.	Norfolk	0.60	0.60	0.60	0.60	2°40' 1-6° & 2-5° at No. end.	do
"	Wilmington	Contentnea	0.65	0.80	0.65	0.57	1-3° on Belt Line at Goldsboro 1°00'	Grades few & short
"	"	Florence	0.60	0.60			2°00'	Grades are merely short undulations
"	Florence	Suiter	0.60	0.60			1°00'	do
"	"	Columbia	1.14	1.00	1.14	1.00	3°00'	Grades are short
"	Suiter	Robbins	0.60	1.00	0.60	0.60	3°00'	
"	Florence	Wadesboro Jct.	0.80	0.60	0.80	0.60	5°00'	

7. PHYSICAL CHARACTERISTICS OF COUNTRY. (contd)

Division	From	To	Max. Grade		uling Gr.		Max. Curve	Remarks
			N	S	N	S		
Imp. Branch	Jesup	Waycross	0.80	0.80			0°30'	Grades merely short undulations
"	Waycross	Folkston	0.60	0.60	0.50		2°00'	Grades are short.
"	"	Thomasville	0.85	0.65	0.80	0.85	1°00'	
"	Thomasville	Lothan	1.24	1.24	0.90	1.00	4°00' 1- 6°00'	Maximum grade is short.
"	Dothan	Montgomery	1.30	1.30	1.20	1.20	6°00'	
"	Waycross	Albany	1.30	1.30	0.90	1.10	4°00'	
"	DuPont	High Springs	1.31	0.88	0.80	0.80	4°00'	
"	High Springs	Lakeland	1.25	1.25			4°00'	Grades very short

8. ROAD.

Account 3- Grading

The volume of grading on all lines is small averaging about 16,000 cubic yards per mile for the entire road. Of the total excavation about one per cent is loose rock and one per cent solid rock.

Account 5 - Tunnels and Subways.

There are no tunnels on the system.

Account 6- Bridges, Trestles and Culverts.

Bridges on the main line in general are of steel superstructures on concrete or masonry supports. There are about twenty bridges on the system which cost to reproduce new over \$70,000 each. Important bridges are the James River Viaduct at Richmond, Va., the Appomattox River Viaduct at Petersburg, Va.; Weldon Viaduct crossing the Roanoke River near Weldon, N.C.; Pee Dee River Bridge at Lee Dee, S.C., the Santee River viaducts south of Florence, S.C., two crossings of the Savannah River and one of the Altamaha River in Georgia, and the Hillsboro River bridge at Tampa, Fla. Nearly all of these bridges have draw spans.

Account 8 - Ties

The carrier has about 15 per cent of the ties on its line treated with creosote. The untreated 85 per cent is made up about as follows: 43 per cent cypress, 35 per cent pine and 7 per cent oak.

The number of ties per mile of main track averages about 2,800.

Account 9 - Rail.

The main line and important branch lines are laid almost entirely with 85-pound rail in main track. On the lesser branch lines there is some relay, 56, 50 and 40-pound rail.

Account 11 - Ballast.

Gravel, run of the pit and washed, and sand are the principal materials used for ballast. Cinders from engine terminals and broken stone are also used. Some of the branch lines are unballasted.

Account 13 - Light of Way Fences.

A portion of the carriers right of way is fenced barbed wire being the prevailing type of fence used.

Account 15 - Crossings and Signs.

The highways crossing the carriers tracks are generally at grade. The most dangerous are protected by automatic electric or manually operated alarms or gates. There are a few overgrade crossings of timber trestles.

8. ROAD. (Cont'd.)

Account 16 - Station and Office Buildings:

Most of the buildings in this account are standard frame combination passenger and freight stations and standard frame shelters. At many of the important cities and towns the stations are of brick.

Exceptional buildings of importance are: The station and general office buildings at Wilmington, N.C. which is a six story brick structure with passenger station occupying the first floor and reinforced concrete concourse passing over the tracks to the wharves; a reinforced concrete fireproof record building at Wilmington, N.C.; and the Byrd Street Passenger Station at Richmond, Va. which is a three story brick building with timber and wrought iron train shed. Modern brick passenger stations are located at Rocky Mount, N.C., Florence, S.C., Waycross, Ga., Sanford, Fla., Lakeland, Fla., and St. Petersburg, Fla. Brick freight stations of importance are at Richmond, Va., Wilmington, N.C., Wilson, N.C., Tampa, Fla., Palatka, Fla., and St. Petersburg, Fla. Important frame freight houses are at Norfolk, Va., Wilmington, N.C., Charleston, S.C. and Savannah, Ga.

Account 17 - Roadway Buildings:

The buildings in this account are mostly standard frame tool houses and section hand dwellings. The most important structures are a ballast crushing plant at Elm City, N.C. and a creosoting plant at Gainesville, Fla.

Account 18 - Water Stations:

Water stations are mostly equipped with wood tanks of 50,000 gallons capacity on timber supports and brick foundation. Stations have their own water supply which usually consist of steam pumps taking water from wells or streams. There are six important water softening plants in Florida, located at Moncrief, Port Tampa, Prairie Junction, Dunnellon, Grocm, and Ocala.

Account 19 - Fuel Stations:

Fuel stations are mostly of the trestle and platform type. There are about ten mechanical stations on the system.

Account 20 - Shops and Engine Houses:

Important shops are located at South Rocky Mount, N.C., Florence, S.C., and Waycross, Ga. The shops at Rocky Mount and Waycross are equipped to handle major repairs to locomotives and cars. The buildings are of brick, concrete and steel.

Engine houses of importance are at Richmond, Va., Wilmington, N.C., South Rocky Mount, N.C., Florence, S.C., Waycross, Ga., Savannah, Ga., Thomasville, Ga., Moncrief, Fla., and Lakeland, Fla. Buildings at Richmond, Va., and South Rocky Mount, N.C., are enclosed brick structures, the one at Wilmington, N.C., is enclosed frame, but the prevailing type is frame construction without side walls.

Account 23 - Wharves and Docks:

Wharves and docks are generally of pile and timber construction.

Account 24 - Coal and Ore Wharves:

There are extensive facilities at Port Tampa, Fla., for the exportation of phosphate rock.

Account 26 - Telegraph and Telephone Lines:

The ownership of telegraph and telephone lines on the Atlantic Coast Line Railroad is as follows:

		Miles of Pole Line on carrier's right of way State owned by carrier but used Jointly with West'n U.T.Co.	Miles of Pole Line on carrier's right of way wholly owned and used by Western Union Tel. Co.
Atlantic Coast Line Railroad Company	Ya.	0.00	152.91
" " " " "	N.C.	0.00	970.47
" " " " "	S.C.	17.40	780.76
" " " " "	Ga.	221.89	458.45
" " " " "	Fla.	500.38	961.37
" " " " "	Ala.	239.76	0.00
Total	All	979.43	3303.94

8. ROAD. (Cont'd.)

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

Under the terms of an agreement of October 14, 1902 the carrier grants to the Western Union Telegraph Company the use of its owned telegraph property reserving preferential use for the operation of its trains. The telegraph company in return grants to the carrier for the operation of its trains preferential use of all Western Union Telegraph Company property upon the carrier's right of way. The contract also provides that the railroad will furnish transportation over its own lines of men and material and the unskilled labor used in the construction and maintenance of all lines to which the railroad company has preferential use.

The railroad company claims ownership or equity in the Western Union Telegraph Company's property located upon the railroad right of way. This property has not been included in this report.

The property inventoried to the carrier under this account has been shown as jointly used with the Western Union Telegraph Company but the carrier has been credited with the whole cost in grand summary of property owned and used.

Account 27 - Signals and Interlockers:

The carrier has 82 interlocking plants on its lines, 62 are mechanically and 20 are electro-mechanically operated and 11 gates and signals at crossings that are not interlocked.

322.2 miles of double tracks are equipped with automatic block signals. 396 train order signals and 8 switch signals are used.

Account 28 - Power Plant Buildings:

Important buildings in this account are located at South Rocky Mount, N.C., and Waycross, Ga. These are modern brick buildings.

9. EQUIPMENT.

Account 51 - Steam Locomotives:

Atlantic Coast Line Railroad Company owns and uses 744 steam locomotives as follows:

Switching service	159
Mixed service	311
Freight service	246
Passenger service	48

Account 53 - Freight Train Cars:

Atlantic Coast Line Railroad Company owns and uses 29,364 freight train cars as follows:

Flat cars	5411
Logging flat cars	230
Box cars	21730
Log cars	516
Phosphate cars	358
Furniture cars	8
Automobile cars	121
Stock cars	54
Caboose cars	297
Gondola cars	147
Hopper cars	487
Refrigerator cars	5

Account 54 - Passenger Train Cars:

Atlantic Coast Line Railroad Company owns and uses 697 passenger train cars.

Account 56 - Floating Equipment:

Atlantic Coast Line Railroad Company owns and uses 13 freight barges, 3 car floats, 2 passenger barges and 2 tugs. It leases a tug from Atlantic Land & Improvement Company.

Account 57 - Work Equipment:

Atlantic Coast Line Railroad Company owns and uses 1363 units of work equipment. The most important of these are 14 business cars, seven pile drivers, two derrick cranes, 4 wrecking cranes, 9 locomotive cranes, 5 steam shovels and a suction dredge. It leases a pile driver and tenders from Atlantic Land & Improvement Company.

10 - ENGINEERING AND GENERAL EXPENDITURES.

Account 1 - Engineering:

Engineering has been estimated at 4 per cent upon Road Accounts 3 to 47, inclusive, except on Valuation Sections 1-Va., 4a-Va., 2-N.C., 11-N.C., 2-S.C., 2-Ga., 5-Ga., 2-Fla., and 4-Fla. where 5 per cent was estimated.

INTERSTATE COMMERCE COMMISSION

Owner Atlantic Coast Line Railroad Company

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. Unallocated

Miles Main Line, _____

Miles all Tracks, _____

6/30/17

Approved: John R. Thompson

12-990

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 New			Per Unit (4)	New, Total (5)	Less Depreciation (6)
Acct. No.	Title	(I. C. C. classification)		(2)	(3)	\$	\$	\$
51	STEAM LOCOMOTIVES							
	Nos. 1434-1435, Type 0-4-0, cylinders 17" x 22", switching service, total light weight 49 tons Baldwin, 1905-12.	78	60	Each	2	7634.00	15,268	12,214
	No. 1173, Type 0-6-0, cylinders 16" x 24", switching service, total light weight 39 tons, Baldwin, 1890	20	25	"	1		6,901	1,725
	Nos. 1172-1190, Type 0-6-0, cylinders 16" x 24", switching service, total light weight 48 tons Rhode Island & Rogers, 1886-1898	18	23	"	13	7657.00	102,141	23,492
	Nos. 191-196, Type 0-6-0, cylinders 17" x 24", switching service, total light weight 61 tons Rogers, 1886-8	18	24	"	4	9165.00	36,660	8,798
	Nos. 105-125, Type 0-6-0, cylinders 18" x 24", switching service, total light weight 53 tons, Baldwin, 1889-1903	30	35	"	17	9048.00	153,816	53,836
	No. 116, Type 0-6-0, cylinders 18" x 26", switching service, total light weight 61 tons Baldwin, 1888	18	24	"	1		9,341	2,242
	Nos. 121-123, Type 0-6-0, cylinders 18" x 26", switching service, total light weight 75 tons American, 1901	53	56	"	3	10827.00	32,481	18,189
	Nos. 126-190, Type 0-6-0, cylinders 19" x 24", switching service, total light weight 66 tons Baldwin, 1904-10	64	67	"	65	10176.00	661,440	443,165
	Nos. 1100-1125, Type 0-6-0, cylinders 19" x 24", switching service, total light weight 74 tons Baldwin, 1912-13	65	66	"	26	11189.00	290,914	250,186
	Nos. 1126-1132, Type 0-6-0, cylinders 19" x 24", switching service, total light weight 79 tons, superheated Baldwin, 1916-17	100	100	"	7	13182.00	92,274	92,274
	Nos. 1463-1469 & 1476, Type 4-4-0, cylinders 16" x 24", mixed service, total light weight 53 tons, Baldwin & Rogers, 1883-1889	19	24	"	6	8275.00	49,650	11,916
	Nos. 520-526 & 544-563, type 4-4-0, cylinders 17" x 24", mixed service, total light weight 54 tons Rogers - Baldwin - American, 1883-1891	18	23	"	20	8721.00	174,420	40,117
	Nos. 512 & 529-536, Type 4-4-0, cylinders 17" x 24", mixed service, total light weight 63 tons Various, 1886-1894	24	29	"	12	9662.00	115,944	33,624
	Nos. 2-63 & 508-515, Type 4-4-0, cylinders 18" x 24", mixed service, total light weight 61 tons Rogers Baldwin, 1885-1891	19	25	"	53	9306.00	493,218	123,305
	Nos. 5-17 & 45-76, Type 4-4-0, cylinders 16" x 24", mixed service, total light weight 66 tons Baldwin, Rhode Island, 1886-1893	22	27	"	21	10030.00	210,630	56,870
	Nos. 93-94, Type 2-4-2, cylinders 19" x 24", passenger service, total light weight 87 tons Baldwin, 1895	27	32	"	2	12541.00	25,082	8,026
	Nos. 88-97, Type 4-4-2, cylinders 19" x 24", passenger service, total light weight 84 tons Baldwin, 1894-97.	25	30	"	8	12113.00	96,904	29,071

INTERSTATE COMMERCE COMMISSION

Owner Atlantic Coast Line Railroad Company.

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. Unallocated.

Miles Main Line, _____

Miles all Tracks, _____

Approved: John R. Thompson.

LOCATION.	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 New.			Per Unit.	New, Total.	Less Depreciation.
Acct. No.	Title	(1)	(2)	(3)	(4)	(5)	(6)	
	STEAM LOC MOTIVES (COMPD.) (I. C. C. classification.)							
	Nos. 98-99, Type 4-4-2, cylinders 19" x 26", passenger service, total light weight 88 tons. Baldwin, 1900.	43	47	Each	2	12885.00	25,770	12,112
	No. 600, Type 2-6-0, cylinders 15" x 24", freight service, total light weight 56 tons, secondhand 1914. Baldwin, 1907.	83	84	"	1		7,499	6,299
	Nos. 610-622, Type 2-6-0, cylinders 17" x 24", freight service, total light weight 54 tons. Baldwin 1883-5. 1632	17	23	"	5	8235.00	41,175	9,470
	Nos. 627-657, Type 2-6-0, cylinders 17" x 24", freight service, total light weight 65 tons. Baldwin Rhode Island, 1887-1891.	18	24	"	13	9713.00	126,269	30,305
	No. 659, Type 2-6-0, cylinders 18" x 24", freight service, total light weight 67 tons, secondhand 1914. Baldwin, -	83	86	"	1		3,472	2,986
	Nos. 660-664, Type 2-6-0, cylinders 18" x 24", freight service, total light weight 69 tons. Baldwin Rogers, 1890-1892.	20	26	"	5	10110.00	50,550	13,143
	Nos. 665-670, Type 2-6-0, cylinders 18" x 24", freight service, total light weight 78 tons. Baldwin, 1894-1896.	32	37	"	6	11204.00	67,224	24,873
	Nos. 1251-1254, Type 4-6-0, cylinders 17" x 24", freight service, total light weight 56 tons. Baldwin, 1881-1892.	19	24	"	3	8742.00	26,226	6,294
	No. 1258, Type 4-6-0, cylinders 17" x 24", freight service, total light weight 68 tons. Rhode Island, 1888.	15	21	"	1		10,078	2,116
	Nos. 300-304 & 1259-1268, Type 4-6-0, cylinders 18" x 24", freight service, total light weight 65 tons. Various, 1890-1895.	21	27	"	13	9853.00	128,089	34,594
	No. 1269, Type 4-6-0, cylinders 18" x 24", freight service, total light weight 74 tons. Baldwin, 1901.	48	52	"	1		10,846	5,640
	No. 303, Type 4-6-0, cylinders 19" x 24", freight service, total light weight 57 tons. Baldwin, 1885.	20	25	"	1		8,820	2,205
	No. 306, Type 4-6-0, cylinders 19" x 24", passenger service, total light weight 89 tons. Rogers, 1893.	23	28	"	1		12,777	3,578
	Nos. 200-205 & 312-350, Type 4-6-0, cylinders 19" x 26", freight and passenger service, total light weight 89 tons. Baldwin American, 1898-1903.	47	51	"	44	12655.00	556,820	283,978
	Nos. 212-222, & 1287-1289, Type 4-6-0, cylinders 19" x 26", passenger service, total light weight 99 tons. Rhode Island Baldwin, 1900-03.	52	55	"	14	13584.00	190,176	104,597
	Nos. 206-211, Type 4-6-0, cylinders 19" x 28", passenger service, total light weight 96 tons. Rhode Island Baldwin, 1900-02.	46	50	"	6	14058.00	84,348	42,174
	Nos. 307-309, Type 4-6-0, cylinders 20" x 24", freight service, total light weight 95 tons. Rogers, 1895-6.	30	35	"	3	13050.00	39,150	13,703

Owner Atlantic Coast Line Railroad Company

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. Unallocated

Miles Main Line, _____

Miles all Tracks.* _____

Approved: John R. Thompson

12-200

LOCATION	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. <u>51</u>	Title <u>STEAM LOCOMOTIVES- (Cont'd.)</u> (I. C. C. classification)					\$	\$	\$
	No. 1286, Type 4-6-0, cylinders 20" x 26", freight service, total light weight 80 tons Baldwin, 1900	45	48	Each	1		12,424	5,964
	Nos. 351-399, 900-956; & 1280-1285; Type 4-6-0, cylinders 20" x 26", freight service, total light weight 98 tons, Baldwin American, 1898-1907	62	65	"	112	13359.00	1,496,208	972,535
	Nos. 223-254 & 957-1011; Type 4-6-0, cylinders 20" x 26", mixed service, total light weight 102 tons, Baldwin, 1905-1910	69	71	"	87	14172.00	1,232,964	875,404
	Nos. 1012-1044; Type 4-6-0, cylinders 20"x26", freight service, total light weight 111 tons, superheated. Baldwin, 1912-13	86	87	"	53	17638.00	582,054	506,337
	No. 1290-1295; Type 4-6-0, cylinders 20" x 28", freight service, total light weight 99 tons Rhode Island, 1900	45	49	"	6	14108.00	84,648	41,478
	Nos. 261-274; Type 4-6-2, cylinders 22" x 28" passenger service, total light weight 142 tons, Baldwin, 1911	80	81	"	14	19714.00	275,996	223,557
	Nos. 275-286 & 400-455; Type 4-6-2, cylinders 22" x 28", mixed service, total light weight 145 tons, superheated. Baldwin, 1912-16.	89	90	"	68	20876.00	1,419,568	1,277,611
	No. 260; Type 4-6-2, cylinders 22" x 28", passenger service, total light weight 142 tons, superheated Baldwin, 1911	80	81	"	1		20,629	16,709
	Nos. 700-713; Type 2-8-0, cylinders 21" x 28", freight service, total light weight 101 tons Baldwin, 1901-03.	50	54	"	14	14405.00	201,670	108,902
	Nos. 714-720; Type 2-8-0, cylinders 21" x 28", freight service, total light weight 112 tons, Baldwin, 1905-11.	71	73	"	7	15126.00	105,882	77,294
	Nos. 800-819; Type 2-8-2, cylinders 22" x 30", freight service, total light weight 149 tons. Baldwin, 1911.	80	82	"	20	19768.00	395,360	324,195
	Total for Valuation Section	64			744		9,785,776	6,237,143

Account 53 - FREIGHT TRAIN CARS.

Flat Cars:

Nos. 1042-1991; 2340-2528; 3021-3376; Various builders; 1881-1889; Capacity 40,000 lbs.; wood underframe	20	34	Each	36	455	16,380	5,569
Nos. 2531-2527; Various; 1889; Capacity 50,000 lbs.; wood underframe	20	34	"	3	426	1,278	435
Nos. 2317, 3601-4918; 7907-7929; Various; 1896-1907; Capacity 60,000 lbs. wood underframe	20	34	"	404	526	212,504	72,251
Nos. 5001-5854; 6265-6338; 70430; Various; 1900-1903; Capacity 60,000 lbs. wood underframe	29	40	"	717	611	438,087	175,235
Nos. 5855-6049; 6704-6966; 70000-70448; various; 1905-07; Capacity 60,000 lbs.; wood underframe	57	63	"	738	611	450,918	284,078

Owner Atlantic Coast Line Railroad Company

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

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

Approved: John R. Thompson

12-980

LOCATION.	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. <u>53</u>	Title <u>FREIGHT TRAIN CARS</u> (I. C. C. classification.)					\$	\$	\$
Flat Cars: (Continued)								
	Nos. 6050-6264; Various; 1901-1902; Capacity 80,000 lbs.; wood underframe	46	55	each	187	635	118,745	65,310
	Nos. 72000-73279; SS Car Co.; 1907; Capacity 60,000 lbs.; steel underframe	50	59	"	1269	690	875,610	516,610
	Nos. 73280-73479; S. S. Car Co.; 1910; Capacity 60,000 lbs.; steel underframe	65	71	"	200	690	138,000	97,980
	Nos. 73600-73699; S. S. Car Co.; 1911; Capacity 60,000 lbs.; Steel underframe	70	75	each	100	690	69,000	51,750
	Nos. 75000-75399; A.C.L.R.R.Co.; 1914-15; capacity 60,000 lbs.; steel underframe	88	90	"	392	690	270,480	243,432
	Nos. 75400-75599; A.C.L.R.R.Co.; 1916; Capacity 60,000 lbs.; steel underframe	95	96	"	196	690	135,240	129,830
	Nos. 73700-73799; S. S. Car Co.; 1912; Capacity 80,000 lbs.; steel underframe	80	83	"	100	830	83,000	68,890
	Nos. 73800-74069; Mt. Vernon Car & Mfg. Co.; 1913; Capacity 80,000 lbs.; steel underframe	84	87	"	270	830	224,100	194,967
	Nos. 74100-74399; B. & S. Car Co.; 1913; Capacity 80,000 lbs.; steel underframe	88	90	"	300	840	252,000	226,800
	Nos. 75000-76499; Various; 1916; Capacity 80,000 lbs.; steel underframe	97	97	"	499	840	419,160	406,585
Logging Flat Cars.								
	Nos. 74400-74499; Cambria Steel Co.; 1914; Capacity 80,000 lbs.; steel underframe	90	92	"	100	1017	101,700	93,564
	Nos. 74070-74099; Mt. Vernon Car Co.; 1913; Capacity 80,000 lbs.; steel underframe	84	87	"	30	1055	31,650	27,536
	Nos. 73500-73599; S. S. Car Co.; 1910; Capacity 80,000 lbs.; steel underframe	72	76	"	100	1040	104,000	79,040
Box Cars.								
	Nos. 8432-21314; Various; 1881-1902; Capacity 40,000 lbs.; wood body and underframe	20	32	"	503	598	300,794	96,254
	Nos. 8539,8569, 17018-17174; Various 1888-1890; Capacity 50,000 lbs.; wood body and underframe	20	31	"	12	601	7,212	2,236
	Nos. 9001-22742; Various; 1883-1900; Capacity 60,000 lbs.; wood body and underframe	20	31	"	2241	660	1,479,060	458,509
	Nos. 23000-28505; Various; 1901-1907; Capacity 60,000 lbs.; wood body and underframe	30	40	"	4769	731	3,486,139	1,394,456
	Nos. 29000-33999; Various; 1906-07; Capacity 60,000 lbs.; Wood body; steel underframe	58	64	"	4891	935	4,573,085	2,926,774
	Nos. 34000-34999; Various; 1908-1909; Capacity 60,000 lbs.; wood body; steel underframe	66	71	"	988	935	923,780	655,884
	Nos. 35000-35653; 35655-37759; 37985-38159; Various; 1910-11; Capacity 60,000 lbs.; wood body; steel underframe	71	76	"	2923	935	2,733,005	2,077,084

LOCATION. Where but a single percentage is stated it represents both per cents.
CHARACTER OF PROPERTY AND DESCRIPTION.

(3)

Conditioned Per Cent.	Per Cent. at Cost of New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
				Per Unit. (4)	New Total (5)	Less Depreciation. (6)

Acct. No.	Title	(2)	(3)	(4)	(5)	(6)
FREIGHT TRAIN CARS (I. C. C. classification.)						
Nos. 35554, 37760-37984; 38160-40384; Various; 1912-13;	Capacity 50,000 lbs.; wood body; steel underframe	78 81	each	2438	935	2,279,530 1,846,419
Nos. 40385-41284; B. & S. Car Co.; 1914; Capacity 60,000 lbs.;	wood body; steel underframe	86 88	"	890	990	881,100 775,368
Nos. 41285-42034; Mt. Vernon Car Co.; 1916; Capacity 60,000 lbs.;	wood body; steel underframe	94 95	"	750	990	742,500 705,375
Nos. 42035-43560; B. & S. Car Co.; 1916-17; Capacity 60,000 lbs.;	wood body; steel underframe	97 97	each	1325	990	1,311,750 1,272,398
Log Cars.						
Nos. 7001-7749; Various; 1890-1905; Capacity 24,000 lbs.;	wood underframe	21 38	"	220	244	53,680 18,251
Nos. 7000-7745; Various; 1890-1905; Capacity 30,000 lbs.;	wood underframe	21 33	"	170	248	42,160 13,913
Nos. 7500-7683; Various; 1901; Capacity 50,000 lbs.;	wood underframe	20 32	"	83	366	30,378 9,721
Nos. 7750-7792; Various; 1907-1913; Capacity 60,000 lbs.;	wood underframe	38 47	"	43	366	15,738 7,397
Phosphate Cars.						
Nos. 8737-8822; Various; 1902-1903; Capacity 60,000 lbs.;	wood body and underframe	42 50	"	8	784	6,272 3,136
Nos. 8825-8876; Middletown Car Co.; 1907; Capacity 80,000 lbs.;	composite body and underframe	60 65	"	51	1158	59,058 38,388
Nos. 8501-8699; 8677-8925; Middletown Car Co.; 1905-07;	Capacity 80,000 lbs.; composite body and underframe	58 63	"	149	1163	173,287 109,171
Nos. 8927-8976; P. S. Car Co.; 1908; Capacity 80,000 lbs.;	composite body and underframe	64 68	"	50	1150	57,500 39,100
Nos. 8000-8049, 8824, 8825, 8977-8999; Various; 1910-11;	Capacity 80,000 lbs.; composite body and underframe	75 78	"	75	1155	86,625 67,568
Nos. 8050-8074; P. S. Car Co.; 1914; Capacity 100,000 lbs.;	wood body; steel underframe	90 92	"	25	1357	33,925 31,211
Furniture Cars.						
Nos. 13000-13003; Built 1897; Capacity 60,000 lbs.;	wood body and underframe	20 31	"	3	690	2,070 64
Nos. 13005-13011; Built 1899; Capacity 60,000 lbs.;	wood body and underframe	24 35	"	5	870	4,350 1,52
Automobile Cars.						
Nos. 13050-13064; S. S. Car Co.; 1910; Capacity 60,000 lbs.;	wood body; steel underframe	73 77	"	15	950	14,250 10,97
Nos. 13065-13170; B. & S. Car Co.; 1914; Capacity 60,000 lbs.;	wood body; steel underframe	87 89	"	106	1009	105,954 95,16
Stock Cars.						
No. 140066; Built 1902; Capacity 40,000 lbs.;	wood body and underframe	20 32	"	1		600 19

INTERSTATE COMMERCE COMMISSION

Owner Atlantic Coast Line Railroad Company

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. Unallocated

Miles Main Line, _____

Miles all Tracks.* _____

Approved: John R. Thompson

12-000

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. at Cost New.			Per Unit.	New. Total	Less Depreciation.
Acct. No.	Title	(1)	(2)	(3)	(4)	(5)	(6)	
53	FREIGHT TRAIN CARS (I. C. C. classification.)							
	Nos. 140067-140151; Various; 1881-1899; Capacity 60,000 lbs.;							
	wood body and underframe	20	32	each	33	614	20,262	6,484
	Nos. 140153-140175; A. C. L. R. R. Co.; 1902-07; Capacity 60,000 lbs.;							
	wood body and underframe	30	40	"	20	614	12,280	4,912
	Caroose Cars.							
	Nos. 50108-50230, 50406, 50417, 50432; Built 1882-1888; length 31 ft.;							
	wood body and underframe	24	32	"	68	980	66,640	21,325
	Nos. 50238-50324; A. C. L. R. R. Co.; 1900-1906;							
	wood body and underframe	41	47	"	57	966	64,722	30,419
	Nos. 50325-50405, 50407-50416, 50418-50431; A.C.L.R.R. Co.; 1906-1911;							
	wood body and underframe	53	67	"	96	963	92,448	61,940
	Nos. 50433-50501, Various; ¹⁹¹² 1921-14;							
	wood body and underframe	84	86	"	66	977	64,482	55,455
	Gondola Cars.							
	Nos. 800000-80149; A. C. & F. Co.; 1904; Capacity 80,000 lbs.;							
	composite body; steel underframe	42	54	"	147	680	99,960	53,978
	Hopper Cars.							
	Nos. 80200-80699; B. & S. Car Co.; 1907; Capacity 80,000 lbs.;							
	composite body; steel underframe	55	62	"	487	896	435,352	270,538
	Refrigerator Cars.							
	Nos. 13470-13474; Built 1901; Capacity 40,000 lbs.;							
	wood body and underframe	35	41	"	5	1250	6,250	2,563
	Total for Account #53				66	29364	24,210,050	15,504,608

INTERSTATE COMMERCE COMMISSION

Owner Atlantic Coast Line Railroad Company.

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

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

Approved: John R. Thompson

LOCATION.	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.	Age Per Cent.			(3) Per Unit.	(5) New, Total.	(6) Less Depreciation.
Acct. No. 54.	Title PASSENGER TRAIN CARS. (I. C. C. classification.)							
	Coaches:							
	Nos. 19, 20, 56, 65, 73, 81, 88, 93, 94, 102, 117, 123, 125, 170, 720, 722-725, 741-743, 745, 748, 775-770; length 40'-50', wood body and underframe, wood plated 4-wheel trucks. Built 1866-1891.	22	24	Each	27	4400.00	118,800	28,512
	Nos. 12, 15, 50, 55, 59, 60, 66, 69-72, 74, 75, 77, 78, 80, 82-84, 86, 87, 89-92, 95-97, 101, 103-106, 124, 127-136, 138-156, 158-160, 164-167, 171-181, 183-190, 727-740, 744, 750-763; length 46'-50', wood body and underframe, wood plated 4-wheel trucks. Built 1870-1900.	26	28	"	118	4775.00	563,450	157,766
	No. 85; length 47', wood body and underframe, wood plated 4-wheel trucks, secondhand 1911. Built 1884.	82	83	"	1		2,041	1,694
	Nos. 98, 99, 108-110, 112, 114; length 46'-50', wood body and underframe, wood plated 4-wheel trucks. Built 1889-1893.	31	33	"	7	5273.00	36,911	12,191
	Nos. 200-203, 205-226, 229, 230; length 56'-62', wood body and underframe, wood plated 4-wheel trucks. Various builders, 1899-1900.	45	47	"	28	6632.00	185,696	87,277
	Nos. 227, 228, 231-233; length 62', wood body and underframe, wood plated 4-wheel trucks. Various builders, 1895-1901.	45	47	"	5	7451.00	37,255	17,510
	Nos. 240-299; 900-931; length 61', wood body and underframe, wood plated 4-wheel trucks. Various, 1905-1907.	72	73	"	92	7212.00	663,504	484,350
	Nos. 234-239; length 61', wood body and underframe, wood plated 4-wheel trucks. Pullman, 1904.	63	64	"	6	8111.00	48,666	31,146
	Nos. 932-937; length 61', wood body and steel underframe, metal frame 4-wheel trucks. Nicks L. & C. Co., 1910.	76	77	"	6	9490.00	56,940	45,814
	Nos. 944-968; length 61', wood body and steel underframe, metal frame 4-wheel trucks. Pullman Co., 1911.	80	81	"	25	9423.00	235,575	190,816
	Nos. 969-980; length 61', wood body and steel underframe, metal frame 4-wheel trucks. Pullman Co., 1912.	83	84	"	12	8485.00	101,820	85,529
	Nos. 993-998; length 74', steel body and underframe, metal frame 6-wheel trucks. American C. & F. Co., 1915.	93	93	"	6	14346.00	86,076	80,051
	Nos. 999, 1000; length 74', steel body and underframe, metal frame 6-wheel trucks. Pullman Co., 1916.	97	97	"	2	14550.00	29,100	28,227
	Nos. 1001-1010; length 74', steel body and underframe, metal frame 6-wheel trucks. Pullman Co., 1917.	100	100	"	10	15129.00	151,290	151,290
	Coaches (Chair):							
	No. 930; length 61', wood body and steel underframe, metal frame 4-wheel trucks. American C. & F. Co., 1911.	80	81	"	1		10,533	8,532

INTERSTATE COMMERCE COMMISSION

Owner Atlantic Coast Line Railroad Company

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

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

Approved: John R. Thompson

12-900

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost of New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciation (6)
Acct. No. <u>54</u>	Title <u>PASSENGER TRAIN CARS (Cont'd.)</u> (I. C. C. classification)					\$	\$	\$
Express Cars (Cont'd.):								
	Nos. 403, 803, 805, 808-814, 816-819, 821-825, 827-830, 832, 870, 871, 873, 895-898; length 47'-53', capacity 25000 - 40000 lbs., wood body and underframe, wood 4-wheel trucks Built 1881-1899	24	28	Each	31	3218.00	99,758	27,932
	No. 886; length 52', capacity 25000 lbs., wood body and underframe, composite 4-wheel trucks. Built 1898	37	40	"	1		5,243	1,297
	Nos. 404-408, 802, 834, 836, 840, 899; length 53', capacity 35000 lbs., wood body and underframe, composite 4-wheel trucks; Atlantic Coast Line R.R., 1902	50	53	"	10	3317.00	33,170	17,590
	Nos. 400-402, 833, 837, 839, 841-856, 867, 874-880, 882-894; length 51'-55', capacity 30000 -35000 lbs., wood body and underframe, wood plated 4-wheel trucks Built 1888-1896	25	29	"	43	3410.00	146,630	42,523
	No. 820; length 61', capacity 25000 lbs., wood body and underframe, composite 4-wheel truck. Built 1885	20	25	"	1		4,100	1,025
	Nos. 423-445; length 63', capacity 50000 lbs., wood body and underframe, wood frame 4-wheel trucks Hicks L. & C. Co., 1906-07.	60	62	"	23	4700.00	108,100	67,022
	Nos. 409, 411, 413, 417, 418; length 63', capacity 35000 lbs. to 40000 lbs., wood body and underframe, steel frame 4-wheel trucks Built 1891-1902	26	30	"	5	5603.00	28,015	8,405
	Nos. 835, 868; length 50'-53', capacity 25000 lbs., wood body and underframe, composite 6-wheel trucks. Various, 1884-1889	20	24	"	2	3792.00	7,584	1,820
	No. 869; length 58', capacity 40000 lbs., wood body and underframe, composite 6-wheel trucks Atlantic Coast Line R.R., 1895	37	40	"	1	3840.00	3,840	1,536
	Nos. 859-865, 881; length 52', capacity 40000 lbs., wood body and underframe, composite 6-wheel trucks Various, 1893	30	34	"	8	3800.00	30,400	10,336
	Nos. 410, 412, 419, 420; length 63', capacity 50000 lbs., wood body and underframe, composite 6-wheel trucks, Built 1898-1904	37	40	"	4	5298.00	21,152	8,461
	Nos. 430-476; length 63'-64', capacity 50000 lbs., wood body and steel underframe, steel frame 4-wheel trucks. Various, 1912	83	84	"	27	5940.00	160,380	134,719
	Nos. 446-449; length 63', capacity 50000 lbs., wood body and steel underframe, steel frame 4-wheel trucks, Hicks L. & C. Co., 1910	77	79	"	4	5882.00	23,528	18,537
	Nos. 500-504; length 65', capacity 40000 lbs., steel body and underframe, steel frame 6-wheel trucks. American C. & F. Co., 1914.	90	91	"	5	8888.00	44,440	40,440
	Nos. 505-510; length 64', capacity 40000 lbs., steel body and underframe, steel frame 6-wheel trucks Pullman Co., 1917	100	100	"	6	9632.00	57,792	57,792

INTERSTATE COMMERCE COMMISSION

Owner Atlantic Coast Line Railroad Company.

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

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

Approved: John R. Thompson.

12-500

ACCT. NO.	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. in Use			Per Unit.	New, Total.	Less Depreciation.
		(1)	(2)	(3)	(4)	(5)	(6)	
Acct. No. <u>54.</u>	Title <u>PASSENGER TRAIN CARS (CONT'D.)</u> (I. C. Classification.)							
Passenger and Express Cars:								
	Nos. 603, 606, 608, 609, 611, 612, 642; length 40'-45', wood body and underframe, wood frame 4-wheel trucks. Built 1869-1893.	23	25	Each	7	3337.00	23,359	6,073
	Nos. 610, 614, 616, 617, 629; length 46'-47', wood body and underframe, wood frame 4-wheel trucks. Built 1881-1889.	25	28	"	5	3465.00	17,325	4,851
	No. 607; length 47', wood body and underframe, wood frame 4-wheel trucks, secondhand. Built 1881.	34	40	"	1		1,714	686
	Nos. 619, 628; length 48', wood body and underframe, wood frame 4-wheel trucks. Built 1887.	25	28	"	2	3400.00	6,800	1,904
	Nos. 620, 630-633, 640; length 49'-50', wood body and underframe, wood frame 4-wheel trucks. Built 1870-1889.	24	27	"	6	3515.00	21,090	5,694
	Nos. 634-636; length 50', wood body and underframe, composite 4-wheel trucks. Built 1899.	30	33	"	3	3912.00	11,736	3,973
	No. 653; length 54', wood body and underframe, composite 4-wheel trucks, secondhand 1914. Built 1911.	83	84	"	1		4,487	3,769
	No. 654; length 55', wood body and underframe, composite 4-wheel trucks. Built 1896.	40	42	"	1		4,693	1,971
	Nos. 651, 655, 656; length 60'-61', wood body and underframe, steel frame 4-wheel trucks. Built 1895-1899.	30	33	"	3	5936.00	17,808	5,877
	No. 657; length 61', wood body and underframe, steel frame 4-wheel trucks. Built 1905.	60	62	"	1		5,900	3,558
	Nos. 650, 652; length 61', wood body and underframe, composite 6-wheel trucks. Built 1895-1901.	40	45	"	2	5909.00	11,818	5,082
	No. 658-661; length 71', wood body and steel underframe, steel frame 6-wheel trucks. Pullman Co., 1912.	83	84	"	4	9328.00	37,312	31,342
	Nos. 662-665; length 74', steel body and underframe, steel frame 6-wheel trucks. Pullman Co., 1914.	93	93	"	4	12679.00	50,716	47,166
	Nos. 666-668; length 75', steel body and underframe, steel frame 6-wheel trucks. Pullman Co., 1916.	99	99	"	3	12953.00	38,859	38,470
Passenger, Mail and Express Cars:								
	Nos. 692-694, 696; length 42'-51', wood body and underframe, wood frame 4-wheel trucks. Built 1882-1887.	22	25	"	4	3509.00	14,036	3,509
Passenger, Baggage and Express Cars:								
	Nos. 346-349; length 45'-50', wood body and underframe, wood frame 4-wheel trucks. Built 1881-1889.	23	26	"	4	3510.00	14,040	3,650

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Atlantic Coast Line Railroad Company

Approved: John R. Thompson

Division No. Unallocated Miles Main Line, _____ Miles all Tracks, *

CHARACTER OF PROPERTY AND DESCRIPTION	Classification Code	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
				Per Unit	New, Total	Less Depreciation
		(2)	(3)	(4)	(5)	(6)

Acct. No. 54 Title PASSENGER TRAIN CARS - (Cont'd.)
(I. C. C. classification)

Dining Cars:

Norfolk, Richmond, Wilmington, Charleston, Savannah, Montgomery, Jacksonville, & Tampa; length 77', steel body and underframe, steel frame 6-wheel trucks. Pullman Co., 1913

87	87	Each	8	23000.00	176,000	153,120
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Postal Cars:

No. 558; length 61', wood body and underframe, wood plated 6-wheel trucks
Built 1901

54	56	"	1		6,912	3,871
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No. 562; length 61', wood body and underframe, wood plated 6-wheel trucks
Hicks L. & C. Co., 1907

70	72	"	1	7440.00	7,440	5,357
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Nos. 564-571; length 82', steel body and underframe, steel frame 6-wheel trucks
Pressed S.C. Co., 1912

86	87	"	8	10027.00	80,216	69,788
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Total for Valuation Section

63			697		4,396,938	2,777,191
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Acct. No. 56 - FLOATING EQUIPMENT.

Covered Barges - Wood Hull;

Nos. 1-4; 95' x 26' x 4'; 125 net tons, Thomas, 1889

35		Each	4	3313.00	13,252	4,638
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Nos. 9, 12, 14-16; Length 118'-121' Built 1904-1912

75		"	5	7079.00	35,395	26,546
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Nos. 17, 18; Length 114' - 124' Built 1917

100		"	2	8000.00	16,000	16,000
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Deck Barges - Wood Hull;

Nos. 5, 6; 95' x 26' x 4', 125 net tons, Thomas, 1890

35		"	2	2988.00	5,976	2,092
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Car Floats - Wood Hull;

No. 7; 121' x 30' x 4', 300 net tons, 2-track, Thomas, 1890

25		"	1	6830.00	6,800	1,700
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No. 10; 135' x 32' x 4', 360 net tons, 2-track, Colonna, 1908

69		"	1	7887.00	7,887	5,441
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No. 13; 160' x 32' x 4', 375 net tons, 2-track, Diebert, 1909

77		"	1	9205.00	9,205	7,081
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Passenger Barges - Wood Hull;

No. 8; 76' x 19' x 3', 85 net tons, Thomas, 1890

33		"	1	4250.00	4,250	1,400
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INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Atlantic Coast Line Railroad Company

Sheet No. _____ of this valuation section.

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

Approved: John R. Thompson

SECTION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent Cost	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciation (6)
Acct. No. 56	Title FLOATING EQUIPMENT-(Cont'd.) (I. C. C. classification)					\$	\$	\$
Passenger Barges - wood hull -(Contd.)								
	No. 11; 121' x 30' x 3', 313 net tons, Smith & McKay, 1907	75		Each	1	9467.00	9,467	7,100
Tugs:								
	"Pimmers Pt.", 67' 5" x 16' 2" x 7' 4", 63 gross tons, 200 H.P. Comp. engine, Iron hull, screw Nafie & Levy, 1891	42	43	"	1	19000.00	19,000	8,170
	"Norfolk" 83' x 19' 6" x 8', 99 gross tons, 350 H.P. Comp. engine, steel hull, screw Nafie & Levy, 1907	72	73	"	1	28610.00	28,610	20,885
	Total for Valuation Section	65			20		155,842	101,064

Acct. No. 57 - WORK EQUIPMENT.

Business Cars:

	No. 300; length 81' 10", steel body and underframe, cast steel frame 6-wheel trucks. Pullman Co., 1915	94		Each	1		24,303	22,845
	No. 301; length 73' 5", wood body and steel underframe, cast steel frame 6-wheel trucks Pullman Co., 1909	77	78	"	1		17,680	13,790
	Nos. 302, 304, 309; length 55'-63', wood body and under- frame, composite frame, 6-wheel trucks Various, 1892-1901	54	56	"	3	11117.00	33,351	18,543
	No. 310; converted passenger, length 76', wood body and underframe, 6-wheel trucks, secondhand, 1912	66	67	"	1		9,862	6,608
	No. 305; length 55' 6", wood body and underframe, composite frame 6-wheel trucks. Pullman Co., 1898	36	38	"	1		11,000	4,180
	No. 306-307; length 55'-56', wood body and underframe, composite frame 6-wheel trucks Various, 1885-1887	38	40	"	2	10250.00	20,500	8,200
	No. 308; length 53' 10" wood body and underframe, composite frame, 6-wheel trucks. Built 1882	22	24	"	1		11,000	2,640
	No. 213-314; length 45' wood body and underframe, wood frame 4-wheel trucks. Pullman Co., 1873-1884	20	22	"	2	5500.00	11,000	2,420

Pay Cars:

	Nos. 303, 311; length 50'-62', wood body and underframe, composite frame, 6-wheel trucks; Pullman Co., 1890-1894	20	22	"	2	9000.00	18,000	3,960
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Hospital Car:

	No. 312; length 51' 6", wood body and underframe, composite frame, 6-wheel truck Built 1895	37	40	"	1		4,500	1,800
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INTERSTATE COMMERCE COMMISSION

Owner Atlantic Coast Line Railroad Company.

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

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

Approved: John R. Thompson.

(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 Depreciation. (6)
	Acct. No. 57. Title WORK B. VEHICLE (Consolidated) (I. C. Classification.)							
	Inspection Car:							
	No. 65147; converted passenger car, length 46', wood body and underframe, wood frame, 4-wheel trucks. Built, 1888.	79	80	Each	1		2,343	1,874
	Camp Cars:							
	Nos. 60003-66021; capacity 40000 -60000 lbs., wood body and underframe.	57	67	"	445	350.00	155,750	104,353
	Nos. 60000-60787; converted passenger equipment, length 32' to 48', wood body and underframe.	59	64	"	112	1265.00	141,680	90,675
	Tool Cars:							
	Nos. 65008-66096; 40000-60000; capacity; wood body and underframe.	56	67	"	20	283.00	5,660	3,792
	Nos. 65071-65219; converted passenger equipment, length 41' 46", wood body and underframe.	57	63	"	2	1080.00	2,160	1,361
	Trucking Cars:							
	Nos. 65000-65218; flat cars, 40000-60000 lbs., capacity, wood underframe.	57	71	"	38	240.00	9,120	6,475
	Nos. 65012-65211; converted passenger cars, length 33' to 39', wood body and underframe.	62	66	"	35	1278.00	44,730	29,522
	Trailer Cars:							
	Nos. 67075-67339; flat, gondola, box; 40000 to 60000 lbs. capacity, wood body and underframe.	84	90	"	165	202.00	33,330	29,937
	Supply Cars:							
	Nos. 66023-66092; 40000 to 60000 lbs. capacity, wood body and underframe.	97	98	"	65	303.00	19,695	19,301
	No. 66001; 80000 lbs. capacity, wood body, steel underframe.	91	92	"	1		1,247	1,147
	No. 66003; 80000 lbs. capacity, wood body and underframe.	88	90	"	1		691	622
	Nos. 66000-66005, 66006; converted passenger equipment, wood body and underframe, composite 4-wheel trucks.	78	80	"	3	2073.00	6,219	4,975
	Nos. 66002, 66004; capacity 80000 lbs., wood body, steel underframe, equipped with oil tanks and pumps.	83	84	"	2	2693.00	5,386	4,504
	Flat Cars:							
	Nos. 68000-68166; 40000 lbs. capacity, wood underframe.	92	95	"	82	191.00	15,662	14,879
	Nos. 68074-68167; 60000 lbs. capacity, wood underframe.	93	95	"	29	378.00	10,962	10,414
	Nos. 65143-68154; 80000 lbs. capacity, steel underframe.	94	96	"	12	559.00	6,708	6,440
	Ballast Cars:							
	Nos. 165000-165037; 80000 lbs. capacity, wood body and underframe.	30	40	"	38	816.00	31,008	12,403
	Nos. 165038, 165042-165090; convertible, 80000 lbs. capacity, wood body and underframe.	45	51	"	51	1080.00	55,080	28,091

INTERSTATE COMMERCE COMMISSION

Owner Atlantic Coast Line Railroad Company

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

V. Section No. Unallocated

Miles Main Line, _____ Miles all Tracks.*

Approved: John R. Thompson

12-950

SECTION		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		
CHARACTER OF PROPERTY AND DESCRIPTION								Per Unit (4)	New, Total (5)	Less Depreciation (6)
Acct. No.	Title	(I. C. C. classification)					\$	\$	\$	
WORK EQUIPMENT (Cont'd.)										
Ballast Cars (Cont'd.):										
	Nos. 165100-165234; convertible, 100000 lbs. capacity, wood body and steel underframe.	75	79	Each	175	1216.00	212,800.	168,112		
Air Dump Cars:										
	Nos. 165250-165253; 60000 lbs. capacity, wood body, steel underframe Kilbourne & Jacobs Mfg. Co.	90	91	"	4	1710.00	6,840	6,224		
Rapid Unloader:										
	No. 65009; 60000 lbs. capacity, wood body and underframe, Lidgerwood Mfg. Co., 1892	29	34	"	1		3,910	1,329		
	Nos. 65094, 65148; 80000 lbs. capacity, wood body, steel underframe	77	79	"	2	3948.00	7,896	6,238		
Tank Cars:										
	Nos. 66206-66211; capacity 80000 lbs., wood underframe, 10000 gal. steel tanks, secondhand 1912.	78	82	"	6	910.00	5,460	4,477		
	No. 66212; 80000 lbs. capacity, steel underframe, steel tank 8000 gal.	70	76	"	1		968	736		
	Nos. 65023, 65044; capacity 40000 lbs., wood underframe, wood tanks.	25	45	"	2	308.00	616	277		
	No. 66213; capacity 60000 lbs., wood underframe, 4400 gal., steel tank	100		"	1		520	520		
Scale Test Cars:										
	No. 65046; wood underframe	50	60	"	1		450	270		
	No. 65069; all steel, 4-wheel	70	76	"	1		750	570		
Plow Cars:										
	Nos. 65036-65105; 60000-80000 lbs., capacity, wood underframe	59	61	"	7	850.00	5,950	3,630		
Pile Drivers:										
	Nos. 65021, 65026, 65049; wood body and underframe	34	41	"	3	5475.00	16,425	6,734		
	No. 65073; steel body and wood underframe	20	27	"	1	4700.00	4,700	1,269		
	Nos. 65144-65152; self propelled, 45', composite body and steel underframe	76	78	"	2	12945.00	25,890	20,194		
Steam Cranes:										
	No. 65066; steel body and underframe	36	40	"	1		3,450	1,380		
	Nos. 65054-65058; wood body and steel underframe	33	39	"	2	3600.00	7,200	2,808		
Derrick Cranes:										
	Nos. 65031-65034; wood body and underframe	21	23	"	2	5800.00	11,600	2,668		
Frecking Cranes:										
	Nos. 65097-65098; capacity 75 tons, all steel, Bucyrus Co., 1906	69	71	"	2	11625.00	23,250	16,508		

INTERSTATE COMMERCE COMMISSION

Owner Atlantic Coast Line Railroad Company

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

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

Approved: John R. Thompson

12-280

ACCT. NO.	TITLE	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Ret. Cent. Per Cent	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
							(2)	(3)	Per Unit (4)
57		WORK EQUIPMENT-(Contd.) (I. C. C. classification)					\$	\$	\$
Wrecking Cranes (Cont'd.):									
		Nos. 65099, 65155; capacity 75 tons, steel body and underframe. Industrial, 1910-1913	85	86	Each	2	12619	25,238	21,705
Hand Cranes:									
		No. 65032; steel underframe	32	44	"	1		1,200	528
		Nos. 65033-65032; steel underframe, length 17' 8", steel mast and outrigger	32	44	"	2	1200	2,400	1,056
		No. 65085; 15 tons, steel body and underframe, derrick, pillar mast, steel boom Industrial works, 1903.	55	58	"	1		1,440	835
Locomotive Cranes:									
		Nos. 1, 2, 3; Capacity 10 tons, 40' boom, all steel, with supplemental equipment Brown Engineering Co., 1907, 1910	60	63	"	3	5591	16,773	10,567
		Nos. 4-5; capacity 10 tons, all steel, 4-wheels, with supplemental equipment Industrial works, 1905	37	41	"	2	4880	9,760	4,002
		No. 7; capacity 12 tons, all steel with bucket American Hoist & Derrick Co., 1912	72	74	"	1		7,371	5,455
		Nos. 8, 9, 10; capacity 12 tons, all steel with bucket Industrial works, 1911-14	73	75	"	3	6753	20,259	15,194
Idler Cars:									
		Nos. 2, 21, 65027; 40000-60000 lbs., capacity, wood underframe	65	74	"	3	275	825	611
Tenders:									
		Nos. 1-5; wood underframe, 1800-3500 gal. water, 5-7 tons coal	57	70	"	5	417	2,085	1,460
Steam Derrick:									
		No. 65145; wood body, steel underframe Built, 1912	50	54	"	1		4,566	2,520
		No. 65043; composite body and steel underframe	27	33	"	1		3,900	1,287
Steam Shovel:									
		No. 65082; wood body, steel underframe, 1-1/2 cu.yd. bucket, Built 1900	20	27	"	1		5,400	1,458
		No. 65093; wood body and steel underframe, 1-1/2 cu.yd. bucket Marion Steam Shovel Co., 1905	40	45	"	1		5,507	2,478
		No. 65029; composite body and underframe, 2 cu.yd. bucket Marion Steam Shovel Co., 1897	20	24	"	1		5,400	1,296
		No. 65146; wood body, steel underframe, 2-1/2 cu.yd. bucket Marion Steam Shovel Co., 1912	70	72	"	1	7996	7,996	5,757
		No. 65153; wood body, steel underframe, 2-1/2 cu.yd. bucket Bucyrus Co., 1913	75	77	"	1	10041	10,041	7,732

INTERSTATE COMMERCE COMMISSION

Owner Atlantic Coast Line Railroad Company BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

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

Approved: John R. Thompson

12-280

ACCT. NO.	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost New	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
						Per Unit	New, Total	Less Depreciation
				(2)	(3)	(4)	(5)	(6)
57	WORK EQUIPMENT - (Cont'd.) (I. C. C. classification)							
	Wrecking tools.	50		Lot			7,749	3,875
	Floating pile driver, #1, 30' x 20' x 4'6", 30' leads 1600 lb. hammer, Duplex 7' x 12' engine and boiler Built 1914	88		Each	1		3,500	3,080
	Suction drdgg, 75' x 30" x 8', 50' boom, 12" suctional pipe, Spud, pump, boom and cutter engines, marine boilers, pontoons and piping Built 1897	35	36	"	1		28,594	10,294
	Total for Valuation Section			66	1563		1,217,406	800,765

Acct. 1 - ENGINEERING.

Approved: G.S. Douglass.

4% of Cost of Reproduction New of Road Accounts 3 to 47, inclusive	100	\$	38,908	.04	1,556	1,556
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Accts. 71-77 GENERAL EXPENDITURES.

Accounts 71 to 75 and 77 - General Expenditures

1% of Cost of Reproduction New of Road Accounts 1 to 47, inclusive (except Account 2 - Land)	52	\$	40,464	.015	607	316
--	----	----	--------	------	-----	-----

Account 76 - Interest During Construction

6% per annum of Cost of Reproduction New for one-half the construction period, plus 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			40,464			
" 71 to 75 and 77			607			
	52		41,071	.015	616	320

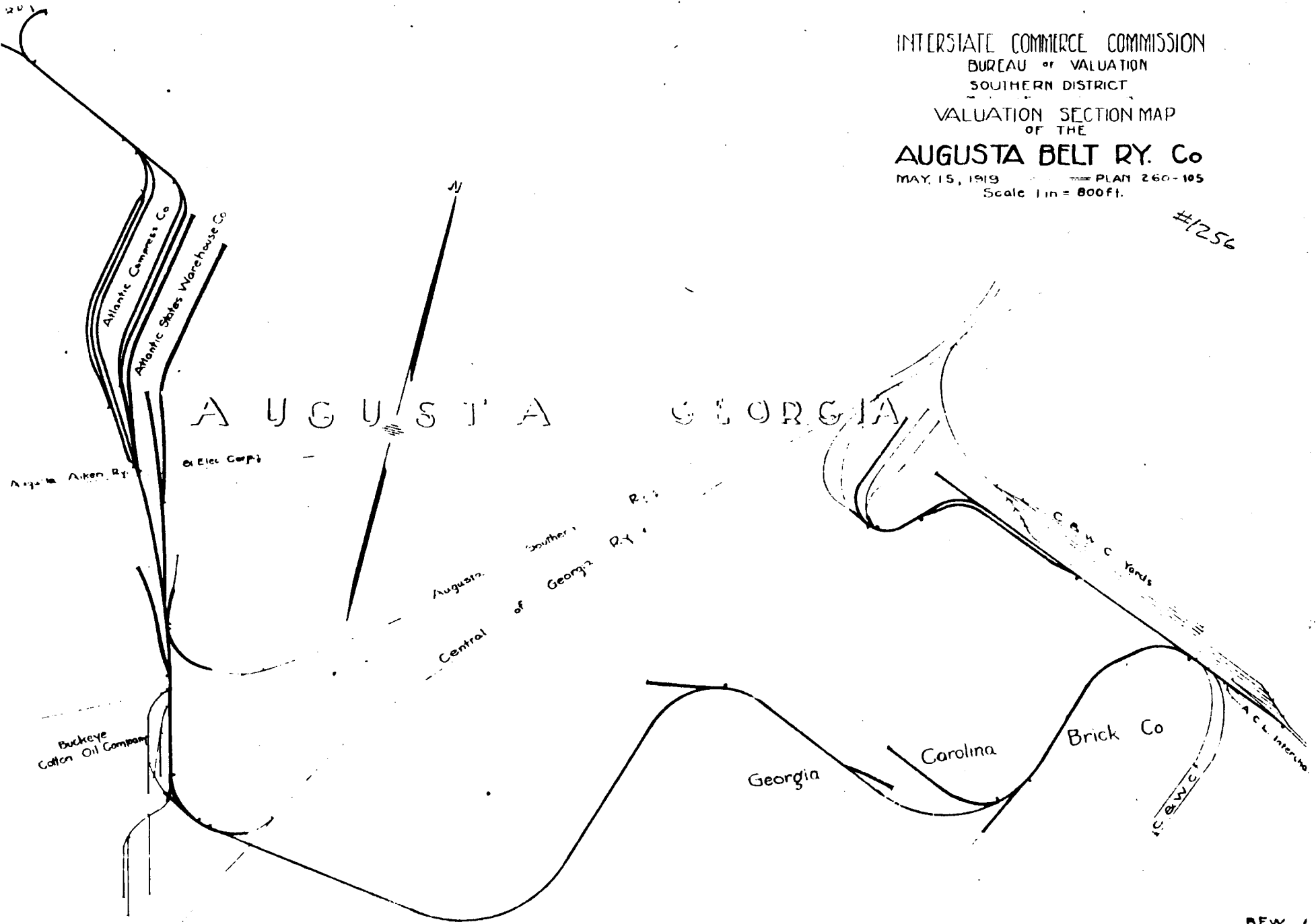
6% per annum for 3 months of Cost of Reproduction New on Equipment Accounts 51 to 58, inclusive	65		39,764,012	.015	596,460	387,699
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Total Account 76	65				597,076	388,019
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Total All	65				597,683	388,335
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INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
SOUTHERN DISTRICT
VALUATION SECTION MAP
OF THE
AUGUSTA BELT RY. Co
MAY 15, 1919 PLAN 260-105
Scale 1 in = 800 ft.

#1256



Owner **Atlantic Coast Line Railroad Company**

BUREAU OF VALUATION

Approved: **John R. Thompson**

Val. Section No. **Unallocated**

Miles Main Line, _____

Miles all Tracks, _____

12-950

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciation (6)
Where but a single percentage is stated it represents both per cents.								
11	54 Title PASSENGER TRAIN CARS (cont'd.) (L. C. C. classification)							
Coaches (Chair) Cont'd.:								
	Nos. 939-943; length 61', wood body and steel underframe, metal 4-wheel trucks; American C. & F. Co., 1911	80	81	Each	5	9956.00	49,780	40,322
	Nos. 981-992; length 72', steel body and underframe, metal 6-wheel trucks; Pullman Co., 1914	90	90	"	12	14908.00	178,896	161,006
Mail and Express Cars:								
	Nos. 328, 335, 337-343, 350, 352-358, 360-363, 366-368, 371-373, 691; length 43'-52', capacity 25000 lbs. wood body and underframe, wood plated 4-wheel trucks. Built 1873-1897	19	22	"	28	3500.00	98,000	21,560
	Nos. 329-334, 336, 344, 364, 365, 374; length 48'-53' capacity 25000 lbs., wood body and underframe, wood plated 4-wheel trucks. Built 1881-1888	22	25	"	11	3788.00	41,668	10,417
	Nos. 345, 359; length 47', capacity 25000 lbs., wood body and underframe, wood plated, 4 wheel trucks, Built 1892-1899.	30	33	"	2	3712.00	7,424	2,450
	No. 369; length 55', capacity 25000 lbs., wood body and underframe, wood plated 4-wheel trucks Built 1899	22	25	"	1		4,425	1,106
	Nos. 375-395; length 63', capacity 25000-35000 lbs., wood body and underframe, composite 4 wheel trucks. Various, 1904-1909	63	65	"	21	5280.00	110,980	72,072
	No. 326; length 63', capacity 25000 lbs., wood body and underframe, composite 6-wheel truck. Built 1902	50	53	"	1		6,412	3,398
	No. 327; length 63', capacity 25000 lbs., wood body and underframe, composite 6-wheel trucks. American C. & F. Co., 1908	70	71	"	1		6,568	4,663
	Nos. 323-325; length 63', capacity 35000 lbs., wood body and steel underframe, metal frame, 4-wheel trucks, Barney & Smith, 1911.	80	81	"	3	6878.00	20,634	16,714
	Nos. 319-322, 326-329; length 63'-64', capacity 25000 lbs., wood body and steel underframe, metal frame, 4-wheel trucks. Various, 1911.	80	81	"	8	6898.00	55,104	44,634
	Nos. 315-318; length 64', capacity 35000 lbs., steel body and underframe, metal frame, 4-wheel trucks Pullman, 1914	90	91	"	4	8988.00	35,952	32,716
	Nos. 700-703; length 73', capacity 35000 lbs., steel body and underframe, metal frame, 6-wheel trucks American C. & F. Co., 1915	93	93	"	4	10440.00	41,760	38,837
	Nos. 704-710; length 72', capacity 35000 lbs., steel body and underframe, metal frame 6-wheel trucks. Pullman Co., 1910-1917	98	98	"	7	11275.00	78,925	77,347
Express Cars:								
	Nos. 804, 806, 807; length 47', capacity - wood body and underframe, wood frame 4-wheel trucks. Built 1881	20	24	"	3	2820.00	8,460	2,030

6/30/16

AUGUSTA RAILWAY COMPANY.

DESCRIPTION OF ROAD.

The property of this carrier is a single track standard gauge railroad, used as a switching line or transfer track in Augusta, Ga. between the various railroads entering that city and the neighboring industries. It is located on the outskirts of the city and extends from Harrisonville to the Charleston & Western Carolina Railway.

The company is controlled through stock ownership by the lessees of the Georgia Railroad who operate the property for the benefit of the owners keeping the accounts separate.

MILEAGE AND VALUATION DATA.

But one valuation section has been established.

The mileage is as follows:

Main line	3.687
Yard tracks and sidings	6.062
Total all tracks	9.749

ROAD.

The grading is very light. There are no considerable bridges or other important structures.

The track is laid with 56# and 65# relay rail.

EQUIPMENT.

The carrier owns no equipment, the Georgia Railroad equipment being used in the operation of the property.

ACCOUNTING AND GENERAL EXPENDITURES.

Engineering has been reckoned at 3% of the road accounts 3 to 47, inclusive.

General Expenditures are computed at 1-1/2% upon the road accounts 1 to 47, exclusive of account 2, Land.

Interest during Construction has been computed at 6% for six months upon the road accounts 1 to 47, inclusive, except land, and upon General Expenditures, except interest during Construction.

The construction period has been estimated at six months.

GENERAL INFORMATION.

(a) Grading. Grading has been computed upon the one-way basis with 500 ft. free haul.

(b) Shrinkage. 10% has been added to all fills and to ballast for shrinkage.

(c) Waste. The following percentages of actual quantities have been allowed for waste:

Pikes	3%
Bolts	1%
Angle bars	2% (includes allowance for short rails.)
But locks	2%

(d) Salvage. Allowances have been made for salvage and scrap values as follows:

Rail (scrap)	\$10.50 per gross ton
Rail (relay)	22.50 " " "
Switch material	9.50 " net "

EXPLANATORY TEXT
EAST CAROLINA RAILWAY

6/30/17

1. DESCRIPTION OF ROAD

The East Carolina Railway was incorporated July 1, 1898 under the general laws of the State of North Carolina.

This company owns a single track, standard gauge, steam operated railroad extending from a connection with the Atlantic Coast Line Railroad at Tarboro southerly to Hookerton within the State of North Carolina. There is also a connection with the Norfolk Southern Railroad at Farmville.

On May 25, 1914, the entire property owned by the East Carolina Railway, together with certain yard tracks and sidings and other facilities owned by the Macclesfield Company and the Hookerton Terminal Company was leased for sole operation to Henry Clark Bridgers, by whom it was operated on date of valuation.

Under trackage right agreement the railroad operated by Henry Clark Bridgers has joint use of the tracks of the Atlantic Coast Line Railroad Company from its junction with the Plymouth Branch of that system to Tarboro Passenger Station, 5.0 miles, including yard and station facilities in Tarboro.

2. MILEAGE AND VALUATION SECTIONS.

One valuation section designated 1-E.C. has been established to cover property owned by the East Carolina Railway.

The mileage is as follows:

Main Line - - - - -	36.594
Yard Tracks and Sidings - - - - -	1.655
Total All Tracks - - - - -	38.239

Valuation Section B-E.C. has been established to include 0.306 miles of yard tracks and sidings and other facilities located at various points along the East Carolina Railway between Tarboro and Hookerton, N. C., which are owned by the Macclesfield Company, while valuation section 1-E.C. has been established to cover 1.489 miles of yard tracks and sidings and other facilities located at Farmville, N.C., which are owned by the Hookerton Terminal.

3. CHARACTERISTICS OF COUNTRY.

The country traversed by this road is low and flat, the soil being sandy loam and clay.

The surrounding country is fairly well developed agriculturally, cotton, corn and tobacco being the principal crops. Lumbering and the manufacturing of cotton goods are the principal industries of this region.

4. ROAD

The grading is light, averaging about 8,300 cubic yards per mile, all of which is common material.

There is a metal bridge over Moccasin River consisting of one 53 foot, through plate girder span on timber abutments and piers. Other drainage is crossed by means of pile and frame trestles.

The main track is laid chiefly with new 60 pound and 45 pound relay on pine cross ties. Practically the entire road is full earth surfaced, there being only a small amount of sand and gravel ballast used.

The most important structures leased from the Macclesfield Company are shop buildings and a erecting plant at Tarboro, N. C.

5. EQUIPMENT

The East Carolina Railway owns two steam locomotives, two flat cars, one gondola car, one combination passenger and baggage car, two passenger coaches and three gasoline motor driven passenger cars, all of which are leased to Henry Clark Bridgers. In addition the latter leases from the Macclesfield Company one steam locomotive and two passenger train 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 4 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 month upon Equipment Accounts 51 to 58 inclusive.

It has been estimated that a period of 10 months would be required for the construction of the property owned by the Hookerton Terminal Company.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner East Carolina Railway

Sheet No. _____ of this valuation section.

Val. Section No. 1-N.C. Miles Main Line, _____ Miles all Tracks.

Approved: G.H. Spencer.

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

CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent. Used.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
					Per Unit.	New Total.	Less Depreciation.
Acct. No. <u>33</u> Title <u>ROADWAY SMALL TOOLS</u> <small>(I. C. C. classification.)</small>					\$	\$	\$

All small tools	50					90	45
Total for Valuation Section	50					90	45

Acct. 44 - SHOP MACHINERY.

Approved: John R. Thompson.

Tarboro, N.C.

3-35 ton No. 35 - Simplex Jacks, 1917.	100		lot			123	123
Total for Valuation Section	100					123	123

Acct. 51 - STEAM LOCOMOTIVES.

No. 9 - built 1888, type 4-4-0, Frt. Service, cylinders, 16" x 24", 2nd hand 1906.	100	100	each	1		1,908	1,908
No. 8 - Pittsburg Loco. Wks. 1885, type 4-6-0, Frt. Service, cylinders 18" x 24" 2nd hand 1909.	25	36	each	1		4,000	1,450
Total for Valuation Section	57		"	2		5,908	3,358

Acct. 53 - FREIGHT TRAIN CARS.

Flat Cars: No. 306-308, capacity 40,000 lbs. wood body and underframe, 2nd hand	70	81	each	2	200	400	324
Gondola Cars: No. 1000, built 1908, capacity 100,000 lbs., wood body steel underframe	64	68	each	1		850	581
Total for Valuation Section	72			3		1,250	905

Acct. 54 - PASSENGER TRAIN CARS.

Pass. & Bag. Cars No. 52, East Carolina R.R. 1915, length 44', wood body and underframe, wood frame, 4 wheel trucks	87	88	each	1		2,000	1,756
Coach, No. 600-602, 2nd hand, 1915, length 16', wood body and underframe, 4 wheels, single truck	90	91	"	2	500	1,000	908
Motor Cars: No. 400; length 35'6" steel body composite underframe, steel trucks, 80 H.P. gasoline Engine drive, 1914	80	81	"	1		4,000	3,240
No. 501; length 17'9", wood body, composite underframe, metal 2 wheel trucks, 30 H.P. Gas Engine Drive, 1913	86	87	"	1		2,000	1,731
No. 601, length 18', wood body composite underframe, metal 2 wheel trucks, 30 H.P. Gas Engine Drive, 1915	85	86	"	1		1,550	1,328
Total for Valuation Section	85			6		10,550	8,963

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner W. S. Field COMPANY

Sheet No. _____ of this valuation section.

Section No. B-N.C. Miles Main Line, _____ Miles all Tracks.*

Approved: John R. Thompson 12-900

CHARACTER OF PROPERTY AND DESCRIPTION. Where but a single percentage is stated it represents both per cents.

(1)	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent. of Cost at New.	UNIT.	(2)	NUMBER OF UNITS.	COST OF REPRODUCTION.		
							Per Unit. (4)	New Total. (5)	Less Depreciation. (6)
	Acct. No. <u>44</u> Title <u>SKP. MACHINERY</u> <small>(I. C. C. classification.)</small>						\$	\$	\$

Tennessee, N.C. (Cont'd)

Machine Shops:

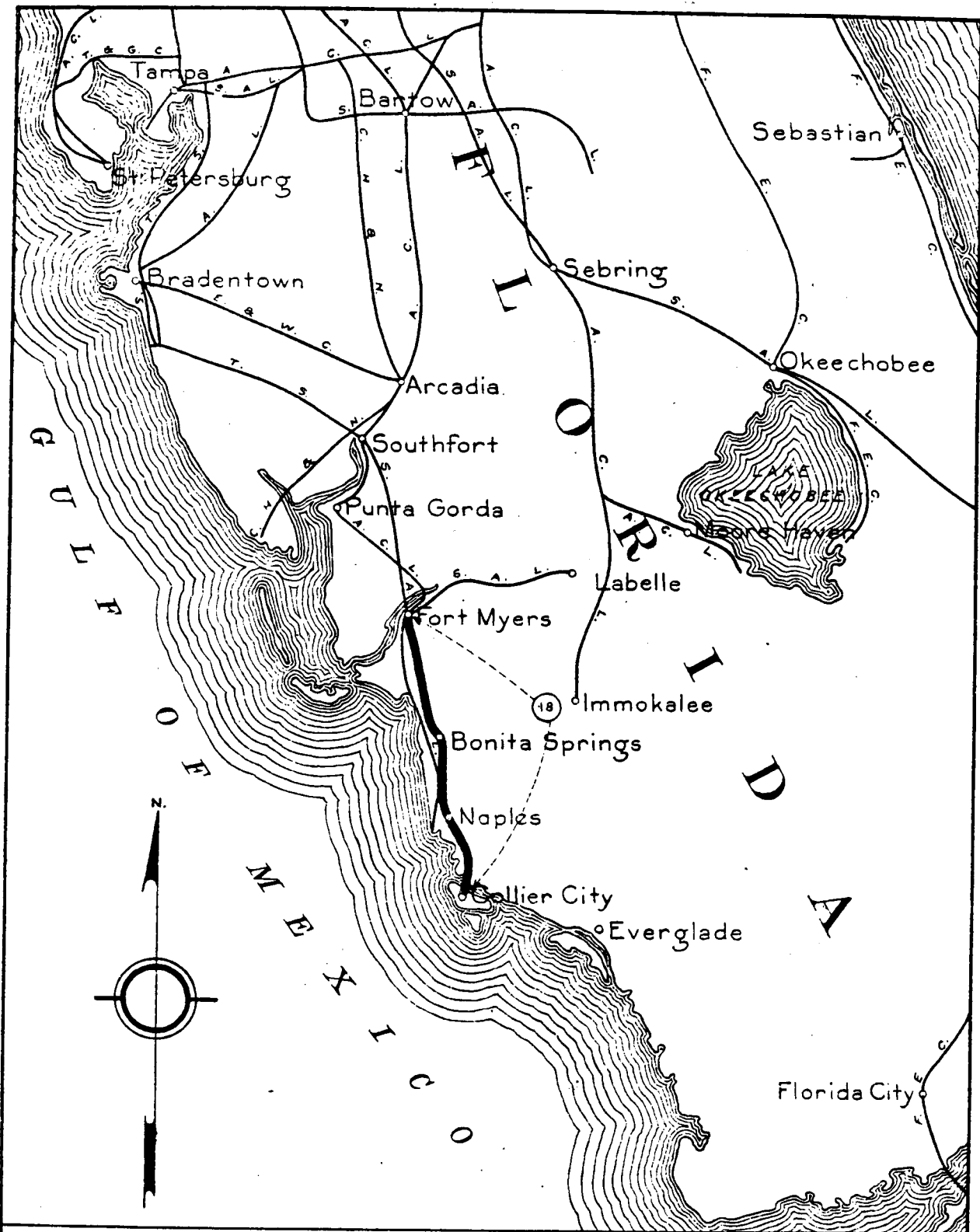
Meter - 5 H.P. - 3 Phase, Westinghouse	50	55	each	1	-	124	3	68
Meter - 10 H.P. 3 phase G.E.Co.	50	54	each	1	-	222	3	120
Electric Welder - 110 V- 450A-#523 - Size PPO Guasi Arc Welding Co.	50	52	each	1	-	1,900	3	988
Oxweld Outfit Oxweld Acetylene Co.	50	51	each	1	-	250	3	128
Melting Furnace - Oil Burner - 100# Cap Honey Mfg. Co.	50	52	each	1	-	100		52
Air Reservoir - 42" x 14"-0"	50	55	each	1	-	129		71
Emery Grinder and Grindstone	50	52	lot	1	-	33		17
Small tools	50	52	lot	1	-	1,735		901
Belting	50		lot	1	-	105		53
Shafting, Hangers & Pulleys	50	52	lot	1	-	547		180
Total for Valuation Section		55		20		10,728		6,061

Account 51 STEAM LOCOMOTIVES.

No. 12, Baldwin Loc@. Wks. 1912, type406-0, frt. Service cylinders 18" x 26", total light weight 63 tons.	53	84	each	1		10,319		9,672
Total for Valuation Section		84				10,319		9,672

Account 54 - PASSENGER TRAIN CARS.


Coaches: No. 104-105, Harlan and Hellinsworth Corp. length 49' wood body and underframe, wood frame, 4 wheel trucks.	20	22	each	2	3200	6,400		1,434
Total for Valuation Section		22				6,400		1,434



MAP OF THE FORT MYERS SOUTHERN RAILROAD

(LEASED TO ATLANTIC COAST LINE RAILROAD CO.)

LEGEND

 Fort Myers Southern Railroad

#1758

EXPLANATORY TEXT

FORT MYERS SOUTHERN RAILROAD COMPANY

12/31/27

1. DESCRIPTION OF ROAD.

The Fort Myers Southern Railroad was incorporated March 19, 1917, under the general laws of Florida. The company is controlled by the Atlantic Coast Line Railroad Company through ownership of entire capital stock.

The company owns a single track, standard gauge, steam railroad within the State of Florida, extending from a connection with the tracks of the Atlantic Coast Line Railroad Company at Fort Myers, southerly to Collier City. The road forms a continuation of the "Coast Lines" Lakeland-Fort Myers line.

The entire property is operated by the Atlantic Coast Line Railroad Company under lease, effective July 22, 1925.

2. MILEAGE AND VALUATION SECTIONS.

One valuation section designated 18-Fla. and classified as "Wholly owned but not used" has been established.

The mileage is as follows:

Main Track	51.198
Yard Tracks and Sidings	8.468
Total all Tracks	59.666

3. CHARACTERISTICS OF COUNTRY.

The country traversed by this road is flat and lies along the west coast of Florida close to the Gulf of Mexico. Much of the land is low and through cypress swamps. Collier City, the southern terminus, is on Marco Island and the line crosses Marco Pass to reach it. The soil is sandy with a small percentage of coral rock.

This region is sparsely settled except at Fort Myers. The latter city is one of the popular winter resorts of the west coast and attracts many tourists.

4. ROAD.

The grading is light, averaging about 14,700 cubic yards per mile and is practically all embankment made from side borrow or by dredging. Some of material is coral rock hauled in and used for bank protection.

Metal bridges are of the through or deck-plate girder span type, the most important being the crossing of the Imperial River at Bonita Springs. This structure is 93 feet long and consists of one 30' deck-plate girder and one 60' vertical lift deck-plate girder span on two concrete abutments and one concrete pier. Minor drainage is crossed by means of pile and frame trestles and pipe culverts.

Cross ties in main track average about 2,800 per mile and are untreated pine and cypress and creosote treated. The main line is laid chiefly with 85-pound relay rail. About 32 miles of this road is full earth-surfaced, the remainder being ballasted with cinder, gravel, crushed limestone and sand.

5. EQUIPMENT.

This company owns no equipment

6. ENGINEERING AND GENERAL EXPENDITURES.

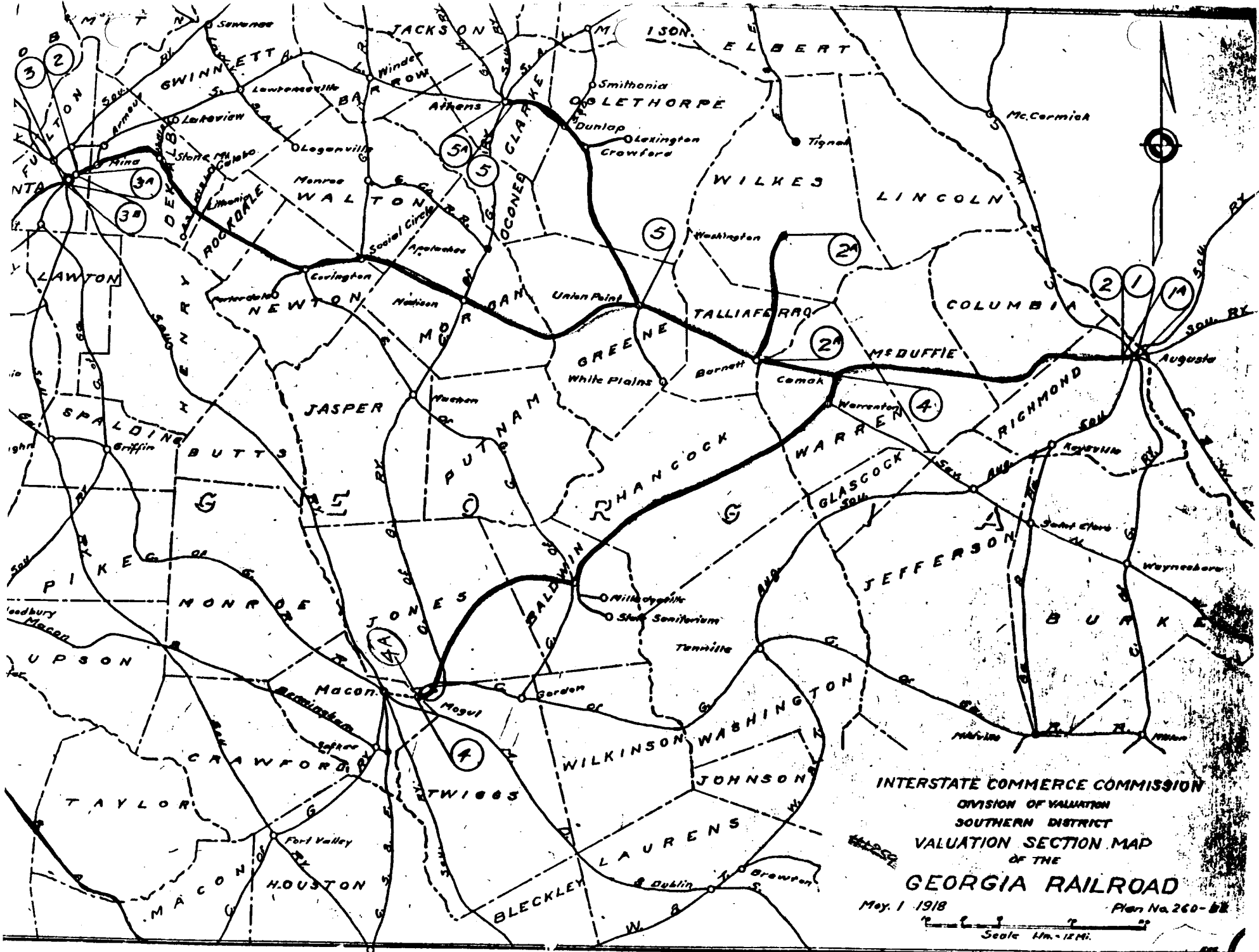
Account 1 - Engineering.

Engineering has been estimated at 4 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 of ten months, 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.



INTERSTATE COMMERCE COMMISSION
 DIVISION OF VALUATION
 SOUTHERN DISTRICT
 VALUATION SECTION MAP
 OF THE
GEORGIA RAILROAD
 May 1 1918 Plan No. 260-BK
 Scale 1 in. = 12 MI.

EXPLANATORY TEXT

GEORGIA RAIL ROAD & BANKING COMPANY
and GEORGIA RAILROAD, (LESSEE ORGANIZATION)

6/30/16

1. DESCRIPTION OF ROAD.

This railroad is one of the oldest in the United States. It was chartered by special act of the General Assembly of Georgia in 1833 as the Georgia Railroad Company, and the name was changed shortly thereafter to the Georgia Railroad and Banking Company. Construction was begun in 1838 and the line from Augusta was open for operation to Athens in 1838 and to Atlanta in 1848. The branch from Barnett to Washington was completed in 1853 and the branch from Camak to Macon in 1848. The railroad was constructed by the Georgia Railroad and Banking Company except the branch from Barnett to Washington which was acquired by merger and the branch from Warrenton to Macon by purchase.

The Georgia Railroad and Banking Company does not operate as a common carrier but leases its railroad to the Louisville and Nashville Railroad Company and the Atlantic Coast Line Railroad Company who operate it under the name of the Georgia Railroad, Lessee Organization. It is a single track standard gauge railroad, operated by steam, from Augusta to Atlanta, with branches to Macon, Athens and Washington. The entire railroad is located within the state of Georgia.

The carrier operates by trackage rights over the Central of Georgia Railway from Macon Junction to Macon, a distance of about 4-1/2 miles. The Georgia Railroad and Banking Company had a road of its own into Macon until 1881 when on account of the destruction by floods of the bridge over the Ocmulgee river the road from Macon Junction into the city of Macon was dismantled and only the right of way was retained.

The road is operated in four divisions as follows:

1. Main Line - Augusta to Atlanta.
2. Washington Branch - Barnett to Washington.
3. Macon Division - Camak to Macon.
4. Athens Division - Union Point to Athens.

The principal points reached are Augusta, Atlanta, Macon, Athens, Milledgeville, Covington, Madison and Washington.

The Georgia Railroad, Lessee Organization operates as agent the following dependent short lines for account of the owning companies:

- Monroe Railroad - Social Circle to Monroe.
- Union Point & White Plains Railroad - Union Point Jet. to White Plains.
- Augusta Belt Railroad - In Augusta.
- Milledgeville Railway - In Milledgeville.
- Lexington Terminal Railroad - Crawford to Lexington.

2. MILEAGE AND VALUATION SECTIONS.

Georgia Railroad, Lessee Organization - Used under Lease - Georgia.
Owner: Georgia Railroad and Banking Company.

Val.:	Sec.:	From	To	M.P. to	M.P. to	Miles :			Yard :		
						Main	Main	Sidings	Tracks	Tracks	All
	1	Augusta		0.25	3.00	2.755	1.237	19.944	25.934		
	2	Augusta	Atlanta	3.00	168.51	165.729	3.837	54.594	224.160		
	2a	Barnett	Washington	0.84	17.23	16.779	-	2.922	19.701		
	3	Atlanta		168.51	170.76	2.242	2.108	18.941	23.188		
	4	Camak	Macon	0.00	74.04	73.948	-	13.352	87.301		
	5	Union Point	Athens	0.00	36.43	36.503	-	4.667	41.170		
	5a	Athens		36.43	39.34	2.918	-	4.215	7.130		
Total owned by Georgia Railroad & Banking Company											
Leased to Georgia Railroad, Lessee Organization						300.872	7.179	119.535	426.586		

Central of Georgia Railway Company - Used under Lease - Georgia.
Owner: Georgia Railroad and Banking Company.

4a	Macon			5.00	5.00	-	-	1.009	1.009		
----	-------	--	--	------	------	---	---	-------	-------	--	--

Southern Railway Company - Used under Lease - Georgia.
Owner: Georgia Railroad and Banking Company.

3b	Atlanta			169.26	170.26	-	-	-	-		
----	---------	--	--	--------	--------	---	---	---	---	--	--

Grand Total owned by Georgia Railroad & Banking Company leased to others

300.872 7.179 119.544 427.596

Georgia Railroad, Lessee Organization - Wholly owned and Used - Georgia.

Val.:					Miles	2nd	Yard	
Sp.:	From	To	M.P.	to	M.P.	Line	Line	Sidings
St.:	Atlanta							9.648

Grand Total used by Georgia Railroad, Lessee Organization both owned and leased 300,872 7,179,123,123,454,224

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	
Augusta	Ownership: Joint	Expense: Joint	Passenger terminal owned by Augusta Union Station Co. and used jointly by the owner and Georgia Railroad.
Atlanta	Ownership: Joint	Expense: Joint	Passenger terminal owned by State of Georgia and used jointly by Georgia Railroad, W. O. & St. L. Railway and L. & N. Railroad.
Macon	Ownership: Joint	Expense: Joint	Freight and passenger terminals owned by Central of Georgia Railway Company and used jointly by the owner and Georgia Railroad.

4. CONNECTIONS WITH OTHER ROADS.

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

Location.	Name.
Atlanta	All railroads
Augusta	Southern Railway
"	Charleston & Western Carolina Railway
"	Central of Georgia Railway
"	Augusta Southern Railroad
"	Georgia & Florida Railway
Macon	Southern Railway
"	Georgia, Southern & Florida Railway
"	Central of Georgia Railway
"	Macon, Dublin & Savannah Railroad
Athens	Southern Railway
"	Seaboard Air Line Railway
"	Central of Georgia Railway
"	Gainesville Midland Railway.

5. IMPORTANT JOINT FACILITIES.

The freight terminal facilities of the Georgia Railroad in Atlanta, which are owned partly by the Georgia Railroad and Banking Company and partly by the Lessee Organization are used jointly by the Lessees and by the Atlanta & West Point Railroad and the Louisville & Nashville Railroad. These facilities are designated as the Atlanta Joint Terminals. The using carriers share with the owners the expenses of maintenance, operation and a stipulated rental in proportion to the use of the property made by each of the interested parties.

6. CHARACTERISTICS OF COUNTRY.

(a) Topography.

For the most part the road is located on the Piedmont plateau or high land intervening between the coastal plain and the Appalachian mountains. The surface configuration is generally broken with well rounded hills and narrow valleys. The streams are rapid except in the neighborhood of Macon and Augusta on the edge of the coastal plain. In the immediate vicinity of Atlanta drainage runs to the Gulf of Mexico and from all other parts of the road it flows to the Atlantic ocean.

(b) Geology.

The surface strata are generally composed of sandy loam and clay. A small amount of hard pan and solid rock is found in the excavations, the rock being crystalline of the granite, gneiss and schist varieties.

Granite quarries of considerable extent are located on the western end of the line near

The section traversed by this railroad is a well developed farming country, producing principally cotton, grain and live stock.

(e) Development - Industrial.

Manufacturing is the chief industry and the products of cotton, cotton seed, clay and building materials are the principal articles manufactured.

The stone quarries at Stone Mountain and Lithonia contribute considerable business to the carrier.

7. PHYSICAL CHARACTERISTICS OF ROAD.

The maximum and ruling grades and the maximum curvature by operating divisions is shown in the following table prepared from information furnished by the carrier:

Division	Grades		
	Maximum	Ruling	Curvature
Main Line			
Augusta to Atlanta	0.7%	0.7%	5° 00'
Washington Branch			
Barnett to Washington	1.0%	0.8%	4° 30'
Macon Division			
Cumuk to Macon	2.0%	0.9%	5° 00'
Athens Division			
Union Point to Athens	1.0%	1.0%	5° 00'

8. ROAD.

Account 3 - Grading.

The grading is heavy, averaging 41,000 cubic yards per mile. Only small percentages of loess and solid rock are found in the excavations.

Account 4 - Bridges, Trestles and Culverts.

There are no bridges or culverts of unusual importance. Both metal and timber bridges are used and most of the bridges have one or more steel spans with timber trestle approaches. Masonry and pipe culverts are numerous and constitute more than half of the cost of the property under this account.

Account 5 - Ties.

Ties are all pine and cypress with a few oak and creosote treated ties. The prevailing size of road ties is 7"x3"x8'6" running 2,800 to 3,250 per mile of track.

Account 6 - Rail.

The main line from Augusta to Atlanta is laid with 66# rail which was new when laid. The rail in branches is 65# and 66# relay with some 60# rail laid new on the Macon Division.

Account 11 - Ballast.

Crushed stone and cinders are the materials used for ballast.

Account 12 - Right of Way Fences.

The right of way is not generally fenced and the few fences existing are not of uniform type.

Account 13 - Crossings and Signs.

Crossings are generally at grade.

Account 14 - Station and Office Buildings.

The buildings under this account for the most part follow the usual types of frame structures. There are several brick structures and a few are built entirely of stone or a combination of stone and brick. In general this class of property is not of modern construction.

Account 17 - Roadway Buildings.

Roadway buildings are of frame construction with no unusual characteristics.

Account 18 - Water Stations.

Water stations follow a wide variety of types, the most common being the elevated wooden tank with separate pumping plant.

Account 19 - Fuel Stations.

Fuel is delivered to locomotives on platforms generally built of timber. There is a modern

Account 22 - Shows and Equipments.

The principal shops of the carrier are at Augusta and Atlanta, most of the buildings being constructed of brick.

Account 23 - Telegraph and Telephone Lines.

The ownership of telegraph line on the Georgia Railroad is as follows:

Company	State	Miles	Miles Wire	Miles Pole Line	Owned by
Georgia Railroad & Banking Co.	Ga.	None	508.82	300.00	Union Tel. Co. on Carrier's right of way.

By virtue of an agreement dated June 18, 1886 between the Louisville and Nashville Railroad Company and the Western Union Telegraph Company, the telegraph property on the right of way of the Georgia Railroad so far as it related to commercial or public telegraph business, was operated by the telegraph company. The contract further provided that the railroad company would furnish transportation for men and material and distribute the latter for construction and maintenance of all telegraph property and unskilled labor for maintenance and ordinary current repairs of the telegraph lines, and that certain wires would be set apart for the preferential use of the railroad company in conducting its railroad business. This agreement was terminated during 1912, and no superseding agreement has as yet been made.

The railroad company and the telegraph company both claimed to own two iron wires from Augusta to Union Point, 78 miles, and one iron wire from Union Point to Atlanta, 93 miles. As the ownership of these wires was in dispute they have been inventoried to the Western Union Telegraph Company, the owner of the poles on which they are located.

The property shown in the table as owned by the railroad company consists of telephone circuits with associated pins carried upon the pole line of the telegraph company and telephone apparatus used in connection therewith, which property was paid for and installed by the railroad company. The telegraph company does not agree that this telephone property is owned by the railroad company. All other property under Account 23 located upon and contiguous to the right of way of the Georgia Railroad and Banking Company has been recorded as owned by the Western Union Telegraph Company.

Account 24 - Signals and Interlockers.

There are no interlocking plants or automatic signals on this road.

9. EQUIPMENT.

Account 25 - Steam Locomotives.

The Georgia Railroad uses the following locomotives which are owned by and leased from the Georgia Railroad and Banking Company:

Passenger Locomotives	8
Freight Locomotives	3
Switching Locomotives	14
Mixed Service Locomotives.....	50
Total	75

Account 26 - Freight Train Cars.

The Georgia Railroad uses 1921 freight train cars which are owned by and leased from the Georgia Railroad and Banking Company.

Account 27 - Passenger Train Cars.

The Georgia Railroad uses 69 passenger train cars which are owned by and leased from the Georgia Railroad and Banking Company.

Account 28 - Work Train Cars.

The Georgia Railroad uses 57 work train cars which are owned by and leased from the Georgia Railroad and Banking Company. This equipment includes 2 business cars and 1 wrecking crane.

10. MAINTENANCE AND GENERAL EXPENDITURES.

Account 1 - Engineering.

The cost of engineering has been reckoned at 45 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 reckoned at 1-1/2% upon Road Accounts 1 to 47, exclusive of Account 2, Land.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Georgia Railroad & Banking Co.,

Sheet No. _____ of this valuation section.

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

Approved: John R. Thompson

15-980

CHARACTER OF PROPERTY AND DESCRIPTION.		Condition Per Cent.	Per Cent. of Cost at New.	UNITS (3)	NUMBER OF UNITS (4)	COST OF REPRODUCTION.		
Acct. No.	Title (I. C. C. classification.)					Per Unit. (4)	New, Total (5)	Less Depreciation. (6)
STEAM LOCOMOTIVES								
	Nos. 1 - 207; Baldwin, 1904-12; type 4-6-0; mixed service, cylinders 20"x26"; total light weight 100 tons	77	79	each	37	15727.70	581,925	458,903
	Nos. 8 - 51; Baldwin, 1902-12, type 0-6-0, switching service, cylinders 20"x24"; total light weight 70 tons	73	78	"	9	11500.00	103,500	77,822
	Nos. 12 - 48; Baldwin, 1894-1900, type 2-6-0, mixed service, cylinders 19"x26", total light weight 71 tons	54	57	"	6	10225.00	61,350	34,970
	Nos. 26 - 36; Baldwin, 1898, type 4-4-2, passenger service, cylinders 18"x24"; total light weight 73 tons	49	52	"	2	10800.00	21,600	11,232
	Nos. 30 - 39; Baldwin, 1902-1903, type 2-6-0, switching service, cylinders, 19"x26"; total light weight 72 tons	66	68	"	3	11700.00	35,100	23,862
	Nos. 46 - 49; Baldwin, 1896, type 0-6-0, switching service, cylinders 19"x24", total light weight 61 tons	44	48	"	2	9100.00	18,200	8,732
	No. 47; Baldwin 1890, type 2-6-0, mixed service, cylinders 17"x24"; total light weight 51 tons	28	33	"	1	8575.00	8,575	2,830
	Nos. 56 - 59; Baldwin, 1891-1907, type 4-4-0; passenger service, cylinders 18"x24"; total light weight 62 tons	45	49	"	4	9425.00	37,700	18,472
	Nos. 60 - 61; Baldwin, type 4-4-0, passenger service, cylinders 18"x24"; total light weight 65 tons	46	50	"	2	10000.00	20,000	10,000
	Nos. 70 - 75; Baldwin, 1902-04, type 2-6-0, mixed service, cylinders 20"x26"; total light weight 86 tons	57	60	"	6	13500.00	81,000	55,890
	Nos. 300 - 302; Lima, 1914-15, type 2-8-2, freight service, cylinders 27"x30"; total light weight 166 tons, super-heater	96	96	"	3	24100.00	72,300	69,408
Total for Account 51		74			75		1,041,250	771,932

INTERSTATE COMMERCE COMMISSION

Owner Georgia Railroad & Banking Co.

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

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

Approved: W. H. C.

this value.

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.

NUMBER OF
UNITS.

COST OF REPRODUCTION.

Per Unit.

New, Total.

Less Depreciation.

12-20

REPRODUC

Total.

Acct. No. 52 Title BRIDGE-BASE CAR.
(I. C. C. classification.)

Box cars; Nos. 700 - 700, Georgia Railroad, 1898-99,
wood body and underframe, capacity 60,000 lbs.

25 25 Dash 48 650. 28,920 9,827 .489

Box cars; Nos. 800 - 800, Georgia Railroad, 1898,
wood body and underframe, capacity 60,000 lbs.

25 25 " 18 675. 12,600 2,564 .609

Ventilated box cars; Nos. 2002 - 2009; G. F. C. Co.,
1895-96, wood body and underframe, capacity
60,000 lbs.

25 25 " 150 700. 107,100 35,343 .609

6000-6249 1897
Box cars; Nos. 6000 - 6249; M. V. C. Co., 1897,
wood body and underframe, capacity 60,000 lbs.

25 25 " 171 650. 111,150 40,014 .875

6300-6501 1900-15
Box cars; Nos. 6300 - 6501; Georgia Railroad, 1900-15,
wood body and underframe, capacity 60,000 lbs.

25 42 " 19 700. 13,300 5,588 .729

7001-7398 1901-06
Box cars; Nos. 7001-7398; Georgia Railroad, 1901-06,
wood body and underframe, capacity 60,000 lbs.

47 25 " 308 700. 212,100 110,292 .509

7399-7531 1904-06
Box cars; Nos. 7399 - 7531; Georgia Railroad, 1904-06,
wood body and underframe, capacity 60,000 lbs.

50 60 " 100 700. 70,000 44,100 .600

7532-7576 1915-16
Box cars; Nos. 7532 - 7576; Georgia Railroad, 1915-16,
wood body and underframe, capacity 60,000 lbs.

65 57 " 45 750. 33,750 29,363 .989

8001-8163 1907-14
Box cars; Nos. 8001 - 8163; Georgia Railroad, 1907-14,
wood body and underframe, capacity 60,000 lbs.

75 70 " 150 750. 112,500 92,430 .600

8501-8750 1912
Box cars; Nos. 8501 - 8750; Pullman, 1912, wood body
steel underframe, capacity 60,000 lbs.

63 65 " 242 800. 205,700 174,845 .600

1910
Box cars; Nos. 8999; Georgia Railroad, 1910, wood body
and underframe, capacity 60,000 lbs.

76 77 " 1 825. 825 635 .500

Condola Cars, M.E., Nos. 2001 - 2120; G. F. C. Co.,
1895-96; wood body and underframe, capacity 60,000 lbs.

25 42 " 70 550. 42,900 15,018 .600

Condola Cars; Nos. 2200 - 2220; M. V. C. Co., 1897,
wood body and underframe, capacity 60,000 lbs.

44 20 " 14 525. 7,350 3,675 .675

Condola Cars, M.E., Nos. 2300 - 2320; Georgia Railroad
1902, wood body and underframe, capacity 60,000 lbs.

45 22 " 25 750. 18,750 9,543 .500

Condola Cars, M. E., Nos. 2401 - 2425; Georgia Railroad,
1903-04, wood body and underframe, capacity 60,000 lbs.

50 20 " 30 825. 24,750 13,615 .575

.500

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Georgia Railroad & Banking Co.

Approved: M. H. G.

V-l. Section No. 111 Miles Main Line, _____ Miles all Tracks.*

15-200

CHARACTER OF PROPERTY AND DESCRIPTION. Where but a single percentage is stated it represents both per cents.

Acct. No.	Title	Condition Per Cent.	Per Cent of Cost Retain.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total (5)	Less Depreciation. (6)
	Stock Cars, Nos. 1106 - 1107; G. V. C. Co., 1898, wood construction, capacity 60,000 lbs.	79	78	Each	3	678	2,035	1,478
	Stock Cars, Nos. 1110 - 1119; Georgia Railroad, 1897, 1911, wood construction, capacity 60,000 lbs.	85	88	"	72	678	48,800	29,180
	Automobile Cars, Nos. 1000 - 1006; Georgia Railroad, 1910, wood body and underframe, capacity 60,000 lbs.	74	77	"	6	700	4,200	3,480
	Furniture Cars, Nos. 9000 - 9004; M. V. C. Co., 1898, wood body and underframe, capacity 60,000 lbs.	33	40	"	5	780	3,750	1,800
	Refrigerator Cars, Nos. 902 - 904; M. V. C. Co., 1898, wood body and underframe, capacity 60,000 lbs.	29	34	"	2	725	1,450	521
	Ice Cars, Nos. 1220 - 1243; Georgia Railroad, 1899-1911, wood body and underframe, capacity 60,000 lbs.	25	25	"	20	700	21,000	6,920
	Caboose Cars, Nos. 2015 - 2030; Georgia Railroad, 1898, 1912, wood body and underframe, 8 wheels	58	62	"	24	825	28,050	17,321
	Total for Account 53		61		1921		1,392,075	827,221

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Georgia Railroad & Banking Co.

Sheet No. _____ of this valuation section.

Val. Section No. 111 Miles Main Line, _____ Miles all Tracks.*

Approved: No. No. Co.

CAUTION.

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

1)	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost at Date New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit (4)	New, Total (5)	Less Depreciation (6)
Acct. No. <u>84</u>	Title <u>PASSENGER-TRAIN CARS.</u> (I. C. C. classification.)					\$	\$	\$
	Passenger Coach, Nos. 18 - 49; G. F. C. Co., 1888-89, length 52 feet, wood body and underframe	38	22	Coach	12	5500	66,000	21,120
	Passenger Coach, Nos. 16 - 18; G. F. C. Co., 1898, length 52 feet, wood body and underframe	42	42	"	3	4800	12,500	5,802
	Passenger Coach, Nos. 59 - 55; Pullman Co., 1904, length 61 feet, wood body and underframe	73	74	"	4	7200	29,400	21,720
	Passenger Coach, Nos. 54 - 57; Georgia Railroad & P. Co., 1903-04, length 61 feet, wood body and underframe	71	72	"	4	7300	29,200	21,020
	Passenger Coach, Nos. 58 - 59; Georgia Railroad, 1901, length 61 feet, wood body and underframe	59	60	"	2	7300	14,600	8,760
	Passenger Coach, Nos. 60 - 62; Georgia Railroad, 1904, length 61 feet, wood body and underframe	73	74	"	4	6300	25,200	24,270
	Passenger Coach, Nos. 64 - 67; Georgia Railroad, 1911, length 61 feet, wood body and underframe	67	68	"	4	7350	29,400	25,870
	Passenger and Baggage Cars, Nos. 120 - 124; Georgia Railroad, 1890-94, length 51 feet, wood body and underframe	25	27	"	4	5200	21,000	5,670
	Passenger and Baggage Cars, Nos. 125 - 127; Pullman Co., 1904, length 61 feet, wood body and underframe	73	74	"	3	6300	18,900	13,904
	Passenger and Baggage Cars, Nos. 128 - 140; Georgia Railroad, 1910, length 61 feet, wood body and underframe	64	65	"	3	6700	20,100	17,068
	Passenger and Baggage Car, No. 154; Jackson and Sharps, 1879, length 55 feet, wood body and underframe	25	27	"	1	4200	4,200	1,130
	Baggage and Mail Cars, Nos. 370 - 374; 1890-92, length 50 feet, wood body and underframe	34	37	"	5	4400	22,000	8,530
	Baggage and Mail Cars, Nos. 375 - 379; Georgia Railroad, 1888-1901, length 50 feet, wood body and underframe	34	34	"	4	4200	16,800	6,040
	Baggage and Mail Cars, Nos. 380 - 382; Georgia Railroad, 1912, length 61 feet, composite body, wood underframe	62	63	"	3	6000	18,000	14,740
	Baggage and Express Cars, Nos. 400 - 457; Georgia Railroad & Pullman Co., 1904-14, length 61 feet, wood body and steel underframe.	69	70	"	4	6200	24,800	22,320

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Georgia Railroad & Banking Corp

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

Approved: W. H. Co 11-20

CAUTION. Where but a single percentage is stated it represents both per cents.
CHARACTER OF PROPERTY AND DESCRIPTION.

Acct. No.	Title	Condition Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciation (6)
	WORK EQUIPMENT. (I. C. classification.)							
	Official Business, No. 99; 1898, length 84 feet, wood body and underframe	21	26	Wagon	1	7000	7,000	2,300
	Official Business, No. 100; 1898, length 84 feet, wood body and underframe	41	48	"	1	5000	5,000	2,150
	Steam Wrecking Crane, No. 1900; Industrial Works, 1904, steel construction, capacity 75 tons	72	75	"	1	12200	12,200	9,675
	Tool and Block Car, No. 1902; Georgia Railroad, 1905, steel underframe, wood body, capacity 80,000 lbs.	65	65	"	1	2200	2,200	1,450
	Coach, Work, No. 1904; Pullman Company, 1888, length 49 feet, wood body and underframe	25	27	"	1	3900	3,900	1,024
	Gondolas, Nos. 1905 - 2186; Georgia Railroad, 1881-87, wood body and underframe, capacity 40,000 lbs.	25	30	"	5	580	2,700	825
	Box, Boarding, No. 1907; Georgia Railroad, 1910, wood body, steel underframe, capacity 80,000 lbs.	79	80	"	1	1000	1,000	800
	Box, Shanty, Nos. 1908 - 2187; Georgia Railroad, 1889-92, wood body and underframe, capacity 80,000 lbs.	25	25	"	3	600	1,900	644
	Flat, Wreck, No. 1909; Georgia Railroad, 1904, steel underframe, capacity 80,000 lbs.	85	84	"	1	1700	1,700	1,470
	Flat, Rail and Tie, No. 1910; Georgia Railroad, 1904, steel underframe, capacity 80,000 lbs.	80	81	"	1	800	800	640
	Wrecking Crane and Extra Flat Car, Nos. A.J.F.-1 and A.J.F.-2; purchased 2nd hand, L. & N. Railroad, 1912, wood construction	85	84	"	2		2,400	2,064
	Locomotive Crane, No. 1940; Industrial Works, 1904, steel construction	63	64	"	1	5700	5,700	3,440
	Caboose, Work, No. 2021; Georgia Railroad, 1907, wood body and underframe, 8 wheels	57	58	"	1	900	900	561
	Coach, Work, Nos. 2104 - 2182; Georgia Railroad, 1889-1892, length 84 feet, wood body and underframe	25	27	"	7	4000	28,000	7,500
	Coach, Work, Nos. 2114-2187; Georgia Railroad, 1874-84, length 44 feet, wood body and underframe	25	27	"	3	3400	10,200	2,914
	Box, Work, Nos. 2124 - 2181; Georgia Railroad, 1889-1902, wood body and underframe, capacity 80,000 lbs.	25	25	"	20	700	14,000	4,420

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Georgia Railroad & Banking Co.

Sheet No. _____ of this valuation section.

Val. Section No. A13 Miles Main Line, _____ Miles all Tracks.*

Approved: M. H. Co.

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

CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent. at Cost New.	UNIT.	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, Work, No. 2205; Georgia Railroad, 1909, wood construction, capacity 40,000 lbs.

25 25 Each 1 400 400 158

Vent. Box, Work, Nos. 2205 - 2207; G. F. C. Co., 1895-96, wood body and underframe, capacity 80,000 lbs.

25 25 " 2 700 1,400 443

Box, Work, No. 2175; Georgia Railroad, 1912, wood body and underframe, capacity 80,000 lbs.

90 91 " 1 750 750 623

Coach, Work, No. 2185; G. F. C. Co., 1890, length 53 feet, wood body and underframe

50 51 " 1 4000 4,000 1,290

Condola, Work, No. 3999; E. & B. Car Co., 1909, wood construction, capacity 80,000 lbs.

72 73 " 1 750 750 544

Coal, Trunk Car, No. 4000; Georgia Railroad, 1881, wood construction, capacity 40,000 lbs.

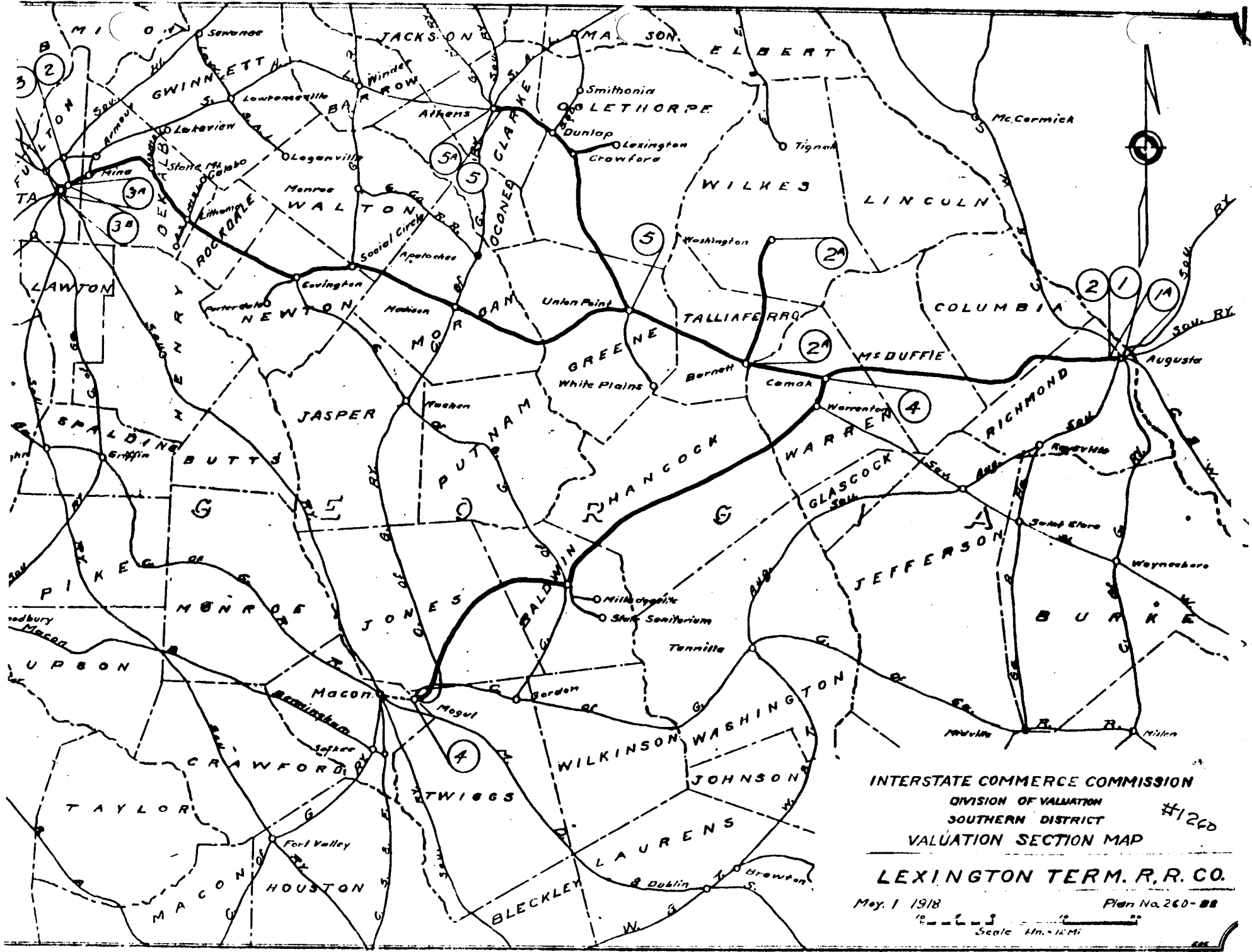
25 26 " 1 500 500 160

Tools, necessary to equip car of Foreman's Fuel and Water Stations.

50 51 " 1 1,250 1,250 651

Total for Account 57

62 110,389 44,324

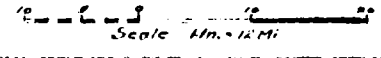


INTERSTATE COMMERCE COMMISSION
 DIVISION OF VALUATION
 SOUTHERN DISTRICT
 VALUATION SECTION MAP #1260

LEXINGTON TERM. R.R. CO.

May 1 1918

Plan No. 260-88



EXPLANATORY TEXT

LEXINGTON TERMINAL RAILROAD COMPANY

6/20/16

DESCRIPTION OF ROAD.

This carrier's property is a single track standard gauge railroad, extending from a connection with the Georgia Railroad at Crawford to Lexington, both in the state of Georgia. The company is controlled through stock ownership by the lessees of the Georgia Railroad who operate the property for the benefit of the owners, the accounts being kept separate.

MILEAGE AND VALUATION SECTIONS.

But one valuation section has been established.

The mileage is as follows:

Main line	3.337
Yard tracks and sidings160
Total all tracks	3.497

CHARACTERISTICS OF COUNTRY.

The country traversed by this railroad is slightly undulating and the soil is red clay and loam.

The principal products are those of the farm.

ROAD.

The grading is very light. There are no bridges or other important structures. The track is laid with 56¢ relay rail.

EQUIPMENT.

With the exception of one combination passenger and baggage car owned by the carrier the equipment of the Georgia Railroad is used in operating the property.

ENGINEERING AND GENERAL EXPENDITURES.

Engineering has been reckoned at 3% of the Road Accounts 3 to 47, inclusive.

General Expenditures are computed at 1-1/2% upon the Road Accounts 1 to 47, exclusive of Account 2, Land.

Interest During Construction has been computed at 4% for six months upon the Road Accounts 1 to 47, inclusive, except land, and upon General Expenditures, except Interest During Construction, and for three months upon Equipment Accounts 51 to 58, inclusive.

The construction period has been estimated at six months.

GENERAL INFORMATION.

- (a) Grading. Grading has been computed upon the one-way basis with 100 ft. free haul.
- (b) Shrinkage. 10% has been added to all fills and to ballast for shrinkage.
- (c) Waste. The following percentages of actual quantities have been allowed for waste:

Spikes	3%
Bolts	1%
Angle bars	2% (includes allowance for short rails.)
Nut locks	2%

- (d) Salvage. Allowances have been made for salvage and scrap values as follows:

nail (scrap)	\$10.00 per gross ton
Rail (relay)	22.00 " " "
Switch material	9.00 " net "

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner **Lawington Terminal Railroad Co.**

Sheet No. _____ of this valuation section.

1. Section No. **121** Miles Main Line, _____ Miles all Tracks.*

Approved: **M. M. C.**

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

Acct. No.	Title (I. C. 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)

Passenger and Baggage Car, No. 1, Georgia Railroad, 1882,
length 32 feet, wood body and underframe

Total for Division Section

25	27	Each	1	5,000	5,000	1,300
	27		1		5,000	1,300

EXPLANATORY TEXT

MILLEDGEVILLE RAILWAY COMPANY

6/30/13

DESCRIPTION OF ROAD.

The railroad of this carrier is single track standard gauge, extending from a connection with the Georgia Railroad at Milledgeville, Ga. to the neighboring industries and the state sanitarium located at that place. The line is located within the city and suburbs of Milledgeville. The company is controlled through stock ownership by the lessees of the Georgia Railroad who operate the property for the benefit of the owners, the accounts being kept separate.

MILEAGE AND VALUATION SECTIONS.

But one valuation section has been established.

The mileage is as follows:

Main line	5.367
Yard tracks and sidings	1.911
Total all tracks	7.238

ROAD.

The grading is very light. There are no important bridges or other structures. The track is laid with 84¢ and 65¢ relay rail.

EQUIPMENT.

The carrier owns one storage battery passenger car and with this exception the equipment used in operating the property is that of the Georgia Railroad.

ENGINEERING AND GENERAL EXPENDITURES.

Engineering has been reckoned at 3% of the Road Accounts 3 to 47, inclusive.

General Expenditures are computed at 1-1/2% upon the Road Accounts 1 to 47, exclusive of Account 2, Land.

Interest During Construction has been computed at 6% for six months upon the Road Accounts 1 to 47, inclusive, except land, and upon General Expenditures, except Interest During Construction, and for three months upon Equipment Accounts 81 to 86, inclusive.

The construction period has been estimated at six months.

GENERAL INFORMATION.

(a) Grading. Grading has been computed upon the one-way basis with 500 ft. free haul.

(b) Shrinkage. 10% has been added to all fills and to ballast for shrinkage.

(c) Waste. The following percentages of actual quantities have been allowed for waste:

Spikes	3%
Belts	1%
Angle bars	2% (includes allowance for short rails.)
But locks	2%

(d) Salvage. Allowances have been made for salvage and scrap values as follows:

Rail (scrap)	\$10.00 per gross ton
Rail (relay)	22.00 " " "
Switch material	3.00 " net "

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Milledgeville Railway Company

Sheet No. _____ of this valuation section.

Val. Section No. 1 Miles Main Line _____ Miles all Tracks. * 6/30/16

Approved: M. H. G.

CLASSIFICATION.

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.

NUMBER OF
UNITS.

COST OF REPRODUCTION.

Acct. No. 54 Title PASSENGER TRAIN CARS
(I. C. C. classification.)

Per Unit. (4) New Total (5) Loss Depreciation (6)

Storage battery street car, #1, J.G. Brill Co. 1915,
wood body and steel underframe

85 86 Each 1 2000.00 2,000 1,720

Total for Valuation Section

86 2,000 1,720

Acct. 55 - MOTOR EQUIPMENT OF CARS.

Meters, controlling equipment and apparatus of car
#1, 1915

80 81 Lot 1 2100.00 2,100 1,701

Total for Valuation Section

81 2,100 1,701

61

EXPLANATORY TEXT
MONROE RAILROAD COMPANY

DESCRIPTION OF ROAD.

This carrier's property is a single track standard gauge railroad, extending from Social Circle a point on the Georgia Railroad to Monroe and is all in the state of Georgia. The company is controlled through stock ownership by the lessees of the Georgia Railroad who operate the property for the benefit of the owners keeping the accounts separate.

MILEAGE AND VALUATION SECTIONS.

But one valuation section has been established.

The mileage is as follows:

Main line	10.143
Yard tracks and sidings	2.468
Total all tracks	12.630

CHARACTERISTICS OF COUNTRY.

The country traversed by this railroad is slightly undulating and the soil is red clay.

The principal products are those of the farm.

ROAD.

The grading is light. There are no bridges and no important structures. The track is laid principally with 56¢ relay rail.

EQUIPMENT.

The carrier owns one passenger coach and one combination passenger and baggage car. Locomotives of the Georgia Railroad are used in operating trains over the property.

ENGINEERING AND GENERAL EXPENDITURES.

Engineering has been reckoned at 3% of the Road Accounts 3 to 47, inclusive.

General Expenditures are computed at 1-1/2% upon the Road Accounts 1 to 47, exclusive of Account 2, Land.

Interest During Construction has been computed at 6% for six months upon the Road Accounts 1 to 47, inclusive, except land, and upon General Expenditures, except Interest During Construction, and for three months upon Equipment Accounts 51 to 56, inclusive.

The construction period has been estimated at six months.

GENERAL INFORMATION.

- (a) Grading. Grading has been computed upon the one-way basis with 500 ft. free haul.
- (b) Shrinkage. 10% has been added to all embankments and to ballast for shrinkage.
- (c) Waste. The following percentages of actual quantities have been allowed for waste:

Spikes	3%
Bolts	1%
Angle bars	2% (includes allowance for short rails.)
But locks	2%

- (d) Salvage. Allowances have been made for salvage and scrap values as follows:

Rail (scrap)	\$10.50 per gross ton
Rail (relay)	22.50 " " "
Switch material	9.50 " net "

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Monroe Railroad Company.

Approved: M. H. C.

Val. Section No. A11 Miles Main Line, _____ Miles all Tracks. 6/30/16

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

(1)	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent at Cost Now.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total (5)	Less Depreciation (6)

Acct. No. 56 Title PASSENGER TRAIN CARS.
(I. C. C. classification.)

Passenger Coach, No. 13; C. F. C. Co., 1888, length
52 feet, wood body and underframe

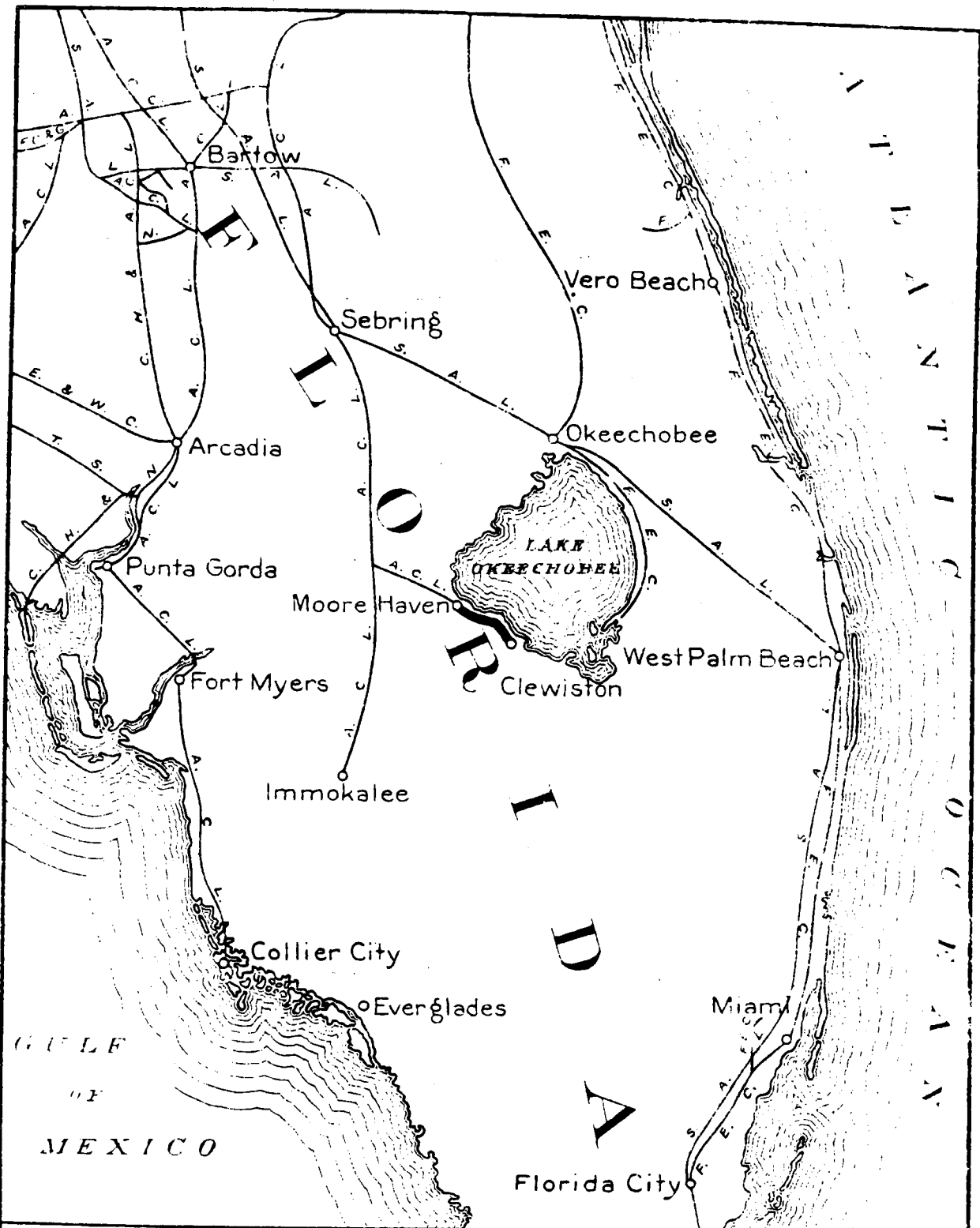
31	32	Each	1	5,200	5,200	1,664
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Passenger and Baggage Car, No. 121, Georgia R.R.,
1884, length 51 feet, wood body and underframe

25	27	"	1	4,800	4,800	1,296
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Total for Monroe Railroad

30			2		10,000	2,960
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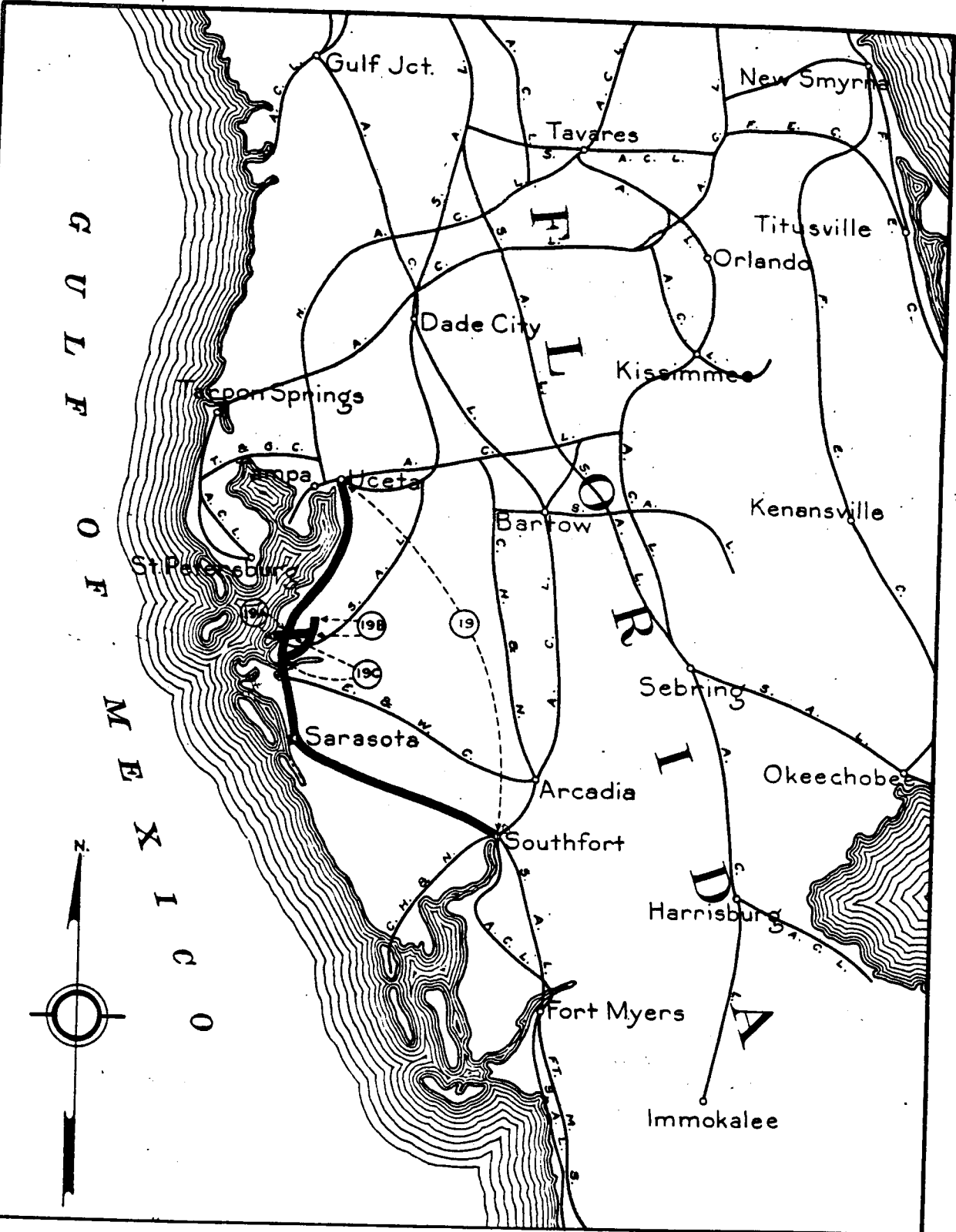
MAP OF THE
MOORE HAVEN & CLEWISTON RAILWAY

(LEASED TO ATLANTIC COAST LINE RAILROAD COMPANY)

LEGEND

— Moore Haven & Clewiston Railway





MAP OF THE TAMPA SOUTHERN RAILROAD

(LEASED TO ATLANTIC COAST LINE RAILROAD CO.)

LEGEND

— Tampa Southern Railroad

#1264

12/31/27

EXPLANATORY TEXT
TAMPA SOUTHERN RAILROAD COMPANY

1. DESCRIPTION OF ROAD.

The Tampa Southern Railroad Company was incorporated March 5, 1917 under the general laws of the State of Florida. The company is controlled by the Atlantic Coast Line Railroad Company through ownership of entire capital stock.

This company owns a single track, standard gauge, steam railroad within the State of Florida. The main line extends southeasterly from a connection with the tracks of the Atlantic Coast Line Railroad Company at Uesta, about three miles east of Tampa, to a connection with the tracks of the Atlantic Coast Line Railroad Company at Southfort. Short branch lines project from Gillett to Mabona, Seth to Senanky and Gillett to Palmetto. Connection is made at Palmetto with the road of the Seaboard Air Line Railway Company.

The entire property, with the exception of a storehouse located at Sarasota and used by The Pullman Company, is leased to the Atlantic Coast Line Railroad Company.

2. MILEAGE AND VALUATION SECTIONS.

Tampa Southern Railroad Company - Wholly Owned but not Used
Leased to: Atlantic Coast Line Railroad Company

Val. Sec.	From	To	First Main Track Miles	Yard tracks and Sidings	Total All Tracks
19 - Fla.	Uesta	Southfort	90.170	26.715	116.885
18a-	Gillett	Mabona	0.878	0.144	1.022
18b-	Seth	Senanky	3.408	0.171	3.579
19c-	Gillett	Palmetto	14.347	3.999	18.346
Total - Wholly Owned but not Used in Florida			108.803	31.029	139.832

In addition Valuation Section 19 - Florida has also been used to cover the storehouse located at Sarasota, leased to The Pullman Company.

3. CHARACTERISTICS OF COUNTRY.

The country traversed by this road is low and flat. The line follows the west coast of the Gulf of Mexico to Sarasota, then runs inland through an unsettled and unproductive region to Southfort. The soil is mostly white sand. Black muck and peat were found in some of the swampy sections.

The first 80 miles of the line runs through a well-developed agricultural territory producing considerable fruit and vegetables. From Sarasota to Southfort the land is undeveloped except in the vicinity of Palmer, where truck gardening is being attempted.

Bradenton and Sarasota are noted winter resorts and attract considerable tourist trade.

4. ROAD.

The grading is light, averaging about 15,200 cubic yards per mile and is mostly embankment made from side berms.

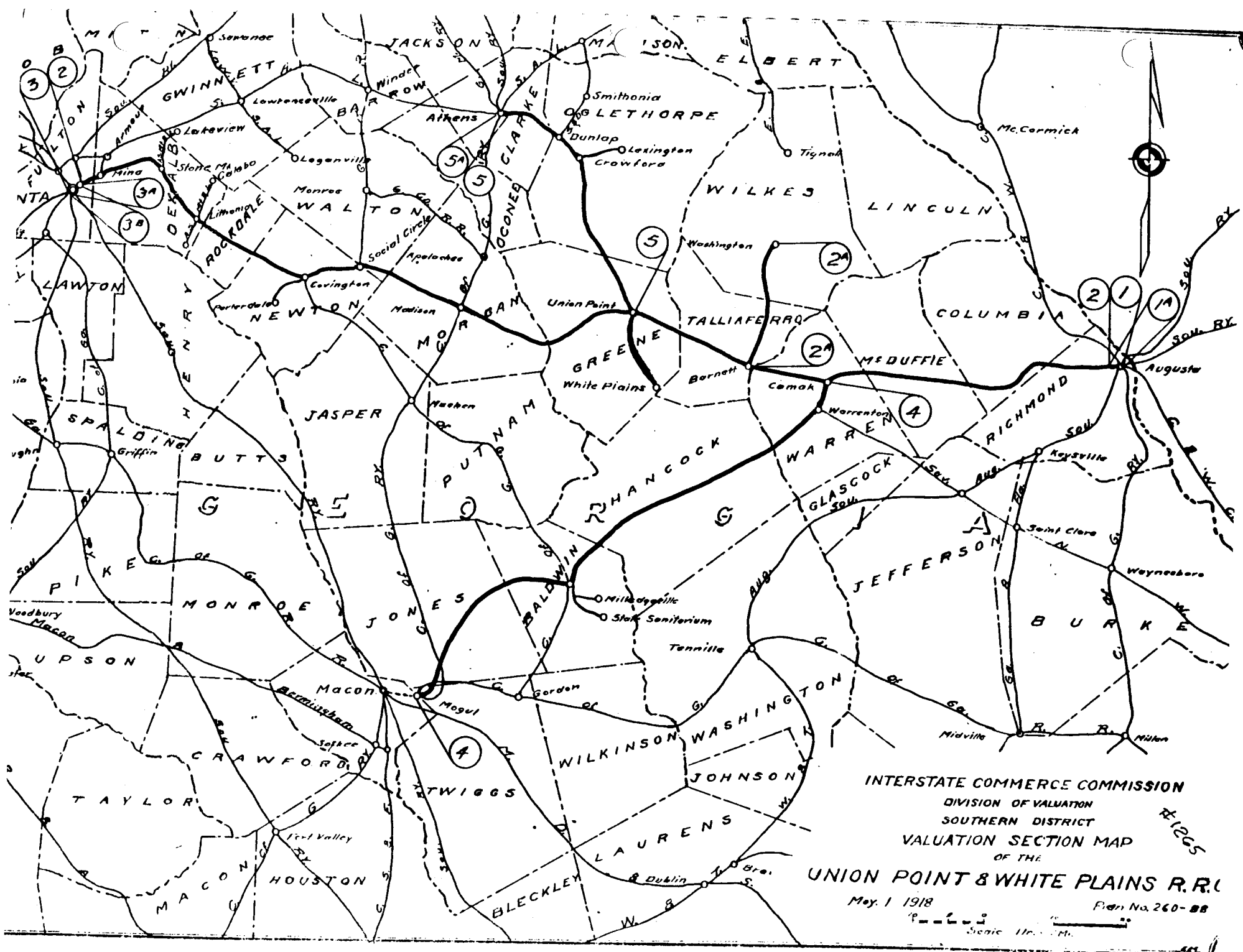
Metal bridges are principally of the deck plate girder, thru plate girder or thru pin connected truss span type, none of which is of unusual importance. Minor drainage is crossed by means of pile and frame trestles and culverts.

Cross ties in main track average about 2,800 per mile and are fifty per cent untreated cypress, yellow pine and oak and fifty per cent creosote-treated. The principal main line is laid with 70 and 85 pound relay rail. The branch lines are laid chiefly with 56-pound relay rail. About 23 miles of the main line is full earth-surfaced, the remainder being ballasted with crushed limestone, cinders and gravel. The branch lines are mostly earth-surfaced.

The most important buildings are the brick depots at Palmetto, Bradenton and Sarasota.

5. EQUIPMENT.

This company owns no equipment.



6/30/16

DESCRIPTION OF ROAD:

This is a single track standard gauge railroad, extending from a connection with the Georgia Railroad at Union Point to White Plains and is all in the state of Georgia. The company is controlled by the Georgia Railroad and Banking Company through stock ownership and the railroad is operated by the lessees of the Georgia Railroad for the benefit of the owners, the accounts being kept separate.

No branches are owned or operated.

MILEAGE AND VALUATION SECTIONS.

But one valuation section has been established.

The mileage is as follows:

Main line	11.974
Yard tracks and sidings520
Total	12.494

CHARACTERISTICS OF COUNTRY.

The country traversed by this road is slightly rolling and the soil is red clay and loam.

The principal products are those of the farm.

ROAD.

The grading is very light. There are no bridges or other important structures. The track is laid with 56# relay rail.

EQUIPMENT.

This carrier owns no equipment, the Georgia Railroad equipment being used in operating trains over the property.

ENGINEERING AND GENERAL EXPENDITURES.

Engineering has been reckoned at 3% of the Road Accounts 3 to 47, inclusive.

General Expenditures are computed at 1-1/2% upon the Road Accounts 1 to 47, exclusive of Account 2, Land.

Interest During Construction has been computed at 6% for six months upon the Road Accounts 1 to 47, inclusive, except land, and upon General Expenditures, except Interest During Construction.

The construction period has been estimated at six months.

GENERAL INFORMATION.

- (a) Grading. Grading has been computed upon the one-way basis with 500 ft. free haul.
- (b) Shrinkage. 10% has been added to all fills and to ballast for shrinkage.
- (c) Waste. The following percentages of actual quantities have been allowed for waste:

Spikes	3%
Bolts	1%
Angle bars	2% (includes allowance for short rails.)
But locks	2%

- (d) Salvage. Allowances have been made for salvage and scrap values as follows:

Rail (scrap)	\$10.00 per gross ton
Rail (relay)	22.00 " " "
Switch material	9.00 " net "

NORTH CAROLINA

SEABOARD

CUMBERLAND
YAPETTEVILLE
ATL.

ROBESON

BLADEN

LUMBERTON

ELIZABETHTOWN

WILMINGTON

SOUTH CAROLINA

Legend

Virginia and Carolina
Southern Railroad

Inter-State Commerce Commission
Director of Valuation
Washington D.C.

#1266

MAP OF THE VIRGINIA AND CAROLINA SOUTHERN RAILROAD

ATLANTIC OCEAN

EXPLANATORY ITEM

VIRGINIA AND CAROLINA SOUTHERN RAILROAD COMPANY.

1. DESCRIPTION OF ROAD.

The Virginia and Carolina Southern Railroad Company was incorporated March 4, 1906 in North Carolina.

This railroad is single track, standard gauge, steam operated and extends from a connection with the Seaboard Air Line Railway at Lumberton northerly to a connection with the Atlantic Coast Line Railroad at Hope Mills, a distance of 23.227 miles. There is a branch extending from the main line at St. Pauls southeasterly to a terminus at Elizabethtown. The road is wholly within the State of North Carolina.

This company has joint use of the passenger station and certain tracks at Lumberton, owned by the Seaboard Air Line Railway Company. It also has joint use of freight and passenger stations and other facilities at Hope Mills, owned by the Atlantic Coast Line Railroad Company.

Trackage rights are granted by this carrier to the Atlantic Coast Line Railroad Company over a portion of its tracks at Hope Mills. It also grants joint use of certain tracks at Lumberton to the Seaboard Air Line Railway Company.

2. MILEAGE AND VALUATION SECTIONS.

One valuation section has been established.

The mileage is as follows:

Main Line	23.264
Yard Tracks and	
Sidings	11.120
Total All Tracks	34.384

3. CHARACTERISTICS OF COUNTRY.

The country traversed by this road is low and flat. The soil is sandy loam and clay.

The surrounding country is fairly well developed agriculturally, cotton, tobacco and corn being the principal crops. The principal products of this region are those of the farm and the forest and manufacturing.

4. ROAD.

The grading is very light averaging about eight thousand cubic yards per mile of which the classified material amounts to less than one per cent loose rock and no solid rock.

Cross ties in main track average about 2700 to the mile and are mostly pine. The main track is laid chiefly with 60 and 80-pound rail, most of which is relay.

Except for a small amount of cinders the road is unballasted.

5. EQUIPMENT.

The equipment of this carrier consists of two new and two second-hand locomotives; one caboose freight train car, and in the passenger train service two combination passenger and baggage coaches and one new and two second-hand coaches.

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 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 56 inclusive.

It has been estimated that a period of 12 months would be required for the construction of this property.

INTERSTATE COMMERCE COMMISSION

Owner Virginia and Carolina Southern Railroad Company

BUREAU OF VALUATION

Val. Section No. 1 N.C.

Miles Main Line, _____

Miles all Tracks, _____

6/30/18

Sheet No. _____ of this valuation section.

Approved: John E. Thompson

CAUTION.

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

Acct. No.	Title	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
				Per Unit.	New, Total.	Less Depreciation.
(1)	(2)	(3)	(4)	(5)	(6)	
CHARACTER OF PROPERTY AND DESCRIPTION.						
STEAM LOCOMOTIVES						
<small>(I. C. C. classification.)</small>						
No. 27	- type 4-6-0 cyls. 15-5/8x24, Baldwin 1909 frt. service, total lt. wt. 58 tons	Each	1		8,714	6,362
No. 28	- type 4-6-0 cyls. 17-7/8x24, Roger 1882 - frt. service, total lt. wt. 59 tons, second hand	"	1		3,117	1,995
No. 29	- type 4-6-0 cyls. 18x28 - Baldwin, 1913 - frt. service	"	1		12,362	10,755
No. 26	- type 4-4-0 cyls. 17x24 - Baldwin 1887 - pass. service, total lt. wt. 55 tons, second hand	"	1		4,405	2,157
	Total Account 51		4		28,596	21,268
Acct. 53 - FREIGHT TRAIN CARS						
Coach Car						
No. 1	AOL 1912, 8 wheel wood body and underframe	Each	1		725	725
	Total Account 53		1		725	725
Acct. 54 - PASSENGER TRAIN CARS						
Pass. & Bag. Cars:						
Nos. 100-101	Hicks Loco. & Car Co., 1909, length 51, wood body and underframe, composite frame, 4 wheel trucks	Each	2	3514	7,028	5,060
Coaches:						
No. 102	- Hicks Loco. & Car Co. 1909, length 51, wood body and underframe, composite frame, 4 wheel trucks	"	1		3,794	2,687
Nos. 103, 104	length 51, 53'-4", wood body and underframe, 4 wheel trucks, second hand	"	2	1766	3,532	2,649
	Total Account 54		5		14,344	10,396

V I R G I N I A

N O R T H

C A R O L I N A



Interstate Commerce Commission
 Bureau of Valuation
 Washington D.C.

MAP OF THE
**WASHINGTON AND VANDEMERE
 RAILROAD**

June 30, 1917.

EXPLANATORY TEXT

6/30/17

WASHINGTON & VANDERBILT RAILROAD COMPANY

1. DESCRIPTION OF ROAD.

The Washington & Vanderbilt Railroad Company was incorporated in North Carolina, March 3, 1903.

This railroad is single track, standard gauge, steam operated and extends from a junction with the Atlantic Coast Line Railroad at Washington Junction, west of Washington, southeasterly to Vanderbure, all in the state of North Carolina. There is a connection with the Norfolk Southern Railroad near Washington Junction.

Under trackage rights agreement the carrier uses the tracks of the Atlantic Coast Line Railroad from Washington Junction to Washington, North Carolina, a distance of 0.94 mile, and terminal facilities at Washington, N.C.

2. MILEAGE AND VALUATION SECTIONS.

One valuation section has been established. This section is designated 7-North Carolina, being a portion of the general valuation divisions of the Atlantic Coast Line Railroad system.

Main Line	39.609
Yard Tracks and Sidings	<u>2.742</u>
Total All Tracks	42.351

3. CHARACTERISTICS OF COUNTRY.

The country traversed by this road is low and flat, many stretches of marsh being encountered. The soil is sandy loam and clay.

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

4. ROAD.

The grading is light averaging about 15,200 cubic yards per mile, all of which is common excavation. Items amounting to 233,000 cubic yards of subsidence were estimated.

There are 6,474 feet of pile bent trestles on this road.

The main line is laid entirely with 56 pound relay rail. The sidings are laid with the same weight of rail except for a very short length of 30 pound relay.

The roadway is ballasted mostly with sand, a small amount of cinders is used.

5. EQUIPMENT.

The equipment of this carrier consists of two locomotives purchased second-hand, 95 freight train box cars purchased new and two passenger train coaches purchased second-hand.

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 5 to 47, inclusive.

Accounts 71 to 77 - General Expenditures.

General Expenditures, Accounts 71 to 77, exclusive of Account 76, have been estimated at 2-1/2 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 56 inclusive.

It has been estimated that a period of 18 months would be required for the construction of this property.

INTERSTATE COMMERCE COMMISSION

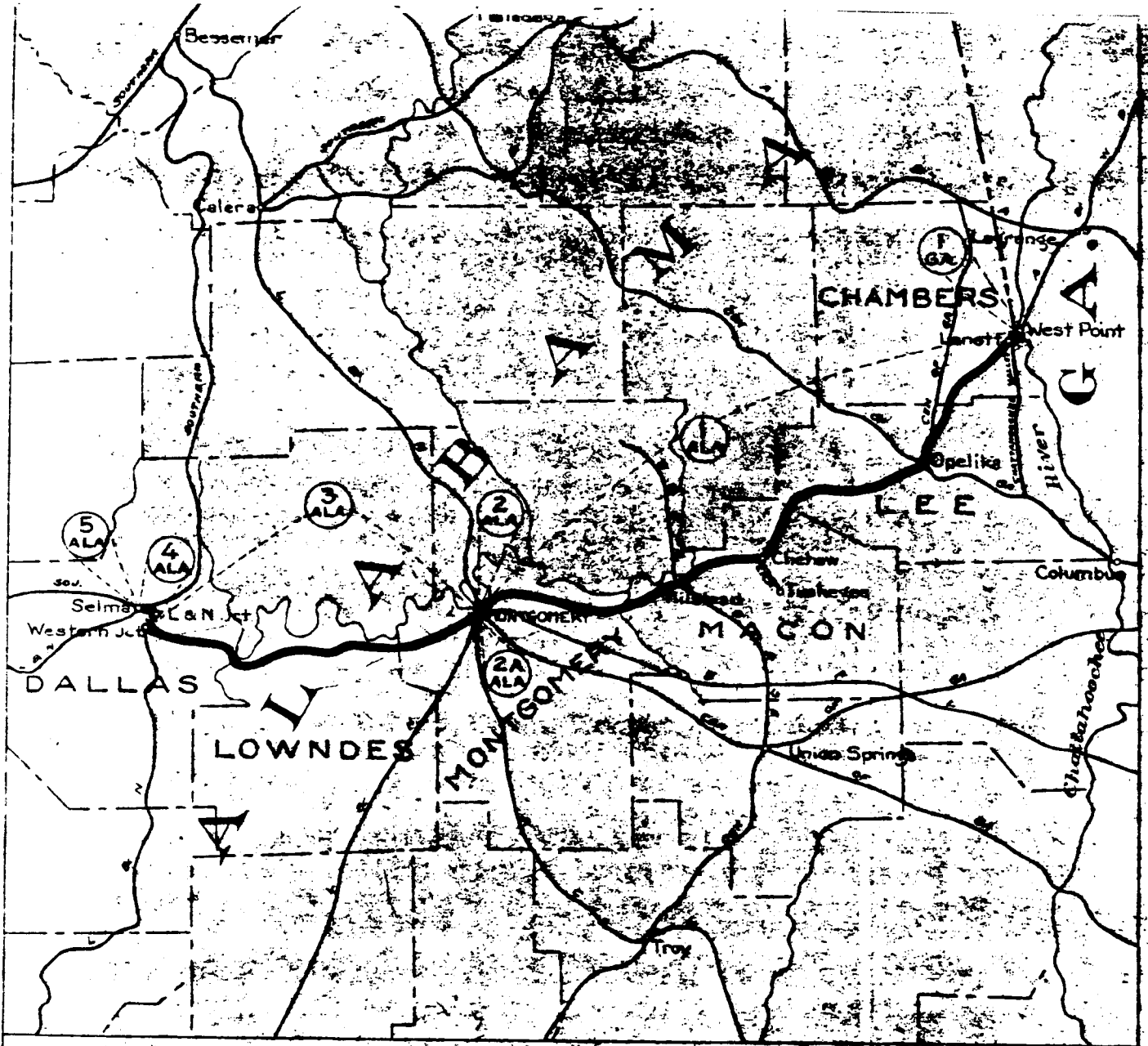
Owner Washington & Vandamers Railroad Company BUREAU OF VALUATION

Sheet No. _____ of this valuation section.



Val. Section No. 7-N.C. Miles Main Line, _____ Miles all Tracks.*

Approved: John R. Thompson

CHARACTER OF PROPERTY AND DESCRIPTION.		Condition Per Cent.	Per Cent of Cost of New.	UNIT (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION.		
					Per Unit. (4)	New. Total. (5)	Less Depreciation. (6)	
					\$	\$	\$	
Acct. No. <u>51</u> Title <u>STEAM LOCOMOTIVES.</u> <small>(I. C. C. classification.)</small>								
Nos. 42,44, Baldwin Locomotive Works, 1889, Type 4-4-0, Frt. or Pass. service, cyls. 18"x24", total light weight 60 tons, second hand 1908		44	51	Each	2	4500	<u>9,000</u>	<u>4,632</u>
Total Account 51			51		2		9,000	4,632
Acct. 53 - FREIGHT TRAIN CARS.								
Box cars, Nos. 28700-28799, South Baltimore Car Works, 1908, capacity 60,000#, wood body and underframe		64	69	Each	95	702	<u>66,690</u>	<u>46,016</u>
Total Account 53			69		95		66,690	46,016
Acct. 54 - PASSENGER TRAIN CARS.								
Coaches, Nos. 110-111, built 1890-1892, length 46', wood body and underframe, composite 4 wheel trucks, second hand 1908		48	51	Each	2	3500	<u>7,000</u>	<u>3,570</u>
Total Account 54			51		2		7,000	3,570
Acct. 1 - ENGINEERING.								
of cost of reproduction new of road accounts 3 to 47, inclusive		100				\$ 621187	.04 24,647	24,647
Approved: Louis Hood.								
Accts. 71-77 - GENERAL EXPENDITURES.								
<u>Accounts 71 to 75 and 77 - General Expenditures.</u>								
1.5% of cost of reproduction new of road accounts 1 to 47, inclusive (except Account 2, Land)		83				\$ 646034	.015 9,691	8,044
<u>Account 76 - Interest During Construction.</u>								
6% per annum of cost of reproduction new for one-half the construction period, plus 3 months, of Road Accounts 1 to 47, inclusive (except Account 2, Land) and of General Expenditures, Accounts 71 to 75 and 77.								
Construction period 18 months								
Interest " 12 "								
Total on 1 to 47						646034		
" " 71 to 75 and 77						<u>9691</u>		
		83				655725	.06 39,544	32,656
6% per annum for 3 months of Cost of Reproduction New of Equipment Accounts 51 to 58, inclusive		66				82690	.015 <u>1,240</u>	818
Total Account 76							40,584	33,474
Total Accounts 71 to 77							50,275	41,518



Legend

-  The Western Railway of Alabama.
-  Trackage Rights



Interstate Commerce Commission
 Bureau of Valuation
 Washington D.C.

MAP OF THE WESTERN RAILWAY OF ALABAMA

Scale 1"=13 Miles

June 30, 1918.

#1268

** Jointly owned or used property reported separately by valuation sections.

* In addition to jointly owned property reported separately by valuation sections, certain jointly owned tracts 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.

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	Passenger		
	Terminal	Terminal		
West Point, Ga.	Rental	Rental	Owned by A. & W. P. R. R. Co.	
Opelika, Ala.	Ownership	Rental	Passenger station owned by C. of Ga. Ry. Co.	
Montgomery, Ala.	Ownership	Rental	" " " " L. & N. R. R. Co.	
Selma, Ala.	Ownership	Rental	" " " " Sou. Rwy. Co.	

4. CONNECTIONS WITH OTHER ROADS.

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

West Point, Ga.	Atlanta and West Point Railroad Chattahoochie Valley Railway
Milstead, Ala.	Birmingham & Southeastern Railway Company
Montgomery, Ala.	All railroads
Opelika, Ala.	Central of Georgia Railway Company
Selma, Ala.	Louisville and Nashville Railroad Company Southern Railway Company
Chehaw, Ala.	Tuskegee Railroad

5. IMPORTANT JOINT FACILITIES.

In addition to joint facilities hereinbefore mentioned, all terminal facilities at West Point, Ga.-Ala. owned either by the carrier or by the Atlanta and West Point Railroad Company are pooled and used jointly by both carriers.

Trackage rights granted to others are as follows:

Location	Carrier	Main Track
Opelika, Ala. to Roanoke Jet.	Central of Georgia Ry.	2.01
" " to Va.Car.Chem.Co.	Central of Georgia Ry.	2.73
Montgomery, Ala.	Central of Georgia Ry.	3.87
Selma, Ala.	Louisville and Nashville R.R.	.80

6. CHARACTERISTICS OF COUNTRY.

(a) Topography

The region traversed by this road is rolling between West Point and Auburn. Beyond Auburn, the country in general is a low-lying prairie with a tendency to swamp conditions along water courses. The line follows closely the drainage of the Tallapoosa River.

(b) Geology.

The soil varies from a red, sandy clay to a dark, heavy black soil. Some disintegrated granite and gravel are encountered in the excavations.

(c) Climate.

The mean annual temperature is 65 degrees Fahrenheit, ranging from an average of 45 degrees in winter to 80 degrees in summer, with a mean annual rainfall of 55 inches.

(d) Development - Farm.

The country traversed by the carrier is well cultivated, cotton, corn and timber being the principal products.

(e) Development - Industrial.

The industrial development is confined chiefly to cotton products and timber. The principal manufacturing centers are Montgomery and Selma.

7. PHYSICAL CHARACTERISTICS OF ROAD.

The maximum curvature from West Point, Ga. to Montgomery, Ala. is 4 degrees. The maximum grade is 1 per cent, and from Montgomery, Ala. to Selma, Ala. maximum curvature is 3 degrees and maximum grade is .9 per cent.

8. ROAD.

Account 3 - Grading.

The grading averages 28,500 cubic yards per mile, with 6 per cent loose rock and 1 per cent solid rock classification.

Account 6 - Bridges, Trestles and Culverts.

Bridges are of the girder and through pin connected truss type, the most important being the one over Line Creek, one through pin connected truss span, single track, on two granite piers, length 128 feet. The most important masonry structure is over Big Osanippa Creek, two concrete arch spans at 40 ft. by 18 ft.

Account 8 - Ties.

The carrier's ties are chiefly pine, some cypress and a small amount of oak. The number of ties per mile of main track average about 3,000.

Account 9 - Rails.

The rail in the carrier's main track is principally 80 pound laid new. Between Montgomery and Western Junction, Ala., the rail is principally 70 pound relay.

Account 11 - Ballast.

Gravel is the principal material used for ballast, with some stone and cinders.

Account 16 - Station and Office Buildings.

The carrier's station buildings are chiefly of frame construction, while brick was used at the more important cities. The most important is the building located at Montgomery, Ala., a two story, brick slate roof, combination office and freight station.

Account 18 - Water Stations.

The carrier's water stations are of the metal tank on metal tower type of different capacities.

Account 19 - Fuel Stations.

The carrier owns one 600 ton capacity electrically operated reinforced concrete coaling and sand station on concrete foundation located at Montgomery, Ala. It also owns a fuel station at Opelika and one at Selma, Ala.

Account 26 - Telegraph and Telephone Lines.

The carrier owns and uses 137.57 miles of pole line. The Western Union Telegraph Company owns its own pole line on the opposite side of the track.

Account 27 - Signals and Interlockers.

The carrier has two mechanically operated interlocking plants and thirteen train order signals on its lines.

9. TRAINING.

Account 51 - Steam Locomotives.

The carrier owns and uses the following steam locomotives:

Passenger locomotives	6
Freight "	9
Switching "	6
Total	<u>21</u>

Account 53 - Freight-train cars.

The carrier owns and uses 866 freight-train cars.

9. EQUIPMENT (Continued)

Account 54 - Passenger-train cars.

The carrier owns and uses 25 passenger-train cars.

Account 57 - Work Equipment.

The carrier owns and uses 45 units of work equipment, which includes a steam derrick and a business car. The carrier also owns and uses jointly with the Atlanta and West Point Rail Road Company one business car which is included in the above number of units.

10. ENGINEERING AND GENERAL EXPENDITURES.

Account 1 - Engineering.

Engineering has been estimated at 4 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.

11. INVENTORY OF PHYSICAL PROPERTY.

No difficulty was found in the inventory of this carrier's property.

12. GENERAL INFORMATION.

Joint property is not of sufficient significance to require being reported as a separate valuation section and is described as a separate item upon the assembly sheet and the interest of the carrier under valuation is carried into the columns Cost of Reproduction New and Cost of Reproduction Less Depreciation and is subsequently treated as property wholly owned.

The following carriers are interested in one or more such parcels of property as they appear upon the assembly sheets:

Atlanta and West Point Rail Road Company.
Atlantic Coast Line Railroad Company.
Birmingham & Southeastern Railway Company.
Central of Georgia Railway Company.
Louisville and Nashville Railroad Company.
Mobile and Ohio Railroad Company.
Seaboard Air Line Railway Company.
Southern Railway Company.

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.

(a) Grading-Shrink & Swell.

The one way pay and overhaul method was used for computing and pricing grading with a free haul limit of 500 feet for team work and 5,000 feet for train haul.

To the measured volume of all embankment 10% has been added for shrinkage including loss and waste of excavation materials during construction. The change in volume from original excavation to present embankment has been estimated as follows:

Common excavation	10% Shrink
Loose rock excavation	No charge
Solid rock excavation	20% swell

To the measured volume of ballast in track 10% for shrinkage has been added to obtain the pay quantities.

(b) Waste.

The following percentages in measured quantities have been added for waste:

Track Spikes	3%
Track bolts	1%
Angle bars	2% (Includes allowance for short rails)
Nutlocks	2%

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner The Western Railway of Alabama

Sheet No. _____ of this valuation section.

Val. Section No. Unallocated

Miles Main Line, _____

Miles all Tracks, _____

6/30/18

Approved: John R. Thompson

12-280

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Useful Life Per Cent.	Ret. Cost Per Cent. Mar.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit.	New Total.	Less Depreciation.
		(1)	(2)	(3)	(4)	(5)	(6)	
Account 51 - STEAM LOCOMOTIVES								
Acct. No. 51	Title STEAM LOCOMOTIVES					\$	\$	\$
	(I.C.C. classification.)							
No. 12:	Rogers Locomotive Works, 1900; type 4-6-0; freight service; cylinders 20x26"; total light weight 84 tons	80	81	Each	1		13,151	10,658
Nos. 170, 171:	Rogers Locomotive Works, 1898-1908; type 4-6-0; passenger service; cylinders 20x26"; total light weight 88 tons	35	36	"	2	14000	28,000	10,080
Nos. 18, 181:	Baldwin Locomotive Works, 1892-1896; type 4-6-0; passenger service; cylinders 18x24"; total light weight 74 tons	47	50	"	2	11488	22,976	11,498
Nos. 100-108:	Rogers Locomotive Works, 1906-1910; type 0-6-0; switch service; cylinders 19x24"; total light weight 72 tons	54	57	"	6	11368	68,118	38,834
Nos. 125, 126, 128:	Rogers Locomotive Works, 1906-07; type 4-6-0; freight service; cylinders 21x26"; total light weight 108 tons	54	57	"	3	17000	51,000	29,070
No. 127:	Rogers Locomotive Works, 1905; type 4-6-0; freight service; cylinders 21x26"; total light weight 106 tons; superheated	48	51	"	1		18,200	9,282
Nos. 129, 130:	American Locomotive Works, 1911-1912; type 4-6-0; freight service; cylinders 21x26"; total light weight 106 tons	78	79	"	2	17000	34,000	26,860
No. 131:	American Locomotive Works, 1912; type 4-6-0; freight service; cylinders 21x26"; total light weight 107 tons; superheated	79	80	"	1		18,200	14,560
No. 160:	Rogers Locomotive Works; type 4-6-0; freight service; cylinders 21x26"; total light weight 112 tons	51	54	"	1		18,300	9,882
Nos. 150, 151:	Various builders 1907-19; type 4-6-2; passenger service; cylinders 22x28"; total light weight 133 tons	53	55	"	2	21000	42,000	22,260
	Total Account 51		58		21		315,959	182,968

Account 55 - FREIGHT TRAIN CARS

Caboose:								
Nos. 100, 102, 105-108;	W. of A., 1902-1917; capacity 60,000 lbs., length 37'; 8 wheel wood body and underframe	66	70	Each	7	938	6,584	4,567
Gondolas:								
Nos. 650-699;	W. of A., 1910; capacity 80,000 lbs.; wood body and underframe	69	74	"	45	754	34,080	25,178
Nos. 700-749;	A. C. & F. Co., 1910; capacity 80,000 lbs.; wood body and steel underframe	68	73	"	50	395	44,750	32,668
Box cars:								
Nos. 900-999;	W. Ry. of Ala., 1912-1914; capacity 60,000 lbs.; wood body and steel underframe	74	78	"	100	688	68,800	69,264
Nos. 1000-1299;	various builders, 1903-16; capacity 60,000 lbs.; wood body and underframe	61	66	"	225	725	161,675	106,706

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner: The Western Railway of Alabama

Sheet No. _____ of this valuation section.

Val. Section No. Unallocated

Miles Main Line, _____

Miles all Tracks, _____

Approved: John R. Thompson

ACCT. NO.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	No. of Units	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit.	New Total.	Less Depreciation.
55	FREIGHT TRAIN CARS (I.C.C. classification.)							
	Stock cars:							
	Nos. 1300-1317, various builders, 1890-1910, capacity 60,000 lbs., wood body and underframe	38	47	Each	10	695	6,950	3,267
	Nos. 1048, 1318, 1348, W.Ry. of Ala., 1913; capacity 60,000 lbs.; wood body and steel underframe	80	88	"	28	900	25,400	19,428
	----Automobile Cars:							
	Nos. 1350, 1365, 1381, W.Ry. of Ala., 1909-1916; capacity 60,000 lbs., wood body and underframe (1355-1364)	82	84	"	18	793	14,274	11,900
	Nos. 1356, 1344, W.Ry. of Ala., 1913; capacity 80,000 lbs.; wood body and steel underframe	79	82	"	9	1060	9,450	7,749
	Box cars:							
	Nos. 1400-1499; various builders, 1890-1909; capacity 60000 lbs.; wood body and underframe	30	41	"	46	608	28,014	11,486
	Furniture cars:							
	Nos. 1500-1548-1575-1599; St. Charles Car Co., 1891-1893; capacity 60,000 lbs.; wood body and underframe; second hand	32	46	"	21	518	10,752	4,946
	No. 1550-1574; St. Charles Car Co., capacity 60,000 lbs.; wood body and underframe, second hand	35	51	"	3	425	1,275	650
	Flat Cars:							
	Nos. 1600-1658; various builders, 1906-1918; capacity 80,000 lbs.; wood body and underframe	78	82	"	37	650	24,050	19,781
	Nos. 1708-1757; various builders, 1890-1912; capacity 60,000 lbs.; wood body and underframe	60	67	"	16	519	8,304	5,564
	Gondolas:							
	Nos. 1800-1890; various builders, 1903-1913; capacity 80,000 lbs.; wood body and underframe	53	60	"	66	760	50,160	30,096
	Nos. 1900-1934; various builders, 1898-1909; capacity 60,000 lbs.; wood body and underframe	40	50	"	11	586	6,446	5,223
	Nos. 1975-1999; W.Ry. of Ala., 1902-1906; capacity 80,000 lbs.; wood body and underframe	48	55	"	20	822	16,440	9,042
	Flat cars:							
	Nos. 2100-2172; W.Ry. of Ala., 1910-1918; capacity 60,000 lbs.; wood body and underframe	65	71	"	30	586	15,780	11,204
	Nos. 2200-2259; various builders 1911-1913; capacity 80,000 lbs.; wood body and steel underframe	75	79	"	60	818	49,080	38,773
	Furniture cars:							
	Nos. 2300-2311; W.Ry. of Ala., 1914-1916; capacity 60,000 lbs.; wood body and underframe	90	91	"	12	794	9,528	8,670
	Ice cars:							
	Nos. 5000-5011; W.Ry. of Ala., 1910; capacity 60,000 lbs.; wood body and underframe	53	60	"	12	984	11,808	7,035
	Gondolas:							
	Nos. 10000-10018; W.Ry. of Ala., 1917-1918; capacity 80,000 lbs.; wood body and underframe	97	97	"	19	803	15,257	14,799
	Nos. 800-824; W.Ry. of Ala., 1914; capacity 80,000 lbs.; wood body and steel underframe	85	87	"	25	1110	27,750	24,143
	Total Account 55		70		666		664,487	470,210

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner The Western Railway of Alabama

Sheet No. _____ of this valuation section.

Val. Section No. Unclassified Miles Main Line, _____ Miles All Tracks, _____

Approved: John R. Thompson

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	CLASSIFICATION	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION			
					Per Unit	New, Total	Less Depreciation	
Acc't No. <u>79</u>	TITLE <u>PASSENGER TRAIN CARS</u> (I. C. C. classification.)							
	Baggage & Mail Cars:							
	No. 8, 10, Jackson & Sharps, 1901, length 61', 6 wheel plated trucks, wood body and steel underframe	97	58	Each	2	6000	12,000	6,960
	No. 9, Jackson & Sharps, 1901, length 55', 4 wheel plated trucks, wood body and steel underframe	95	99	"	1		5,000	2,950
	Baggage Cars:							
	No. 11, 12, 13, various builders, 1884-1893, length 30', 4 wheel plated trucks, wood body and underframe	36	39	"	3	3577	10,731	4,185
	No. 14, Pullman Co., 1894, length 61' - 6 wheel plated trucks, wood body and underframe	37	40	"	1		4,817	1,927
	Coaches:							
	No. 15-18, A.C. & F. Co., 1911-1912, length 66' - 6 wheel cast steel trucks, wood body and steel underframe	85	86	"	4	13425	53,716	46,196
	No. 19, 20, A.C. & F. Co., 1911, length 66', 6 wheel plated trucks, wood body and steel underframe	81	82	"	2	11092	22,184	18,192
	No. 21, 25 various builders, 1895-1896, length 52', 4 wheel plated trucks, wood body and underframe	38	40	"	2	4125	8,250	3,300
	No. 23, 24, A.C. & F. Co., 1900, length 55' - 4 wheel plated trucks, wood body and underframe	54	56	"	2	5424	10,848	6,075
	No. 26, 27, St. Charles Car Co., 1897-1898, length 55' 4 wheel plated trucks, wood body and underframe	50	52	"	2	6430	12,860	6,687
	No. 28, 29, A.C. & F. Co., 1900, length 55' - 4 wheel plated trucks, wood body and underframe	55	56	"	2	6273	12,546	7,026
	Postal Cars:							
	No. 81, 82 - A.C. & F. Co., 1911, length 61' - 6 wheel steel trucks, steel body and underframe	81	82	"	2	11238	22,476	18,430
	Coachs:							
	No. 101, A.C. & F. Co., 1914, length 66' - 6 wheel steel trucks, steel body and steel underframe	88	88	"	1		15,000	13,200
	Dining Car:							
	No. 500, A.C. & F. Co., 1913, length 75' - 6 wheel steel trucks, composite body and steel underframe	88	88	"	1		20,811	18,374
	Total Account 54		73		25		211,240	153,442
	ACCOUNT 57 - WORK EQUIPMENT							
	Steam Derricks:							
	No. 1, Industrial Works, 1904, capy. 130,000 lbs., length 24', steel body and underframe	60	62	Each	1		11,813	7,324
	Scale Test Cars:							
	No. 1 A.C. & F. Co., 1914, capy. 80,000 lbs., steel body and underframe	87	88	"	1		1,380	1,214
	Spreader Cars:							
	No. 3-2, Oliver Co., capy. 60,000 lbs., wood body and underframe - second hand	80	86	"	1		500	430

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner The Western Railway of Alabama

BUREAU OF VALUATION

Approved: John J. Thompson

Val. Section No. Unallocated

Miles Main Line, _____

Miles all Tracks, _____

LOCATION.

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

CHARACTER OF PROPERTY AND DESCRIPTION.

UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
		Per Unit.	New, Total.	Less Deprec.
(2)	(3)	(4)	(5)	(6)

Acct. No.	Title	Cont'd. Per Cent.	Per Cent. Rep. Val.	UNIT.	NUMBER OF UNITS.	Per Unit.	New, Total.	Less Deprec.
(1)	(L. C. classification.)	(7)	(8)	(2)	(3)	(4)	(5)	(6)
57	WORK EQUIPMENT							
	Business car -							
	No. 99 - Rayten Car Mfg. Co., length 57' wood body and underframe - second hand - 1902	60	61	each	1		15,638	8,519
	Foremans cars -							
	Nos. 204, 204, 207, 221 - various builders 1872 - wood body and underframe - second hand	17	32	"	4	575	2,300	736
	Bunk cars -							
	Nos. 200-205, 211, 217, 222, 235 - various builders, 1888-1890, capy. 50,000 lbs., wood body and underframe	17	45	"	8	250	2,000	900
	Tool cars -							
	Nos. 208, 212, 214, 215, 216, 219, 220, 223, 235, various builders 1888-1890 capy., 60,000 lbs., wood body and underframe	17	34	"	9	400	3,600	1,224
	Kitchen cars -							
	Nos. 209, 210, 221, 229 - W.Ry. of Ala., 1888, capy. 50,000 lbs., wood body and underframe	17	35	"	4	400	1,600	560
	Boarding car -							
	No. 213, W.Ry. of Ala., 1888, capy. 50,000 lbs., wood body and underframe	17	41	"	1		300	123
	Bunk car -							
	No. 234, W.Ry. of Ala., 1917 - capy., 60,000 lbs., wood body and composite underframe	96	97	"	1		758	
	Block & Tank cars -							
	Nos. 227, 228 W.Ry. of Ala., 1907, capy. 60,000 lbs., wood body and underframe	77	80	"	2	650	1,300	1,040
	Tool & Truck Car -							
	No. 230, W.Ry. of Ala., 1890 - capy., 60,000 lbs., wood body and underframe	18	37	"	1		325	120
	Tool cars -							
	Nos. 216, 225, Ohio Falls Car Co., 1890 - capy. 60,000 lbs., wood body and underframe	18	36	"	2	475	944	322
	Air dump cars -							
	Nos. 240 - 242 - Oliver Co., capy., 40,000 lbs., wood body and steel underframe - second hand	80	84	"	3	655	1,965	1,651
	Ballast cars -							
	Nos. 600, 601, 603, 604, Rogers Ballast Car Co., 1902 - capy., 80,000 lbs., wood body and underframe	48	55	"	4	980	3,920	2,156
	Under car -							
	No. 625 - W.Ry. of Ala., capy., 100,000 lbs., steel body and underframe - second hand	60	66	"	1		900	612
	Business car -							
	No. 100, A.C.A F.Co., 1902, length 73' 6 wheel cast steel trucks - wood body and steel underframe -							
	Cost of Reproduction							
	New							
	Less depr.							
	19,000							
	11,180							
	Ownership 50% W.Ry. of Ala.	61	62	each	1			
	50% E. & W.P.&R.Co.	61		(W)	(1)		9,500	5,890
	Total Account 57				45		56,742	35,000

Account 76 - INTEREST DURING CONSTRUCTION

Approved- Louis Hood

6% for 3 months of Equipment Accounts 51 to 58 - inclusive	67	\$	1246428	.015	18,696	12,526
Total Account 76	67				18,696	12,526