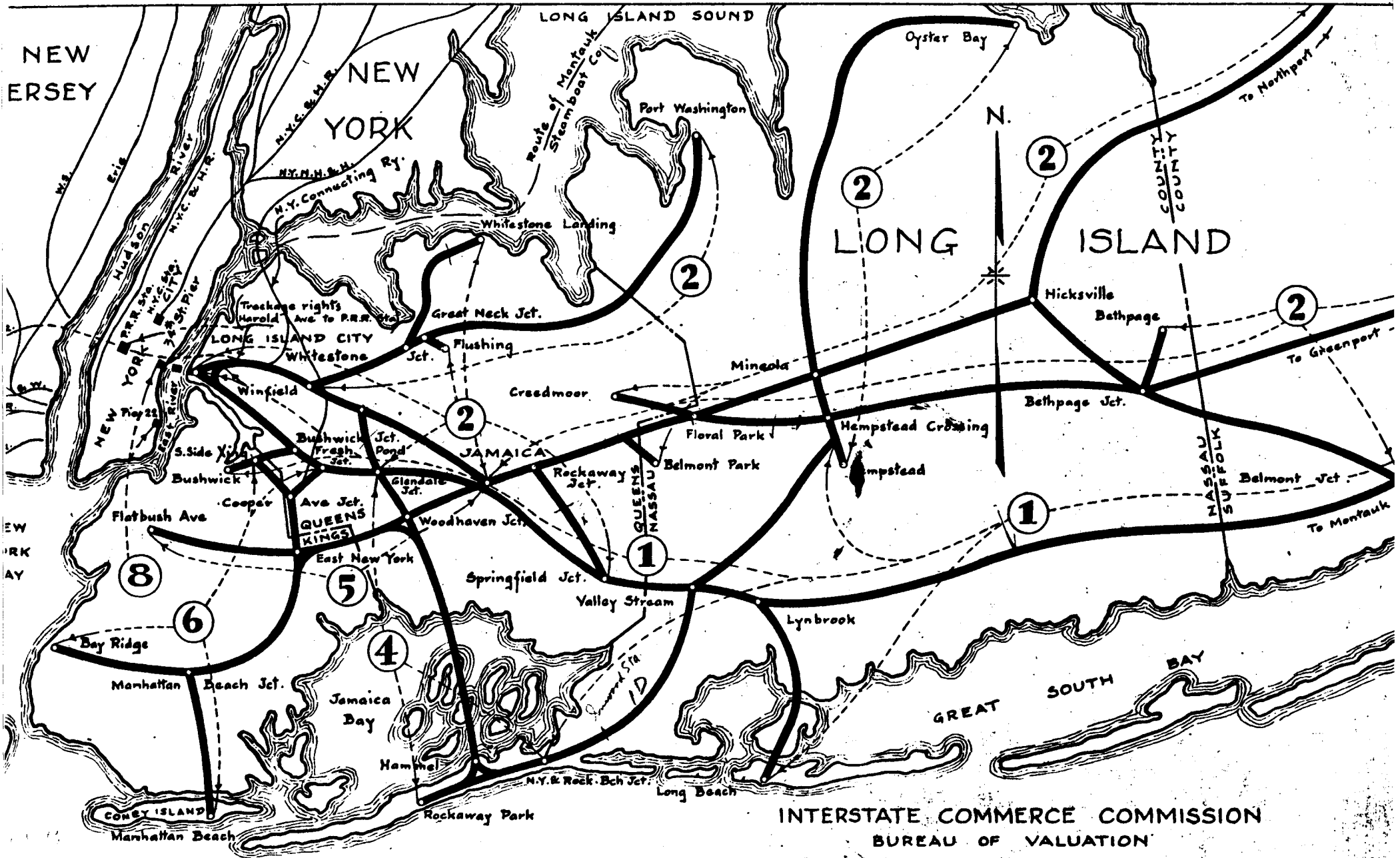


INTERSTATE COMMERCE COMMISSION  
 BUREAU OF VALUATION  
 MAP TO ACCOMPANY REPORT UPON  
**THE LONG ISLAND R.R. CO.**  
 AS OF JUNE 30, 1916

32617



INTERSTATE COMMERCE COMMISSION  
 BUREAU OF VALUATION

MAP TO ACCOMPANY REPORT UPON  
**THE LONG ISLAND R.R. CO**

DETAIL OF LINES IN METROPOLITAN DISTRICT  
 AS OF JUNE 30, 1916.

## THE LONG ISLAND RAILROAD COMPANY

6/30/16

I. HISTORY.

For the history of the development of the properties of The Long Island Railroad Company, hereinafter called the Carrier, reference is made to the Accounting Section's report upon this Carrier.

II. DESCRIPTION OF ROAD.

The Carrier operates, partly by steam and partly by electricity, a standard gauge railroad entirely situated upon Long Island, in the State of New York. The Carrier's system consists essentially of two principal lines extending between the eastern and western ends of the island. From these principal lines, there extend, chiefly at the western end of the territory, branches leading in either northerly or southerly directions. The location of the several main and branch lines are mentioned in more detail hereinafter, under Section III, Mileage and Valuation Sections, Table IV.

The number of main tracks upon the Carrier's railroad ranges from one to six. The following tabulation shows the approximate percentages of road mileage for the various numbers of main tracks. The single track lines are generally those of the central and eastern portions of the system.

<u>Number of Main Tracks</u>	<u>Approximate Percentage of Road</u>
One track	62%
Two tracks	30%
Three tracks	3%
Four tracks	4%
Six tracks	1%
	<u>100%</u>

The railroad operated by the Carrier, by virtue of ownership and lease, consists of 393.986 miles of road, not including road owned by others and used by the Carrier under trackage right agreements. Of this operated road mileage 323.690 miles are owned by the Carrier and the remaining 70.296 miles are leased from other companies. All of the road operated, that is to say 393.986 miles, is included in the reproductive costs shown in this report.

The western end of the system traverses the city and suburban sections of New York City and here upon the greater number of the Carrier's lines, the passenger trains are operated by electricity. For location of the electrically operated lines, see Section III, Mileage and Valuation Sections, following hereinafter. The passenger trains elsewhere, and with minor exceptions, the freight trains over the entire road, are operated by steam. Approximately 66 miles of the road are operated by electricity and the remainder is operated by steam.

III. MILEAGE AND VALUATION SECTIONS.

Table I shows the owners of the different properties included in this report together with road and track mileages. The names of the owners are listed in the tabulation, in the same relative order as that in which the details of the properties are to be found in this report. In this tabulation, the road mileages are classified by main and branch lines.

Table II shows the index number, name of owner of the property and mileage for each valuation section.

Table III shows a summary of the road and track mileages of property classified by ownership and use.

Table IV shows the limits of the lines comprising each valuation section.

Table V shows the principal trackage rights over other lines, acquired by the Carrier. Nothing is included in the reproductive costs of this report on account of the property involved in such trackage rights.

Table VI shows the principal trackage rights granted by the Carrier to other carriers.

TABLE I.

PROPERTIES AND MILEAGES

Val. Sec.	Owner	M I L E A G E						Remarks
		Main Line	Branch Line	Total	2nd Track and other Main Track	Yard Tracks and Sidings	All Tracks	
1, 2, 5A, 6 & 6B	Long Island Railroad Company (The)	209.610	115.947	325.557	154.801	248.915	727.271	Owned by Carrier
6	New York, Brooklyn and Manhattan Beach Railway Company (The)	-	0.135	0.135	0.135	-	0.268	* Leased by Carrier
4	New York and Rockaway Beach Railway Company (The)	-	12.328	12.328	12.741	7.927	39.026	"
3	Long Island Railroad Company North Shore Branch (The)	-	30.308	30.308	-	9.349	39.657	"
5	Massachusetts Electric Railroad Company	9.428	-	9.428	14.264	2.258	25.950	"
6A-1	Glendale & East River R.R. Co.	-	0.278	0.278	-	0.395	0.673	"
6A	City of New York	-	-	-	-	-	-	Waterfront property only.
Unallocated	Electric Railway Improvement Co.	-	-	-	-	-	-	Leased by Carrier
Total for system		219.038	174.818	393.856	201.859	298.647	694.359	Leased by Carrier
			0.135	0.135	0.135		0.268	*

\* Track owned jointly with the Brooklyn Rapid Transit Company.

TABLE II.

VALUATION SECTIONS AND MILEAGES

Val. Sec.	Owner	M I L E A G E					Remarks
		Road	2nd Track and other Main Track	Yard Tracks and Sidings	All Tracks		
1	Long Island Railroad Company (The)	142.007	72.468	122.468	336.944		
2	"	181.445	62.215	116.610	360.270		
3	Long Island Railroad Company North Shore Branch (The)	30.308	-	9.349	39.657		
4	New York and Rockaway Beach Railway Company (The)	12.328	12.741	7.927	39.026		
5	Massachusetts Electric Railroad Company	9.428	14.264	2.258	25.950		
5A	Long Island Railroad Company (The)	0.105	0.118	9.834	10.057		
6	New York, Brooklyn and Manhattan Beach Railway Company (The)	17.924	14.058	29.605	61.782		
6A-1	Glendale & East River Railroad Co.	0.278	-	0.395	0.673		
6	Long Island Railroad Company (The)	-	-	-	-	Miscellaneous property in New York City	
6A	City of New York	-	-	-	-	Water front property	
6B	Long Island Railroad Company	-	-	-	-	Water front property used by Montauk Steamboat Co.	
Total for system		393.856	201.859	298.647	694.359		
			0.135	0.135		0.268	*

\* Track owned jointly with the Brooklyn Rapid Transit Company.

TABLE III

SUMMARY OF MILEAGES BY OWNERSHIP AND USE

517

Classification	M I L E A G E				Remarks
	Road	End and Other Main Track	Yard Tracks and Sidings	All Tracks	
Wholly owned and used	333,557	154,801	248,918	737,271	Jointly owned with Brooklyn Rapid Transit Company
	0.133	0.133		0.266	
Wholly owned but jointly used	-	-	-	-	Telegraph property jointly used with Western Union Telegraph Co.
Wholly used but not owned	70,296	47,008	48,734	167,038	
Jointly used but not owned	-	-	-	-	Telegraph property jointly used with Western Union Telegraph Co.
Wholly owned but not used					
<b>Total for System</b>	<b>393,986</b>	<b>201,909</b>	<b>298,649</b>	<b>894,627</b>	Includes jointly owned tracks

TABLE IV

LOCATION OF LINES

Val. Sec.	Owner	L O C A T I O N		Remarks
		From	To	
1	Long Island Railroad Company (The)	Long Island City	Montauk	(a) Main Line
	" " "	Near passenger station Long Island City	North Shore freight yard at Long Island City	(b) Montauk Cut-off Freight connection.
	" " "	Near Bushwick Junction	Bushwick	(b) Bushwick Branch
	" " "	New York and Rockaway Jet.	Valley Stream	(c) Far Rockaway Branch
	" " "	Valley Stream	Hempstead	(b) Valley Stream Branch
	" " "	Lynbrook	Long Beach	(c) Long Beach Branch
	" " "	Bridgehampton	Sag Harbor	(b) Sag Harbor Branch
2	" " "	Long Island City	Greenport	(d) Main Line
	" " "		At Long Island City	(b) North Shore Freight Branch
	" " "	Winfield Junction	Port Washington	(c) North Side Branch
	" " "	Whitestone Jet. at Flushing	Whitestone Landing	(c) Whitestone Branch
	" " "	Great Neck Junction at Flushing	Lawrence St. Flushing	(c) Flushing Branch
	" " "	Glendale Junction	White Pot	(c) Glendale Cut-off
	" " "	Rockaway Junction near Jamaica	Springfield Junction	(b) Springfield Branch
	" " "	Queens	Belmont Park	(c) Belmont Park Branch
	" " "	Floral Park	Belmont Junction	(c) Central Branch
	" " "	Greenoacres	Floral Park	(b) Greenoacres Branch
	" " "	Mineola	Hempstead	(c) Hempstead Branch
	" " "	Mineola	Oyster Bay	(b) Oyster Bay Branch

TABLE IV (Cont'd.)

LOCATION OF LINES (Cont'd.)

Val. Sec.	Owner	From	To	Remarks
3	Long Island Railroad Co. North Shore Branch	Northport Junction	Hading River	(b) North Shore Branch
	The Long Island R.R. Co.	Hicksville	Old Northport	(b) Northport Branch
	"	Bethpage Junction	Bethpage	(b) Bethpage Branch
	"	Manorville	Eastport	(b) Manor Branch
4	New York and Rockaway Beach Railway Company (The)	Glendale Junction	Rockaway Park	(e) Rockaway Park Branch
	"		At Woodhaven Junction	(e) Atlantic Ave. connection
	"	Hammel	New York and Rockaway Beach Junction	(e) Rockaway Park Branch
5	Nassau Electric R.R. Co.	Brooklyn (Flatbush Ave.)	Jamaica	(c) Main Line
5A	Long Island Railroad Co. (The)	Passenger and freight terminals in Brooklyn		(e) Main Line
	"		At Chestnut St., Brooklyn	(e) Connection with Brooklyn Rapid Transit Co's. elevated line - Branch line
6	New York, Brooklyn and Manhattan Beach Railway Company (The)	Fresh Pond Junction	Bay Ridge	(b) Bay Ridge Branch
	"	Cooper Avenue	Montrose Avenue	(b) Evergreen Branch (Part)
	"	Manhattan Beach Junction	Manhattan Beach	(b) Manhattan Beach Branch
6A-1	Glendale & East River R.R. Co.	Montrose Avenue	Jefferson Street	(b) Evergreen Branch (Part)
8 & 8B	Long Island Railroad Co. (The)		In New York City	Miscellaneous property
8A	City of New York		"	Waterfront property

- (a) Between Jamaica and Lynbrook, this line is electrically operated. Elsewhere it is operated by steam.  
 (b) Operated by steam.  
 (c) Operated by electricity.  
 (d) Between Long Island City and Floral Park, this line is electrically operated. Elsewhere it is operated by steam.  
 (e) Between Floral Park and Hempstead Crossing, this line is electrically operated. Elsewhere it is operated by steam.

TABLE V

TRackage RIGHTS ACQUIRED

(The property involved is not included in the reproductive costs of this report)

Name of Grantor	Location	Mileage
Pennsylvania Railroad Company (The)	Between Long Island City and Pennsylvania Station, New York City	3.88
Brooklyn Rapid Transit Company	Between Chestnut Street and Manhattan end of the Williamsburg Bridge, New York City	(a)
"	Between Flatbush Avenue and Manhattan end of Brooklyn Bridge, New York City	(a)

Note:- (a) The mileage is not known. The Carrier has never exercised this trackage right.

TABLE VI  
TRACKAGE RIGHTS GRANTED

Name of Grantee	Location	Mileage
New York Consolidated Railroad Company	Between Chestnut Street on Val. Sec. 5 and Rockaway Park	10.30
Brooklyn Rapid Transit Company	Over several short portions in the Boroughs of Brooklyn and Queens	(a)
Ocean Electric Railway Company	Between Far Rockaway and Mamaroneck	2.35

Notes:- (a) The mileage is not known. These rights have never been exercised.

**IV. TERMINI.**

The principal freight and passenger terminals and the basis upon which they are used by the Carrier are as follows:

Location	Basis of Use		Remarks
	Freight Terminal	Passenger Terminal	
Bay Ridge	Lease	-	Freight terminal owned by The New York, Brooklyn and Manhattan Beach Railway Company
Flatbush Avenue	Ownership	Ownership	
Greenport	Ownership	Ownership	
Long Island City	Ownership	Ownership	
Montauk	Ownership	Ownership	
Pennsylvania Station, New York City	-	Rental	Passenger terminal owned by Pennsylvania Tunnel and Terminal Railroad Company (Subsidiary of the Pennsylvania Railroad Company).

**V. CONNECTIONS WITH OTHER ROADS.**

The Carrier connects with other carriers for the interchange of business at the following places:

Central Railroad Company of New Jersey (The)	Bay Ridge, Long Island City, N.Y.
Delaware, Lackawanna & Western Railroad Company (The)	Long Island City, N.Y.
Erie Railroad Company	Long Island City, N.Y.
Lehigh Valley Railroad Company	Long Island City, N.Y.
New York Central Railroad Company (The)	Long Island City, N.Y.
New York, New Haven and Hartford Railroad Company (The)	Long Island City, N.Y.
New York, Ontario & Western Railway Company	Long Island City, N.Y.
Pennsylvania Railroad Company (The)	Bay Ridge, Long Island City, N.Y.
Staten Island Rapid Transit Railway Company (The)	Bay Ridge, Long Island City, N.Y.
West Shore Railroad Company	Long Island City, N.Y.

The only rail connection is that with the Pennsylvania Railroad at Long Island City; the others are all by means of our floats.

## VI. JOINT FACILITIES.

The more important jointly used facilities have been previously mentioned, being included in the statement of trackage rights shown in Section III, Mileage and Valuation Sections, Tables V and VI and in the statement of terminal facilities shown in Section IV, Terminal Facilities.

Also in addition to the above mentioned facilities, the Carrier, through either ownership or use, has a joint interest with others in numerous facilities, generally of a minor character consisting principally of tracks, bridges, fences and interlockers.

There is in this report no property, jointly owned with other parties either by the Carrier or its constituents, of sufficient significance to require specific treatment under a separate valuation section or subsection. There are, however, in this report many instances of joint property of minor significance. The details of the whole of such minor joint property appear upon the detail sheets, following hereinafter, but only the Carrier's interest is carried into the columns, Cost of Reproduction New and Cost of Reproduction Less Depreciation, and is subsequently treated as property wholly owned.

There are in the summaries attached to this report, 26 instances of this character. The following named carriers and parties are interested in one or more such parcels of property:

Brooklyn Rapid Transit Company  
New York, City of  
New York and Long Island Traction Company (The)  
New York Municipal Railway Corporation  
Pennsylvania Tunnel and Terminal Railroad Company (Subsidiary of  
The Pennsylvania Railroad Company)  
South Shore Traction Company

## VII. CHARACTERISTICS OF COUNTRY.

### (a) Topography.

The surface of Long Island is, in general, low and flat, and rises gently from the shores of the Atlantic Ocean and Long Island Sound to a low ridge extending lengthwise and at about the centre of the island. The principal exceptions to this general condition are in some of the northern parts of the island where the country becomes slightly rolling.

There are no streams of consequence, but numerous bays of various sizes, deeply indent the shores.

### (b) Geology.

The subsoil is of glacial drift consisting chiefly of sand and gravel. Boulders and clay are also present in rather small amounts.

There are practically no rock outcroppings.

### (c) Climate.

The following statistics, taken from the reports of the Weather Bureau, show the ranges of temperature and other features.

Normal annual temperature in degrees Fahrenheit	+ 50
"    July	+ 70
"    January	+ 30
Maximum	+100
Minimum	- 15
Normal annual precipitation in inches	45
"    snowfall	30
Average number of days with precipitation of 0.01 inches or more	150
Average length of the crop growing season in days	190

### (d) Development - Farm.

A large part of the island is covered by a scrub growth; elsewhere, outside of the urban territories, the land is cleared and used for farming. The principal farm products are grain, hay, fruits and vegetables.

### (e) Development - Industrial.

Practically the only industries are those of a general manufacturing nature in the terminal district of Long Island City and Brooklyn.

### (f) Development - Residential.

Within a radius of about fifteen miles from the New York and Brooklyn terminals, the communities served are of a city or suburban character. East of these limits, the development principally consists of large estates and summer shore resorts. It is the residential development that furnishes the large part of the passenger and freight traffic.



**VIII. PHYSICAL CHARACTERISTICS OF ROAD.**

The ruling grades, maximum grades, ordinary degrees of curvature and maximum degrees of curvature on the principal lines are shown in the following table prepared from information submitted by the Carriers:

Line	GRADES		CURVATURE	
	Maximum	Ruling	Maximum	Ordinary
Long Island City to Jamaica	1.8*	1.1	9°21'	4°00'
Jamaica to Long Island City	0.87	0.87		
***				
Pennsylvania Station to Jamaica (V.S.S)	1.5**	1.5	9°16'	3°45'
Jamaica to Pennsylvania Station (V.S.S)	0.9	0.7		
Flatbush Ave. to Jamaica	2.2**	2.0	9°00'	3°30'
Jamaica to Flatbush Ave.	1.9	1.9		
Jamaica to Montauk	1.77**	1.35	8°00'	4°00'
Montauk to Jamaica	2.05**	1.75a		
Jamaica to Greenport	0.8	0.8	4°48'	3°00'
Greenport to Jamaica	1.75a	1.75a		
Long Island City to Fort Washington	1.6	1.6	6°00'	4°00'
Fort Washington to Long Island City	2.5	2.1		
Mineola to Oyster Bay	1.3	1.3	6°00'	5°00'
Oyster Bay to Mineola	1.3	1.3		
Hicksville to Wading River	1.5	1.5	6°00'	5°00'
Wading River to Hicksville	1.6	1.6		
Bay Ridge to Fresh Pond Jet.	0.7	0.7	6°15'	4°24'
Fresh Pond Jet. to Bay Ridge	0.7	0.7		

\* Pusher grade  
 \*\* On passenger track - electric operation  
 \*\*\* Part of this line is operated by virtue of acquired trackage rights between Long Island City and Pennsylvania station. See Table V, Section III, Mileage and Valuation Sections.  
 a Temporary.

Note:- In the metropolitan district, sharp curvature and heavy grades are necessary on account of congestion of City streets.

**IX. ROAD.**

**Account 3 - Grading.**

The volume of grading averages about 41,000 cubic yards of excavation per mile of road and ranges between about 10,000 cubic yards on some of the short single track branches to about 155,000 cubic yards on one of the multiple track lines within the limits of New York City.

With only very minor exceptions, all of the grading materials are classified as common excavation or earth.

**Account 4 - Underground Power Tubes.**

Nothing inventoried under this account.

**Account 5 - Tunnels and Subways.**

The property under this account consists of three tunnels or subways, built by the "cut and cover" method under streets of New York City.

The combined length of the three structures is about two and a half miles.

**Account 6 - Bridges, Trestles and Culverts.**

Due partly to the numerous intersecting streets and highways, particularly in New York City, the number of bridges is large.

The bridges are largely built with superstructures of steel, generally eye beams and girders, and with substructures of either concrete or stone masonry, the former predominating.

There are also a number of timber trestles usually spanning the bays and other salt water inlets which indent the shores of the island.

IX. ROADS. (Cont'd.)

Account 7 - Elevated Structures.

The property under this account consists of a few steel elevated structures located in certain streets of New York City.

Account 8 - Ties.

A small proportion of the cross ties are treated, the remainder are untreated ties of white oak, chestnut and yellow pine, the white oak largely predominating. Prior to about the year 1913, the Carrier's specifications for dimensions of first class ties were 6"x9"x8". Since then, the specifications have been 7"x9"x8"6". The major portion of the ties are of first class specifications.

In the electrically operated territory, there are also cross ties of extra lengths used for the support of the third rail.

The bridge and switch ties are of white oak and yellow pine.

Account 9 - Rails.

Of the main track mileage, about 35% consists of tracks laid with 100 pound rail and about 55% with 80 pound rail. The remaining main tracks are laid with rails ranging in weights from 56 to 90 pounds.

The yard track and siding rails cover the same range in weight as the main tracks; the predominating weights being 80, 76, 70 and 56 pounds.

Account 10 - Other Track Material.

No remarks.

Account 11 - Ballast.

The ballast materials are cinders, gravel and crushed stone, the first two mentioned largely predominating.

Account 12 - Track Laying and Surfacing.

For characteristics of road bed and tracks, see description and details of the various accounts; also see Section VIII, Physical Characteristics of Road.

Account 13 - Right-of-Way Fences.

The prevailing fence is of the wooden post and plain wire type. Other types of fence include woven wire, concrete, hedge, iron and pipe railings, all except the first mentioned being particularly found in the urban territories.

Account 14 - Snow and Sand Fences and Snowsheds.

There are a few snow fences.

Account 15 - Crossings and Signs.

Due to numerous crossings of streets and highways and the intricate character of the work involved in many of such crossings, the amount of property under this account is large.

A large proportion of the crossings are carried either over or under the Carrier's tracks.

See also statement appearing herein under Section XII, Inventory of Physical Property.

Account 16 - Station and Office Buildings.

Although the big majority of the buildings in this account are of frame construction, a considerable proportion of them, particularly the principal passenger stations, are of brick. As a usual thing, the frame buildings are not large.

At two places in New York City, there are passenger station facilities of noteworthy importance, namely Flatbush Avenue Terminal and Jamaica. The property involved at these situations is large in amount and of modern character.

Account 17 - Roadway Buildings.

With but few exceptions the structures in this account are rather small frame buildings used for tool houses, bunk houses and similar purposes.

Account 18 - Water Stations.

The great majority of the water tanks are wood.

Account 19 - Fuel Stations.

The fuel stations are simple in character, consisting generally of bins and trestles.

Account 20 - Shops and Engine Houses.

The most of the engine houses and a few of the shop buildings are of brick construction; the other buildings are of wood.

Account 21 - Grain Elevators and  
Account 22 - Storage Warehouses.

The carrier has no property classified under these accounts.

Account 23 - Wharves and Docks.

The property under this account is principally located in New York City, along East River and Newton Creek and consists in the main of ferry slips, ferry bridges, steel transfer bridges and numerous docks and timber bulkheads.

In addition there are also docks and bulkheads at various other points along the Carrier's road.

Account 24 - Coal and Ore Wharves.

The carrier has no property classified under this account.

Account 25 - Gas Producing Plants.

The property under this account consists only of a brick gas house and boiler house, together with appurtenances located at Morris Park.

Account 26 - Telegraph and Telephone Lines.

The carrier and its lesser companies own pole lines aggregating about 175 miles in length, together with certain amounts of aerial, underground and submarine cable and a considerable amount of aerial wire located on the poles of The Western Union Telegraph Company. All of this property is jointly used with The Western Union Telegraph Company and is included in the reproduction costs of this report under either the classifications of wholly owned but jointly used or of jointly used but not owned, as the case may be.

In addition, the Carrier under the terms of a contract with The Western Union Telegraph Company uses, in the conduct of its transportation business, certain property consisting of pole lines, wires and appurtenances located along its right of way and owned by the telegraph company. None of such property is included in the reproductive costs of this report.

Account 27 - Signals and Interlockers.

The greater part of the road is equipped with automatic signals generally operated by direct current supplied by means of a power distribution system.

On those sections of the road, not controlled by automatic signals, there are numerous block stations governing train operation by means of bells and other signalling equipment.

Except for a few electro-mechanical interlockers and electric interlockers, located upon the more congested portions of the road, the prevailing kind of interlocking apparatus is of the mechanical type, which, in many instances is supplemented by electric safety devices.

Account 28 - Power Dam, Canals and Pipe Lines.

The carrier has no property classified under this account.

Account 29 - Power Plant Buildings.  
Account 30 - Power Substation Buildings.  
Account 31 - Power Transmission Systems.  
Account 32 - Power Distribution Systems.  
Account 33 - Power Line Poles and Fixtures and  
Account 34 - Underground Conduits.

The property included under the above named accounts is used generally for the purpose of supplying electrical energy for operation of trains, for operation of automatic signals, for operation of shop machinery and for lighting passenger stations and other buildings at many different places.

IX. ROADS, (Cont'd.)

Accounts 29, 30, 31, 32, 33 and 34 (Cont'd.)

The power for electrical operation of trains is carried by the third rail system.

With the exception of a few frame and concrete structures, the buildings are generally of brick and consist principally of substations, transformers houses, arrester houses and other similar buildings.

Many of the wires and cables are carried in underground conduits of concrete construction.

Some of the power line poles are of wood and others are of steel.

Account 35 - Miscellaneous Structures.

The property inventoried under this account consists of two sump pump houses.

Account 36 - Paving.

The carrier has no property classified under this account.

Account 37 - Roadway Machines and

Account 38 - Roadway Small Tools.

No remarks.

Account 39 - Assessments for Public Improvements.

Included as an appendix to this report is a statement prepared from information submitted by the Carrier showing cost of assessments for public improvements paid by the Carrier.

The amount of these assessments is not included in the reproductive costs of this report.

Account 40 - Revenues and Operating Expenses During Construction.

Account 41 - Cost of Road Purchased.

Account 42 - Reconstruction of Road Purchased and

Account 43 - Other Expenditures - Road.

The carrier has no property classified under these accounts.

Account 44 - Shop Machinery

Account 45 - Power Plant Machinery and

Account 46 - Power Substation Apparatus.

No remarks.

Account 47 - Unapplied Construction Material and Supplies.

The carrier has no property classified under this account.

X. EQUIPMENT.

The number of units of the Carrier's equipment is shown in the following tabulation. Part of the equipment is classified as "Owned and Used", part as "Owned But Not Used" and part as "Used But Not Owned." The Carrier has no equipment classified as "Jointly Owned".

The equipment classified as "Owned But Not Used" is owned by the Carrier and used by The Montauk Steamboat Company, Limited.

The equipment classified as "Used But Not Owned" is owned by The New York and Rockaway Beach Railway Company, one of the Carrier's leased lines.

ITEM	NUMBER OF UNITS				Total
	Owned and Used	Used But Not Owned	Owned But Not Used	Used	
<u>Account 51 - Steam Locomotives</u>					
Freight Service	47	-	-	-	47
Passenger Service	73	-	-	-	73
Switching Service	29	-	-	-	29
Total steam locomotives	149				149
<u>Account 52 - Other Locomotives</u>					
Switching Service	1	-	-	-	1
Total other locomotives	1				1
<u>Account 53 - Freight Train Cars</u>					
Box cars	527	-	-	-	527
Caboose cars	24	-	-	-	24
Condola cars	724	-	-	-	724
Oil tank cars	2	-	-	-	2

I. EQUIPMENT. (Cont'd.)

ITEM	NUMBER OF UNITS				Total
	Owned and Used	Used But Not Owned	Owned But Not Used		
<u>Account 54 - Passenger Train Cars.</u>					
Car without motor equipment					
Baggage and express cars	58	-	-		58
Club cars	4	-	-		4
Coaches	338	73	-		357
Combination cars	60	-	-		60
Combination cars, other	17	-	-		17
Milk cars	10	-	-		10
Parlor cars	37	-	-		37
Trailer cars	28	-	-		28
Total, cars without motor equipment 546					
Owned and Used	473				
Used But Not Owned	73				
	<u>546</u>				
Cars with motor equipment					
Baggage and express cars	15	-	-		15
Club cars	1	-	-		1
Combination cars	51	-	-		51
Coaches	41	-	-		41
Total, cars with motor equipment 478					
Total, passenger train cars	961	73	-		1029
<u>Account 55 - Motor Equipment of Cars.</u>					
Bus line jumpers (sets)	575	-	-		575
Contact shoes (sets)	40	-	-		40
Control line jumpers (sets)	643	-	-		643
Emergency car jumpers (sets)	158	-	-		158
Motor sets	477	-	-		477
Total, motor equipment of cars	<u>1893</u>				<u>1893</u>
<u>Account 56 - Floating Equipment.</u>					
Car floats	12	-	-		12
Ferry boats	4	-	-		4
Steamships	-	-	2		2
Tug boats	5	-	-		5
Total, floating equipment	<u>21</u>		<u>2</u>		<u>23</u>
<u>Account 57 - Work Equipment.</u>					
Floating work equipment					
Float stages	3	-	-		3
Pile driver	1	-	-		1
Raft	1	-	-		1
Rafts, pile	2	-	-		2
Rowboat	1	-	-		1
Scoops	6	-	-		6
Working boat	2	-	-		2
Total, floating work equipment	<u>16</u>				<u>16</u>
Air brake instruction car	1	-	-		1
Ballast cars	80	-	-		80
Business cars	2	-	-		2
Camp cars	25	2	-		27
Chloride cars	2	-	-		2
Clearance car	1	-	-		1
Compressor cars	1	-	-		1
Cranes, steam	4	-	-		4
Derrick car	1	-	-		1
Derricks, steam	6	-	-		6
Dump cars	108	-	-		108
Flat cars	21	-	-		21
Flat car with tanks	1	-	-		1
Gas transport car	1	-	-		1
Oil sprinkler	1	-	-		1
Pay cars	1	-	-		1
Pile driver	1	-	-		1
Pile driver tender	1	-	-		1
Shovel, steam	2	-	-		2
Snow flanger	1	-	-		1
Snow plows	6	-	-		6
Spreader	1	-	-		1

**X. EQUIPMENT, (Cont'd.)**

ITEM	NUMBER OF UNITS				Total
	Owned	Used	Owned	Used	
	and Used	But Not Owned	But Not Used		
<b>Account 57 - Work Equipment, (Cont'd.)</b>					
Supply cars	5	-	-	-	5
Tank cars	1	-	-	-	1
Tank car (for snow plow)	1	-	-	-	1
Test weight car	1	-	-	-	1
Tool cars	25	-	-	-	25
Water car	1	-	-	-	1
Converted coach	1	-	-	-	1
<b>Total, work equipment</b>	<b>36</b>	<b>2</b>			<b>38</b>
<b>Account 58 - Miscellaneous Equipment.</b>					
Horse	1	-	-	-	1
Timber trucks	2	-	-	-	2
Touring car, gasoline	1	-	-	-	1
Truck, electric	1	-	-	-	1
Wagon	1	-	-	-	1
<b>Total, miscellaneous equipment</b>	<b>6</b>				<b>6</b>

**XI. ENGINEERING AND GENERAL EXPENDITURES.**

**Account 1 - Engineering.**

Engineering has been reckoned upon Road Accounts, 3 to 47 inclusive, at the percentages indicated in the following tabulation:

	Percentages
	allowed for
	Engineering
Long Island Railroad Company (The) Val. Secs. 1 & 2	4.9%
Long Island Railroad Company (The) " 5 & 8	5.0%
Long Island Railroad Company North Shore Railroad (The)	4.5%
New York and Rockaway Beach Railway Company (The)	5.0%
New York, Brooklyn and Manhattan Beach Railway Company (The)	5.0%
Glendale & East River Railroad Company	4.0%
Massena Electric Railroad Company	5.0%
New York City	5.0%

**Accounts 71 to 77 - General Expenditures.**

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

**XII. INVENTORY OF PHYSICAL PROPERTY.**

A very considerable amount of the property included in this report has been constructed for the purpose of eliminating grade crossings of streets and highways, and the public, represented by either the state, county, town, city or village has participated in the cost.

Many of the construction performances of such eliminations involved only one or two crossings, but several were of magnitude involving numerous streets in congested urban districts. Notably, among the large eliminations were the following named pieces of works, all of which were within New York City.

Atlantic Avenue Improvement - Valuation Section 5.	
Bay Ridge Improvement - " "	6.
Flushing Improvement - " "	2.
Woodside - Winfield Cut-off - " "	2.

Where there has been public participation, either the amount contributed or the proportion of the cost, borne by the public, has been deducted from the total cost of reproduction of the items included in this report, which is to say that only the amount of the Carrier's interest has been included.

The Long Island Railroad Company

BUREAU OF VALUATION

Approved: John R. Thompson

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

CAUTION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
						Where but a single percentage is stated it represents both per cents.	Per Unit (4)	New, Total (5)
	Acct. No. <u>51</u> Title <u>STREAM LOCOMOTIVES</u> (I. C. C. classification)					\$	\$	\$
	<b>Freight Train Service:</b>							
	Nos. 5-6, Baldwin Loco. Co., 1901, type 4-6-0, cyls. 20" x 26", total light weight 97 tons each	40	44	Each	2	14745	29,490	12,960
	Nos. 10 to 15, Baldwin Loco. Co., 1902, type 4-6-0, cyls. 20" x 26", total light weight 97 tons each	75	75	"	6	14745	88,470	66,155
	No. 17, Baldwin Loco. Co., 1903, type 4-6-0, cyls. 20" x 26", total light weight 110 tons each	50	53	"	1		16,590	8,845
	Nos. 123-124-125-126-127, Brooks, 1899, type 4-6-0, cyls. 21" x 26", total light weight 87 tons each	32	36	"	5	13380	66,900	24,366
	Nos. 128-129-130-131-132, American Loco. Co., 1907, type 4-6-0, cyls. 21" x 26", total light weight 104 tons each	64	66	"	5	15320	76,600	50,896
	Nos. 133-134, Amer. Loco. Co., 1911, type 4-6-0, cyls. 21" x 26", total light weight 108 tons each	80	81	"	2	15855	31,710	25,800
	Nos. 135-136, Amer. Loco. Co., 1911, type 4-6-0, cyls. 21" x 26", total light weight 108 tons each	80	81	"	2	15855	31,710	25,800
	Nos. 137-138-139-140, American Loco. Co., 1913 type 4-6-0, cyls. 21" x 26", total light weight 110 tons each	88	89	"	4	17150	68,600	60,896
	Nos. 151-152-153, Brooks, 1898, type 2-8-0, cyls. 21" x 28", total light weight 90 tons each	28	33	"	3	13600	40,800	15,368
	Nos. 154-155, Baldwin, 1903, type 2-8-0, cyls. 21" x 28", total light weight 91 tons each	48	51	"	2	13655	27,310	14,055
	No. 159, secondhand, 1905, type 2-8-0, cyls. 20" x 24", total light weight 77 tons each	31	42	"	1		4,975	2,074
	Nos. 160-161, secondhand, 1903, type 2-8-0, cyls. 20" x 24", total light weight 77 tons each	28	37	"	2	6500	13,000	4,749
	Nos. 162-163, secondhand, 1903, type 2-8-0, cyls. 20" x 24", total light weight 77 tons each	28	37	"	2	6500	13,000	4,749
	Nos. 164, secondhand, 1905, type 2-8-0, cyls. 20" x 24", total light weight 77 tons each	31	41	"	1		5,480	2,230
	Nos. 166-168, secondhand, 1905, type 2-8-0, cyls. 20" x 24", total light weight 67 tons each	25		"	2	3500	7,000	1,736
	No. 169, secondhand, 1905, type 2-8-0 cyls. 20" x 24", total light weight 77 tons each	35	44	"	1		5,535	2,438
	Nos. 114-117-119-120-121-122, Baldwin, 1892, type 4-6-0, cyls. 18" x 24", total light weight 61 tons each	20	25	"	6	9935	59,610	14,850
	<b>Total Freight Train Service</b>	<b>54</b>	<b>57</b>		<b>47</b>		<b>586,780</b>	<b>335,967</b>
	<b>Passenger Train Service:</b>							
	Nos. 1-2, Baldwin, 1901, type 4-4-2, cyls. 19 1/2" x 26", total light weight 107 tons each	44	48	"	2	16060	32,120	15,331
	Nos. 3-4, Baldwin, 1902, type 4-4-2, cyls. 19 1/2" x 26", total light weight 107 tons each	47	51	"	2	16060	32,120	16,231
	No. 7 - Baldwin, 1901, type 4-6-0, cyls. 21" x 26", total light weight 115 tons each	44	48	"	1		18,070	8,584
	No. 8, Baldwin, 1902, type 4-6-0, cyls. 21" x 26", total light weight 115 tons each	47	50	"	1		18,070	9,092
	No. 9, Baldwin, 1902, type 4-6-0, cyls. 20" x 26", total light weight 116 tons each	47	51	"	1		16,510	8,343

Section No. **Unallocated**

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

SECTION	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. <b>51</b>	Title <b>STREAM LOCOMOTIVES (Cont'd.)</b> <small>(I. C. C. classification)</small>					\$	\$	\$
<b>Passenger Train Service: (Continued)</b>								
	Nos. 16-18-19, Baldwin, 1903, type 4-6-0, cyls. 20" x 26", total light weight 110 tons each	50	55	Each	3	16510	49,530	26,415
	No. 47, Rogers, 1898, type 4-4-0, cyls. 17" x 24", total light weight 66 tons each	24	29	"	1		10,535	5,030
	Nos. 50-52, Rogers, 1899, type 4-4-0, cyls. 17" x 24", total light weight 65 tons each	12	17	"	2	10465	20,930	3,656
	Nos. 67-71, Baldwin, 1893, type 4-4-0, cyls. 18" x 24", total light weight 60 tons	4	10	"	2	9645	19,690	1,940
	Nos. 74-75-76, Baldwin, 1893, type 4-4-0, cyls. 18" x 24", total light weight 63 tons each	18	23	"	3	10315	30,945	7,120
	Nos. 77-78-79-80-81, Brooks, 1898, type 4-4-0, cyls. 18" x 24", total light weight 66 tons each	28	32	"	5	10750	53,750	17,426
	Nos. 82-83-84, Baldwin, 1903, type 4-4-0, cyls. 19" x 24", total light weight 78 tons each	18	23	"	3	12440	37,320	8,636
	No. 85, Baldwin, 1903, type 4-4-0, cyls. 20" x 24", total light weight 81 tons each	18	23	"	1		15,870	3,161
	Nos. 86-87-88-89, Baldwin, 1904, type 4-4-0, cyls. 19" x 24", total light weight 78 tons each	52	55	"	4	12440	49,760	27,373
	Nos. 90-92-93-94-96-97-98-99, Baldwin, 1904, type 4-4-0, cyls. 19" x 24", total light weight 78 tons each	52	55	"	8	12440	99,520	54,746
	Nos. 91-95-100, Baldwin, 1904, type 4-4-0, cyls. 20" x 24", total light weight 81 tons each	52	55	"	3	13870	41,610	22,804
	Nos. 201 to 210, P.R.R., 1905, type 4-4-0, cyls. 10½" x 26", total light weight 81 tons each	56	59	"	10	12815	128,150	75,328
	Nos. 211 to 223, P.R.R., 1906, type 4-4-0, cyls. 18½" x 26", total light weight 81 tons each	60	63	"	13	12815	250,670	144,234
	Nos. 229, P.R.R., 1906, type 4-4-0, cyls. 20" x 26", total light weight 83 tons each	60	62	"	1		14,260	8,968
	Nos. 230-231, P.R.R., 1906, type 4-4-0, cyls. 18½" x 26", total light weight 81 tons each	60	63	"	2	12815	25,630	16,026
	<b>Total Passenger Train Service</b>	<b>47</b>	<b>51</b>		<b>73</b>		<b>943,060</b>	<b>478,364</b>
<b>Switching Service:</b>								
	Nos. 170-171, Baldwin, 1913, type 0-6-0, cyls. 19" x 26", total light weight 85 tons each	28	29	"	2	12895	27,790	24,659
	Nos. 172-173-174-175, Baldwin, 1906, type 0-6-0, cyls. 19"x26", total light weight 78 tons each	60	63	"	4	11240	44,960	28,128
	Nos. 176-177-178-179-180, Schenectady Loco. Wks. 1899, type 0-6-0, cyls. 18" x 24", total light weight 52 tons each	16	21	"	3	8740	43,700	9,176
	Nos. 181, Schenectady Loco. Wks., 1891, type 0-6-0, cyls. 18" x 24", total light weight 52 tons each	8	13	"	1		8,740	1,178
	Nos. 184-185, Baldwin, 1893, type 0-6-0, cyls. 18" x 24", total light weight 53 tons each	25	28	"	2	8755	17,510	4,843
	Nos. 186-187-188, Baldwin, 1892, type 0-6-0, cyls. 18" x 24", total light weight 53 tons each	20	25	"	3	8755	26,265	6,525
	No. 189, Baldwin Loco., 1899, type 0-6-0, cyls. 18" x 24", total light weight 53 tons each	39	43	"	1		8,755	3,738
	No. 190, Baldwin, 1901, type 0-6-0, cyls. 18" x 24",							



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

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. <b>51</b> Title <b>STREAM LOCOMOTIVES (Cont'd.)</b> (I. C. C. classification)							
<b>Switching Service: (continued)</b>							
Nos. 191-192, Baldwin, 1902, type 0-6-0, cyls. 19" x 26", total light weight 72 tons each	50	55	Each	2	11240	22,480	11,960
Nos. 193-194, Baldwin, 1903, type 0-6-0, cyls. 19" x 26", total light weight 72 tons each	53	56	"	2	11240	22,480	12,591
Nos. 195-196-197, Baldwin, 1905, type 0-6-0, cyls. 19" x 26", total light weight 72 tons each	61	63	"	3	11240	33,720	21,412
Nos. 198-199, Baldwin, 1911, type 0-6-0, cyls. 19" x 26", total light weight 84 tons each	82	85	"	2	12810	25,620	21,311
No. 321, secondhand, 1898, type 0-4-0, cyls. 15" x 18", total light weight 18 tons each	46	50	"	1		2,270	1,141
<b>Total Switching Service</b>	<b>48</b>	<b>51</b>		<b>29</b>		<b>293,045</b>	<b>150,975</b>
<b>Total for Account 51</b>		<b>53</b>		<b>149</b>		<b>1,822,825</b>	<b>965,306</b>
Acct. 52 - OTHER LOCOMOTIVES							
<b>Switching Service:</b>							
No. 322, L.I. R.R., 1915, type 0-4-0, 650 volts, D.C., Gear Drive, total light weight 8.75 tons each	96	97	Each	1	1085	1,085	1,048
<b>Total for Account 52</b>		<b>97</b>		<b>1</b>	<b>1085</b>	<b>1,085</b>	<b>1,048</b>
Acct. 53 - FREIGHT TRAIN CARS							
<b>Box Cars:</b>							
Nos. 3000 to 3008-3010, Long Island R.R., 1902, capy. 60,000 lbs., wood underframe, wood body	30	37	Each	10	710	7,100	2,627
No. 3009, Long Island R.R., 1903, capy. 60,000 lbs., wood underframe, wood body	35	42	"	1	710	710	295
No. 3011, Long Island R.R., 1903, capy. 60,000 lbs., wood underframe, wood body	35	42	"	1	710	710	295
Nos. 3025 to 3053-3055 to 3068, South Baltimore Steel Co., 1904, capy. 60,000 lbs. wood underframe, wood body	40	46	"	43	710	30,530	14,044
Nos. 3070 to 3224, South Baltimore Steel Co., 1904, capy. 60,000 lbs., wood underframe, wood body	40	46	"	155	710	110,050	50,623
Nos. 3225 to 3245, 3247 to 3259, 3261 to 3324, Pressed Steel Car Co., 1906, capy. 100,000 lbs., steel underframe, wood body	57	61	"	98	1120	109,760	67,283
Nos. 3325 to 3332, 3334 to 3349-3351-3357 to 3370, 3372 to 3407-3409-3410-3411-3413-3414-3415-3416-3418 to 3433-3435-3436-3437-3438, Pressed Steel Car Co., 1909, capy. 100,000 lbs. steel underframe, wood body	69	72	"	102	945	96,390	69,497
Nos. 3439 to 3538, Pressed Steel Car Co., 1915, capy. 100,000 lbs., steel underframe, wood body	94	95	"	100	945	94,500	89,397
No. 3745, Murray Dougal Co., 1896, capy. 50,000 lbs., wood underframe, wood body	6	15	"	1	480	480	74
No. 3847, Murray Dougal Co., 1890, capy. 50,000 lbs., wood underframe, wood body	7	16	"	1	550	550	90
Nos. 3862 - 3863-3899-3905-3910, Lehigh Valley Car Co., 1891, capy. 50,000 lbs., wood underframe, wood body	10	19	"	5	530	2,650	503

Unallocated

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

Miles all Tracks.\* \_\_\_\_\_

Approved: **John R. Thompson**

12-090

SECTION	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)
Where but a single percentage is stated it represents both per cents.								
Acct. No. <b>53</b>	Title <b>FREIGHT TRAIN CARS (Cont'd.)</b> <small>(I. C. C. classification)</small>							
<b>Box Cars: (continued)</b>								
	Nos. 3926 - 3944-3985-3998-4004-4010-4012-4021, Lebanon Car Wks., 1892, capy. 50,000 lbs., wood underframe, wood body	8	17	Each	8	575	4,600	791
	Nos. 4027-4060, Lebanon Car Wks., 1892, capy. 50,000 lbs., wood underframe, wood body	8	17	"	8	575	1,150	198
	<b>Total Box Cars</b>	<b>60</b>	<b>64</b>		<b>527</b>		<b>455,180</b>	<b>895,917</b>
<b>Gondola Cars:</b>								
	No. 1000, L.I.R.R., 1902, capy. 60,000 lbs., wood underframe, wood body	30	37	"	1	715	715	264
	Nos. 1001-1002-1003-1005-1006-1007, Long Island R.R., 1903, capy. 60,000 lbs., wood underframe, wood body	35	41	"	6	715	4,290	1,780
	Nos. 1008-1009-1010, Long Island R.R., 1904, capy. 60,000 lbs., wood underframe, wood body	40	46	"	3	715	2,145	987
	Nos. 1011-1012, Long Island R.R., 1907, capy. 60,000 lbs., wood underframe, wood body	55	60	"	2	715	1,430	651
	Nos. 1017 to 1065 - 1067 to 1080-1082 to 1125-1127 to 1156, American Car & Fdry., 1903, capy. 60,000 lbs., wood underframe, wood body	35	42	"	137	780	98,640	40,936
	No. 1251, L.I. R.R., 1899, capy. 50,000 lbs., wood underframe, wood body	15	25	"	1	880	880	89
	Nos. 1266-1284-1287, Long Island R.R., 1895, capy. 50,000 lbs., wood underframe, wood body	12	21	Each	3	450	1,350	281
	No. 1292, Long Island R.R., 1898, capy. 50,000 lbs., wood underframe, wood body	10	19	"	1		380	72
	Nos. 1312-1331-1363-1391-1418-1435-1450-1473-1492-1498-1503-1530-1550, Lebanon Car Wks., 1892, capy. 50,000 lbs., wood body, wood underframe	10	19	"	13	435	5,655	1,074
	Nos. 1551 to 1571, Lebanon Car Wks., 1896, capy. 60,000 lbs., wood underframe, wood body	25	32	"	21	535	11,235	3,643
	Nos. 1573 to 1600, Lebanon Car Wks., 1896, capy. 60,000 lbs., wood underframe, wood body	25	32	"	28	535	14,980	4,858
	Nos. 1601 to 1800, Pressed Steel Car Co., 1904, capy. 80,000 lbs., steel underframe, composite body	40	46	"	200	880	176,000	80,960
	Nos. 2680 to 2779, Pressed Steel Car Co., 1916, capy. 100,000 lbs., steel underframe, composite body	100		"	100	1285	128,500	128,500
	Nos. 2780 to 2825 - 2827 to 2879, Pressed Steel Car Co., capy. 100,000 lbs., steel underframe, composite body	70	75	"	99	1190	117,810	86,001
	Nos. 2880 to 2899, Pressed Steel Car Co., 1909, capy. 100,000 lbs., steel underframe, composite body	65	69	"	20	985	19,700	15,495
	Nos. 2900 to 2954, Pennsylvania R.R., 1906, capy. 100,000 lbs., steel underframe, composite body	50	55	"	35	1100	38,500	21,175
	Nos. 2941 to 2944-2947 to 2951-2953 to 2962-2964 to 2981-2983 to 2999, P.R.R., 1907, capy. 100,000 lbs., steel underframe, composite body	55	60	"	54	1200	70,200	41,769
	<b>Total Gondolas</b>	<b>57</b>	<b>62</b>		<b>724</b>		<b>691,910</b>	<b>426,735</b>
<b>Oil Tanks:</b>								
	Nos. 801-802, American Car & Fdry. Co., 1916, capy. 100,000 lbs., steel underframe, steel body	100		"	2	1515	3,030	3,030

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

per **The Long Island Railroad Company**

Approved: **John R. Thompson**

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

CLASSIFICATION	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)
		(1)	(2)	(3)	(4)	(5)	(6)	
Acct. No. <b>53</b>	Title <b>FREIGHT TRAIN CARS (Cont'd.)</b> (I. C. C. classification)					\$	\$	\$
<b>Coach Cars:</b>								
	Nos. 2-22, Long Island R.R., 1905, wood underframe, wood body	45	50	Each	2	525	1,050	530
	Nos. 5-10-11, Long Island R.R., 1899, wood body, wood underframe	15	25	"	3	545	1,635	584
	Nos. 4-26, Long Island R.R., 1908, wood underframe, wood body	60	64	"	2	1015	2,030	1,299
	Nos. 5-32, Long Island R.R., 1911, wood underframe, wood body	75	77	"	2	955	1,910	1,480
	Nos. 6-7, Long Island R.R., 1899, wood underframe, wood body	15	25	"	2	545	1,090	256
	No. 9, L.I.R.R., 1905, wood underframe, wood body	45	50	"	1		525	265
	Nos. 12-15, L.I. R.R., 1900, wood underframe, wood body	20	28	"	2	545	1,090	505
	No. 13, L.I. R.R., 1911, wood body and wood underframe	75	77	"	1		955	740
	Nos. 16-17, L.I. R.R., 1908, wood underframe, wood body	30	37	"	2	545	1,090	403
	No. 18, L.I. R.R., 1906, wood underframe, wood body	50	55	"	1		525	289
	Nos. 19-20-21, Long Island R.R., 1904, wood underframe, wood body	40	46	"	3	525	1,575	724
	Nos. 23-24-25, Long Island R.R., 1906, wood underframe, wood body	50	55	Each	3	525	1,575	866
	<b>Total Coach Cars</b>	45	50		24		15,050	7,541
	<b>Total All Classes</b>	59	65		1277		1,169,170	733,023
	Mechanical engineering including cost of designing making plans and specifications and inspection 1%						11,692	7,330
	Miscellaneous Equipment	50					568	184
	<b>Total for Account 53</b>		63				1,181,250	740,537
<b>Acct. 54 - PASSENGER TRAIN CARS</b>								
<b>CARS WITHOUT MOTOR EQUIPMENT</b>								
<b>Coaches:</b>								
	Nos. 51-52-53, Jackson & Sharpe, 1891, wood underframe, wood body, six wheel wood plated trucks	8	12	Each	3	5151	15,453	1,854
	Nos. 54 to 62, Wason, 1899, wood underframe, wood body, four wheel wood plated trucks	57	40	"	9	5302	47,718	19,087
	Nos. 64-65, Bowers & Duer, 1892, wood underframe, wood body, four wheel wood	10	14	"	2	5151	10,302	1,442
	No. 87, Gilbert & Bush, 1893, wood underframe, wood body, four wheel wood trucks	3	7	"	1		4,972	348
	Nos. 100 to 111, Jackson & Sharpe, 1893, wood body, wood underframe, four wheel wood trucks	10	14	"	12	4545	54,540	7,636
	Nos. 112-113-114, Gilbert & Bush, 1888, wood underframe, wood body, four wheel wood trucks	15	18	"	5	4848	14,544	2,618
	Nos. 115-119-121-120, Gilbert & Bush, 1888, wood underframe, wood body, four wheel wood trucks	15	18	"	4	4848	19,392	3,491
	Nos. 116-117-118-120-122-123-131-124-125-126-127-128-129, Gilbert & Bush, 1888, wood underframe, wood body, four wheel wood trucks	15	18	"	13	4848	63,024	11,344

The Long Island Railroad Company

Approved: **John R. Thompson**

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

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. <b>54</b> Title <b>PASSENGER TRAIN CARS (Cont'd.)</b> (I. C. C. classification)					\$	\$	\$
<b>CARS WITHOUT MOTOR EQUIPMENT (cont'd.)</b>							
<b>Coaches: (continued)</b>							
Nos. 132-133-134-137-138-141-143-144-145-146-147-148-149-151, Pullman, 1890, wood underframes, wood body, four wheel wood plated trucks	16	19	Each	14	4545	63,630	12,090
Nos. 135-139-140-142-150-, Pullman, 1890, wood underframes, wood body, four wheel wood plated trucks	16	19	"	5	4545	22,725	4,318
Nos. 152-153-155-156-157-161-162-164-167, Jackson & Sharpe, 1891, wood underframes, wood body, four wheel wood plated trucks	17	20	"	9	4696	42,264	8,453
Nos. 154-159-160-163-165-166, Jackson & Sharpe, 1891, wood underframes, wood body, four wheel wood plated trucks	17	20	"	6	4696	28,176	5,635
Nos. 168 to 175 - 177, Jackson & Sharpe, 1893, wood underframes wood body, four wheel wood plated trucks	23	26	"	9	5504	49,536	12,879
No. 176, Jackson & Sharpe, 1893, wood underframes, wood body, four wheel wood plated trucks	23	26	"	1		5,504	1,451
Nos. 178-179-182-185-186-188-190-192-193-195-197-183-199-200- 202-204 to 228, Pullman, 1894, wood underframes, wood body, four wheel wood plated trucks	31	34	"	40	4141	165,640	56,318
No. 180 - 184-187-189-191-194-196-198-201-203, Pullman, 1894, wood underframes, wood body, four wheel wood plated trucks	27	30	"	10	5989	59,890	11,967
Nos. 229 to 233-235 to 238, Wason, 1899, wood underframes, wood body, four wheel wood trucks	14	17	"	29	4873	141,317	24,024
Nos. 259-260-261-262-265-269-273-265-266, American Car & Fdry., 1902, wood underframes, wood body, four wheel wood plated trucks	44	46	"	9	7878	70,902	32,615
Nos. 267-268-270-272-274, American Car & Fdry., 1902, wood underframe, wood body, four wheel wood plated trucks	44	46	"	5	7423	37,115	17,073
Nos. 275-276-277, Pullman, 1902, wood underframes, wood body, six wheel wood plated trucks	50	52	"	3	8029	24,087	12,525
Nos. 300 to 309, American Car & Fdry., 1902, wood underframes, wood body, four wheel wood plated trucks	44	46	"	10	8787	87,870	40,420
Nos. 310-311, P. RR., 1906, wood underframes, wood body, four wheel wood plated trucks	60	62	"	2	8711	17,422	10,802
Nos. 312-313, P. RR., 1907, wood underframes, wood body, four wheel wood plated trucks	64	65	"	2	9494	18,988	12,342
Nos. 314 to 343, Amer. Car & Fdry., 1911, steel underframes, steel body, 4 wheel steel trucks	85	86	"	50	10900	545,000	281,220
Nos. 344 to 368, Amer. Car & Fdry., 1912, steel underframes, steel body, four wheel steel trucks	88	89	"	15	10900	163,500	145,515
Nos. 359 to 370, Amer. Car & Fdry., 1914, steel underframes, steel body, four wheel steel trucks	95	95	"	12	10900	130,800	121,644
No. 1451, American Car & Fdry. Co., 1907, steel underframes, steel body, 4 wheel steel trucks	73	74	"	1		12,120	8,969
<b>Combination Passenger Cars:</b>							
No. 502, Pullman, 1898, wood underframes, wood body, 4 wheel wood plated trucks	28	31	"	1		4,545	1,409
Nos. 503 to 520, Pullman, 1898, wood underframes, wood body, 4 wheel wood plated trucks	38	40	"	18	4469	80,442	32,177
Nos. 521 to 530, Wason, 1899, wood underframes, wood body.							

INTERSTATE COMMERCE COMMISSION  
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The Long Island Railroad Company

Approved: **John R. Thompson**

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

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)
Where but a single percentage is stated it represents both per cents.							
Acct. No. <b>54</b> Title <b>PASSENGER TRAIN CARS (Cont'd.)</b> (I. C. C. classification)							
<b>CARS WITHOUT MOTOR EQUIPMENT (cont'd.)</b>							
<b>Combination Passenger Cars: (continued)</b>							
No. 554, Jackson & Sharpe, 1899, wood underframe, wood body, 6 wheel wood plated trucks	80	23	Each	1		5,024	1,156
Nos. 555-556, Pullman, 1890, wood underframe, wood body, 6 wheel wood plated trucks	20	25	"	2	4925	9,846	2,265
No. 557, Jackson & Sharpe, 1891, wood underframe, wood body, 6 wheel wood plated trucks	20	23	"	1		4,696	1,080
Nos. 600-601-602, Pullman, 1902, wood underframe, wood body, 6 wheel wood plated trucks	44	46	"	3	2206	24,618	11,324
Nos. 603 to 608, P.R.R., 1905, wood underframe, wood body, 6 wheel wood plated trucks	56	58	"	6	7600	45,600	26,448
No. 609, P.R.R., 1907, wood underframe, wood body, 6 wheel wood plated trucks	64	65	"	1		8,862	5,760
Nos. 610 to 618, P.R.R., 1908, wood underframe, wood body, 6 wheel wood plated trucks	68	69	"	9	8711	78,399	54,095
Nos. 619 to 623, Amer. Car & Fdry., 1911, steel underframe, steel body, 4 wheel steel trucks	85	86	"	5	10100	50,500	45,450
Nos. 624-625-626, American Car & Fdry. Co., 1914, steel underframe, steel body, 4 wheel steel trucks	94	94	"	3	10100	30,300	28,482
<b>Parlor Cars:</b>							
No. 730, Pullman, 1894, wood underframe, wood body, six wheel wood plated trucks	18	21	Each	1		3,484	732
No. 732, Ohio Falls Car Co., 1895, wood underframe, wood body, six wheel wood plated trucks	19	22	"	1		3,509	772
No. 733, Pullman, 1898, wood underframe, wood body, six wheel wood plated trucks	36	39	"	1		4,646	1,812
Nos. 734-735, Pullman, 1902, wood underframe, wood body, six wheel wood plated trucks	44	46	"	2	5302	10,604	4,878
No. 736, built 1895, wood underframe, wood body, four wheel wood plated trucks	33	36	"	1		3,080	1,109
No. 737, P. RR., 1907, composite underframe, wood body, 6 wheel wood plated trucks	64	65	"	1		6,199	4,029
No. 738, P.R.R., 1908, composite underframe, wood body, 6 wheel wood plated trucks	68	69	"	1		7,398	5,105
Nos. 739 to 743, American Car & Fdry., 1911, steel underframe, steel body, 4 wheel steel trucks	83	84	"	5	10406	52,030	45,705
Nos. 744 to 747, American Car & Fdry., 1914, steel underframe, steel body, 4 wheel steel trucks	88	88	"	4	11182	44,728	59,361
<b>Parlor Cars:</b>							
No. 772, built 1890, wood underframe, wood body, 6 wheel wood plated trucks	16	19	"	1		4,680	878
Nos. 779-780, built 1892, wood underframe, wood body, 6 wheel wood plated trucks	22	23	"	2	5428	10,856	2,714
Nos. 781-782-783-784, Barney & Smith, 1899, wood underframe, wood body, 6 wheel wood plated trucks	42	44	"	4	7227	31,308	13,776
Nos. 785-786-787, Barney & Smith, 1899, wood underframe, wood body, 6 wheel wood plated trucks	42	44	"	3	9468	28,404	12,498

The Long Island Railroad Company

BUREAU OF VALUATION

Approved: **John R. Thompson**

Section No. **Unallocated**

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

Miles all Tracks\* \_\_\_\_\_

12-960

CATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost New	UNIT (3)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciation (6)
Acct. No. <b>54</b>	Title <b>PASSENGER TRAIN CARS (Cont'd.)</b> (I. C. C. classification)							
	<b>CARS WITHOUT MOTOR EQUIPMENT (Cont'd.)</b>							
	<b>Parlor Cars: (continued)</b>							
	No. 788, Barney & Smith, 1899, wood underframe, wood body, 6 wheel wood plated trucks	42	44	Each	1		8,484	3,733
	Nos. 789 to 796, 1904, wood underframe, wood body, 6 wheel wood plated trucks, Pullman	42	44	"	8	14443	115,544	50,839
	No. 809, American Car & Fdry. Co., 1911, steel underframe, steel body 4 wheel steel trucks	88	88	"	1		18,050	15,866
	Nos. 810 to 818, American Car & Fdry., 1912, steel underframe, steel body, 4 wheel steel trucks	88	88	"	9	18050	162,270	142,798
	Nos. 819 to 826, Amer. Car & Fdry., 1913, steel underframe, steel body, 4 wheel steel trucks	91	91	"	8	17157	137,256	124,903
	<b>Club Cars:</b>							
	Nos. 770-771, built 1890, wood underframe, wood body, six wheel wood plated trucks	16	19	"	2	4620	9,240	1,756
	Nos. 773-774, built 1890, wood underframe, wood body, 6 wheel wood plated trucks	16	19	"	2	4216	8,432	1,602
	<b>Baggage and Express Cars:</b>							
	Nos. 651 to 670, American Car & Fdry. Co., 1914, steel underframe, steel body, 4 wheel steel trucks	93	93	"	20	3383	67,660	62,924
	No. 679, Gilbert & Bush, 1884, wood underframe, wood body, 4 wheel trucks	20	25	"	1		1,969	453
	Nos. 682 to 691, American Car & Fdry., 1910, steel underframe, steel body, 4 wheel steel trucks	80	81	"	10	7740	77,400	62,694
	Nos. 692 to 698-700-701, Pullman, 1902, wood underframe, wood body, 6 wheel wood plated trucks	44	46	"	9	4696	42,264	19,441
	Nos. 702-703-704-705, P.R.R., 1907, wood underframe, wood body, 6 wheel wood plated trucks	64	65	"	4	5377	21,508	13,980
	Nos. 706 to 714, P. R.R., 1908, wood underframe, wood body, 6 wheel wood plated trucks	68	69	"	9	3504	49,536	34,180
	Nos. 1215 to 1219, American Car & Fdry., 1910, steel underframe, steel body, 4 wheel steel trucks	79	80	"	5	8541	42,705	34,164
	<b>Milk Cars:</b>							
	Nos. 671 to 678, Pressed Steel Car Co., 1909, steel underframe, wood body, 4 wheel arch bar trucks	72	73	"	8	1050	8,400	6,132
	No. 680, Pressed Steel Car Co., 1909, steel underframe, wood body, 4 wheel arch bar trucks	72	73	"	1		1,050	767
	No. 681, Pressed Steel Car Co., 1906, steel underframe, wood body, 4 wheel arch bar trucks	60	62	"	1		1,212	751
	<b>Trailer Cars:</b>							
	Nos. 899 to 906, S.S. Car Co., 1899, composite underframe, wood body, 4 wheel metal trucks	50	52	"	8	5121	25,448	13,233
	Nos. 907 to 926, S.S. Car Co., 1915, steel underframe, steel body, 4 wheel metal trucks	96	96	"	20	6034	120,680	115,833

Section No.	Unallocated	Miles Main Line.	Miles all Tracks.*	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION			
									Per Unit (4)	New, Total (5)	Less Depreciation (6)	
Acct. No. 54 Title PASSENGER TRAIN CARS (Cont'd.) (I. C. C. classification) CARS HAVING MOTOR EQUIPMENT												
<b>Locomotives:</b>												
				No. 1, Federal Storage Bty. Car Co., 1911, steel underframe, wood body, single truck	80	81	Each	1		6,060	4,909	
				No. 4, J. G. Brill, 1914, steel underframe, wood body, single truck	92	92	"	1		3,989	3,670	
				Nos. 1000 to 1133, American Car & Fdry., 1906, steel underframe, steel body, 4 wheel metal trucks	65	67	"	154	4691	896,594	600,718	
				Nos. 1401 to 1420, American Car & Fdry., 1909, steel underframe, steel body, 4 wheel metal trucks	77	78	"	20	11100	222,000	173,160	
				Nos. 1421 to 1441, American Car & Fdry. Co., 1908, steel underframe, steel body, 4 wheel metal trucks	77	78	"	21	11106	233,226	181,916	
				Nos. 1442 to 1450, American Car & Fdry. Co., 1909, steel underframe, steel body, 4 wheel metal trucks	77	78	"	9	11100	99,900	77,922	
				Nos. 1452 to 1514-1516-1518 to 1524-1526-1528-1529-1530-1532-1536-1538-1537-1538-1540-1542-1544, American Car & Fdry. Co., 1910, steel underframe, steel body, 4 wheel metal trucks	80	81	"	83	11100	921,300	746,253	
				Nos. 1515-1517-1525-1527-1531-1533-1534-1539-1541-1543-1545 to 1601, American Car & Fdry. Co., 1911, steel underframe, steel body, 4 wheel metal trucks	85	84	"	67	11100	743,700	624,708	
				Nos. 1602 to 1621 American Car & Fdry., 1912, steel underframe, steel body, 4 wheel metal trucks	86	87	"	20	11100	222,000	193,140	
				Nos. 1622 to 1636, American Car & Fdry. Co., 1913, steel body, 4 wheel metal trucks	90	90	"	15	11100	166,500	149,850	
				Nos. 1637 to 1676, American Car & Fdry., 1914, 4 wheel metal trucks	93	93	"	40	11100	444,000	412,920	
<b>Combination Passenger Cars:</b>												
				Nos. 1550 to 1553, Standard Steel Car, 1910, steel underframe, steel body, 4 wheel metal trucks	80	81	Each	4	10351	41,404	33,537	
				Nos. 1554 to 1564, Standard Steel Car, 1911, steel underframe, steel body, 4 wheel metal trucks	85	84	"	11	10351	113,861	95,643	
				Nos. 1565 to 1569, American Car & Fdry., 1912, steel underframe, steel body, 4 wheel metal trucks	87	88	"	5	10351	51,755	45,544	
				Nos. 1570 to 1581, American Car & Fdry., 1913, steel underframe, steel body, 4 wheel metal trucks	90	90	"	12	10351	124,212	111,791	
				Nos. 1582 to 1584, A.C. & F., 1914, steel underframe, steel body, 4 wheel metal trucks	95	95	"	3	11219	33,657	31,301	
				Nos. 1585 to 1599, A.C. & F., 1914, steel underframe, steel body, 4 wheel metal trucks	95	95	"	15	10351	155,265	144,390	
				No. 2, J.C. Brill, 1914, steel underframe, wood body, single trucks	92	92	"	1		6,060	5,570	
<b>Baggage and Express Cars:</b>												
				Nos. 1800 to 1804, Wason, 1905, wood underframe, wood body, 4 wheel metal trucks	58	59	"	5	5630	28,150	16,600	
				Nos. 1805 to 1814, American Car & Fdry. Co., 1910, steel underframe, steel body, 4 wheel metal trucks	80	81	"	10	9110	91,100	73,700	

The Long Island Railroad Company

BUREAU OF VALUATION

Approved: **John R. Thompson**

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

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)
ATION Where but a single percentage is stated it represents both per cents.							
Acct. No. <b>54</b> Title <b>PASSENGER TRAIN CARS (Cont'd.)</b> (I. C. C. classification)							
<b>CARS HAVING MOTOR EQUIPMENT (Cont'd.)</b>							
<b>Club Cars:</b>							
No. 829, rebuilt 1901, wood underframe, wood body, 4 wheel metal trucks	17	20	Each	1		5,500	711
Total for Account 54		75				7,802,570	5,658,356
Acct. 55 - MOTOR EQUIPMENT OF CARS							
Two D.C. Motors 450 H.P. 650 volts A.C. type A.B. Control W.E. & M. Co.	85	85	Set	351	6045	2,000,895	1,691,663
Two D.C. Motors 400 H.P. 650 volts A.C. type A.B. Control W.E. & M. Co.	76	78	"	139	5525	767,975	600,415
Four D.C. Motors 860 H.P. 650 volts A.C. type A.B. Control W.E. & M. Co.	80	82	"	4	11400	45,600	37,309
Two D.C. Motors 40 H.P. 250 V. type P.K. 290 A Control including battery type A H-4 - 251 cells 150 A.H.	76	79	"	2	6105	12,210	9,656
Two D.C. Motors 20 H.P. 250 V. type K-45 Control including battery type A-6 - 126 cells - 150 A.H.	76	78	"	1	-	4,100	3,206
Interchangeable B.R.T. Contact Shoes	80	82	"	40	400	16,000	15,091
Emergency Car Jumpers	80	82	"	158	10.34	1,427	1,168
Four point bus line jumpers	80	82	"	575	15.60	8,970	7,359
Seven point control line jumpers	80	82	"	204	13.15	2,683	2,195
Ten point control line jumpers	80	82	"	459	19.32	8,868	7,256
Total for Account 55		85				2,868,728	2,575,278
Acct. 56 - FLOATING EQUIPMENT							
<b>Ferry Boats:</b>							
"Babylon" Hempstead" H. & H., 1906, L.W.L., 300' x 41'6"x12'0", steel hull, 1810 gross tons, two compound condensing engines, 1600 H.P., water tube boiler, twin screw	67	68	Each	2	173600	347,200	234,756
"Manhattan Branch", Ward & Stanton, 1884, L.W.L. 152'x32'5"x7'0", 652 gross tons, single condensing engine, 300 H.P., return tubular boiler, iron hull, side wheel, secondhand	20	21	"	1		90,000	14,480
"Southampton", H. & H., 1869, L.W.L., 170'8"x 35'5"x7'6", 673 gross tons, single condensing engine, 500 H.P., return tubular boiler, iron hull, side wheel, secondhand	14	15	"	1		85,000	12,760
Total Ferry Boats	81	82		4		502,200	261,976



INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

The Long Island Railroad Company

Approved: **John R. Thompson**

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

12-900

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. <b>56</b> Title <b>FLOATING EQUIPMENT (Cont'd.)</b> (I. C. C. classification)							
<b>Tag Boats:</b>							
"Gladiator", secondhand, 1903, L.W.L., 110'6"x22'0"x11'6", wood hull, 163 gross tons, compound condensing engine, 490 H.P., water tube boiler, screw	48	50	Each	1		28,400	14,142
"Montauk", secondhand 1895, L.W.L. 96'6"x22'0"x10'0", wood hull, 181 gross tons, compound condensing engine, 400 H.P., water tube boiler, screw	47	48	"	1		29,700	14,383
"Patchogue", Dialogue, 1907, L.W.L., 90'5"x24'5"x12'2", steel hull, 190 gross tons, compound, condensing engine, 700 H.P. water tube boiler, screw	64	65	"	1		52,150	33,880
"Sycoset", Neafie & Levy, 1898, L.W.L., 102'6"x23'0"x12'3", steel hull, 176, gross tons, condensing engine, 700 H.P., water tube boiler, screw	40	42	"	1		46,400	19,400
"Wrestler", secondhand, 1903, L.W.L., 115'x23'x12'2", wood hull, 198 gross tons, compound condensing engine, 490 H.P., water tube boiler, screw	50	52	"	1		28,400	14,690
<b>Total Tag Boats</b>	<b>51</b>	<b>52</b>				<b>185,050</b>	<b>96,495</b>
<b>Car Floats:</b>							
No. 5, Ramsey, 1892, L.W.L., 200'x33'x9'3", wood hull	20		"	1		12,900	2,580
Nos. 6-7, Jackson & Sharpe, 1895, L.W.L., 230'x36'x9'6", wood hull	30		"	2	14800	29,600	8,880
No. 8, Yellow Pine Co., 1897, L.W.L., 244'x34'x9', wood hull	37		"	1		15,200	5,624
Nos. 9-10, Leary, 1901, L.W.L., 266'x36'x12', wood hull	50		"	2	25500	51,000	25,500
Nos. 11-12, Leary, 1903, L.W.L., 266'x36'x12', wood hull	57		"	2	25500	51,000	29,070
Nos. 14-15, N.Y. Shipbuilding Co., 1906, L.W.L., 265'x36'x11', steel hull	60		"	2	45100	90,200	54,120
Nos. 16-17, N.Y. Shipbuilders Co., 1914, L.W.L., 290'x38'x11', steel hull	92		"	2	52100	104,200	95,864
<b>Total Car Floats</b>		<b>65</b>		<b>12</b>		<b>354,100</b>	<b>221,638</b>
<b>Total for Account 56</b>		<b>56</b>				<b>1,041,350</b>	<b>580,109</b>

Acct. 57 - WORK EQUIPMENT

floating Work Equipment:

Pile driver, Long Island R.R., 1903, L.W.L., 45'x24'x5'6", 20 H.P. double cyl. engine, double drum vertical boiler, Lidgerwood Mfg.Co., Derrick Boom 45'x8"x8", air compressor 6"x7"x6", Duplex Worthington Pump, cyls. 2"x1-1/8"x2" including hammers	65		Each	1	7600	7,600	4,961
Raft, L.I. R.R., 1903, 30"x8'5"x18"	85		"	1	65	65	23
Pile Raft, L.I. R.R., 1908, 55'x20'x18"	60		"	1	350	350	210
Pile Raft, L.I. R.R., 1908, 43'x18'x18"	60		"	1	350	350	210
Float Stage, No. 1, L.I. R.R., 1907, 30" x 7'6"	55		"	1	200	200	110
Float Stage, No. 2, L.I. R.R., 1907, 30" x 7'6"	55		"	1	200	200	110

INTERSTATE COMMERCE COMMISSION

V. Form No. 561

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

The Long Island Railroad Company

BUREAU OF VALUATION

Approved: **John R. Thompson**

Section No. **Unallocated**

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

Miles all Tracks.\* \_\_\_\_\_

12-660

CATION	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. <b>57</b>	Title <b>WORK EQUIPMENT (Cont'd.)</b> <small>(I. C. C. classification)</small>					\$	\$	\$
<b>Floating Work Equipment: (cont'd.)</b>								
	Scow, No. 1, L.I. R.R., 1910, 16'x5'	70		Each	1	40	40	28
	Scow, No. 2, L.I. R.R., 1910, 20' x 7'	70		"	1	60	60	42
	Scow, L.I. R.R., 1912, 29'6" x 8'0"	80		"	1	250	250	200
	Scow, L.I. R.R., 1912, 17'6" x 4'0"	80		"	2	50	100	80
	Scow, L.I. R.R., 1912, 27'7" x 6'2"	80		"	1	175	175	140
	Working Boat Nos. 1-2, rebuilt 1909, 16'8" x 4'10"	50		"	2	50	100	50
	Flat Bottom Rowboat, L.I. R.R., 1912, 13'6" x 5'0"	60		"	1	15	15	9
	<b>Total Floating Work Equipment</b>	<b>64</b>	<b>65</b>		<b>16</b>		<b>9,680</b>	<b>6,249</b>
<b>Tool Cars:</b>								
	No. 108, converted 1912, wood underframe, wood body	60	64	"	1	650	650	416
	No. 109, converted 1916, capy. 40,000 lbs., wood underframe, wood body	100		"	1	300	300	300
	No. 110, Murray Dougal Co., 1886, capy. 40,000 lbs., wood underframe, wood body	6	19	"	1	415	415	77
	No. 111, Murray Dougal Co., 1886, capy. 40,000 lbs., wood underframe, wood body	5	20	"	1	275	275	54
	No. 111, converted 1914, wood underframe, wood body	80	83	"	1	275	275	229
	No. 112, built 1873, wood underframe, wood body	5	20	"	1	200	200	89
	Nos. 114-115, built 1885, capy. 40,000 lbs., wood underframe, wood body	5	19	"	2	300	600	112
	Nos. 116-117, Converted 1915, wood underframe, wood body	70	73	"	2	350	700	511
	Nos. 120-121-122-123, Murray Dougal Co., 1886, capy. 40,000 lbs., wood underframe, wood body	5	15	"	4	580	1,520	228
	No. 127, Murray Dougal Co., 1890, capy. 50,000 lbs., wood underframe, wood body	15	26	"	1	355	355	92
	No. 135, Murray Dougal Co., 1886, capy. 40,000 lbs., wood underframe, wood body	9	21	"	1	350	350	74
	No. 203, L.I. R.R., 1900, capy 60,000 lbs., wood underframe, wood body	24	32	"	1	600	600	190
	No. 204, Pressed Steel Car, 1906, capy. 100,000 lbs., steel underframe, wood body - (including equipment)	60	62	"	1	5900	5,900	3,663
	No. 206, P. R.R., 1907, capacity 100,000 lbs., steel underframe, wood body, including equipment	64	67	"	1	1825	1,825	1,222
	No. 208, P. R.R., 1907, capy. 100,000 lbs., steel underframe, wood body, including equipment	64	67	"	1	1950	1,950	1,304
	No. 215, Pressed Steel Car, 1909, capy. 100,000 lbs., steel underframe, wood body including equipment	72	74	"	1	2730	2,730	2,015
	No. 216-217, P. R.R., 1907, capy. 100,000 lbs., steel underframe, wood body, including equipment	64	67	"	2	1655	3,270	2,196
	No. 218, Murray Dougal Co., 1888, capy. 50,000 lbs., wood underframe, wood body	7	23	"	1	260	260	59
	No. 140, L.I. R.R., 1895, capy. 50,000 lbs., wood underframe, wood body	19	27	"	1	400	400	108



INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

The Long Island Railroad Company

Approved: **John R. Thompson**

Unallocated

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

Miles all Tracks\* \_\_\_\_\_

SECTION	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. <b>57</b>	Title <b>WORK EQUIPMENT (Cont'd.)</b> (I. C. C. classification)					\$	\$	\$
<b>Compressor Car:</b>								
	No. 159, L.I. R.R., 1899, capy. 50,000 lbs., wood underframes, wood body	15	19	Each	1	1700	1,700	331
<b>Oil Sprinkler:</b>								
	No. 149, built 1886, capy. 50,000 lbs., wood underframe, wood body	3	15	"	1	625	625	80
<b>Converted Coach:</b>								
	No. 72, wooden passenger coach	27	51	"	1		600	306
<b>Spreaders:</b>								
	No. 209, built 1905, wood underframe, wood body S.H. 1911	64	70	Each	1	650	650	452
<b>File Driver Tender:</b>								
	No. 211, Middletown Car Co., 1892, capy. 50,000 lbs., wood underframes, wood body	11	20	"	1	525	525	105
<b>Chloride Car:</b>								
	Nos. 220-221, Pressed Steel Car Co., 1910, capy. 100,000 lbs., steel underframes, wood body	76	78	"	2	2900	5,800	4,499
<b>Clearance Car:</b>								
	No. 310, L.I. R.R., 1890, capy. 50,000 lbs., wood underframes, wood body	15	22	"	1	375	375	81
<b>Tank Car:</b>								
	No. 200, L.I. R.R., 1904, capy. 50,000 lbs., wood underframes, wood body	29	36	"	1	750	750	271
<b>Gas Transport Car:</b>								
	No. 207, L.I. R.R., 1899, wood underframes	29	36	"	1	2325	2,325	640
<b>Flat with Tanks:</b>								
	No. 346, Murray Dougal Co., 1888, capy. 40,000 lbs., wood underframe	10	19	"	1	460	460	67
<b>Water Car:</b>								
	No. 337, Murray Dougal Co., 1890, capy. 50,000 lbs., wood underframes, wood body	15	25	"	1	320	320	81
<b>Steam Cranes:</b>								
	No. 186, Industrial Wks., 1910, capy. 20,000 lbs., steel underframes, wood body	67	68	"	1	7180	7,180	4,905
	No. 187, Interstate Engr. Co., 1910, capy. 20,000 lbs., steel underframe, wood body, secondhand	70	72	"	1	4790	4,790	3,439
	No. 195, Industrial Wks., 1908, capy. 90 tons, steel underframe, steel body	75	75	"	1	10420	10,420	7,823
	No. 196, Industrial Wks., 1904, capy. 75 tons, steel underframe, steel body	80	83	"	1	10845	10,845	6,783
	<b>Total Steam Cranes</b>	<b>67</b>	<b>69</b>		<b>4</b>		<b>33,235</b>	<b>22,930</b>

The Long Island Railroad Company

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

Section No. \_\_\_\_\_ Where but a single percentage is stated it represents both per cents.

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)
<b>WORK EQUIPMENT (Cont'd.)</b> (I. C. C. classification)							
<b>Steam Derricks:</b>							
No. 198, Dodge Coal Storage, 1903, capy. 20,000 lbs., steel underframe, wood body	31	34	Each	1	6255	6,255	2,112
No. 199, Industrial Wks., 1907, capy. 20,000 lbs., steel underframe, wood body	40	42	"	1	6765	6,765	2,869
No. 197, Dodge Coal Storage, 1901, capy. 20,000 lbs., steel underframe, wood body	25	28	"	1	6255	6,255	1,751
No. 188, Link Belt Engr. Co., 1913, capy. 20,000 lbs., steel underframe, steel body	85	86	"	1	6850	6,850	5,907
No. 212, P. R.R., 1907, capy. 100,000 lbs., steel underframe, wood body	70	72	"	1	4985	4,985	5,572
No. 213, L.I. R.R., 1905, capy. 20,000 lbs., wood underframe, wood body	45	47	"	1	3000	3,000	1,416
	49	52		6		34,110	17,627
<b>Total Steam Derricks</b>							
<b>Snow Flows:</b>							
No. 189, Russell, 1896, wood underframe, wood body	34	37	"	1	2100	2,100	769
Nos. 190-191, Russell, 1897, wood underframe, wood body	34	37	"	2	2150	4,300	1,576
No. 192, Russell, 1900, wood underframe, wood body	34	37	"	1	2055	2,055	753
No. 193, Cook, 1898, steel underframe, steel body, rotary steam snow plow	34	38	"	1	15065	15,065	5,719
No. 194, Electric rotary snow plow, Peckham, 1905, steel underframe, wood body	34	37	"	1	6270	6,270	2,897
	34	37		6		29,790	11,114
<b>Total Snow Flows</b>							
<b>Tank Car (For Snow Flow)</b>							
L.I., 1898, wood underframe, wood body	40	46	"	1	1710	1,710	787
<b>Snow Flangers:</b>							
No. 210, L.I., 1903, wood underframe, wood body	48	53	"	1	940	940	500
<b>Derrick Car:</b>							
No. 201, Brooks, 1880, wood underframe	15	22	"	1	350	350	76
<b>Test Weight Car:</b>							
No. 219, L.I., 1907, steel underframe, steel body	64	74	"	1	550	550	402
<b>Pile Driver:</b>							
No. 222, Mottler, 1912, steel underframe, steel body	84	85	"	1	15395	15,395	15,071
<b>Steam Shovel:</b>							
Nos. 223-224, Marion Steam Shovel Co., wood underframe, wood body	70	71	"	2	9000	18,000	12,811
		57				899,360	217,341
<b>Total for Account 57</b>							

INTERSTATE COMMERCE COMMISSION

by **The Long Island Railroad Company**

BUREAU OF VALUATION

Approved: **John R. Thompson**

Section No. **Unallocated**

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

Miles all Tracks.\* \_\_\_\_\_

SECTION	Where but a single percentage is stated it represents both per cents.		UNIT	NUMBER OF UNITS	COST OF REPRODUCTION			
	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent			Per Cent of Cost New	Per Unit	New, Total	Less Depreciation
	Acct. No.	Title	(2)	(3)	(4)	(5)	(6)	
	<b>58</b>	<b>MISCELLANEOUS EQUIPMENT</b> <small>(I. C. C. classification)</small>			\$	\$	\$	
		Timber Truck, 5'4" x 9'3" - 2 wheel, L.I.	50	Each	1	35	35	17
		Timber Truck, 2 wheel for underlinging timber, L.I.	50	"	1	35	35	17
		Open bodied wagon, 3'8" x 12'0" - 4 wheel	35	"	1	300	300	99
		Horse - Bay Selding	5	"	1	75	75	4
		Commercial Truck, Detroit Electric, 1913	70	"	1	1720	1,720	1,204
		Touring Car, 5 Passenger, Buick, 1909	80	"	1	1850	1,850	555
		<b>Total for Account 58</b>			<b>6</b>		<b>4,015</b>	<b>1,896</b>

**The New York and Hookaway Beach Railway Company** - BUREAU OF VALUATION

Approved: **John R. Thompson**

Section No. **4 N.Y.** Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

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. <b>54</b> Title <b>PASSENGER TRAIN CARS</b> (I. C. C. classification)					\$	\$	\$
<b>Coaches:</b>							
Nos. 404-405 to 411 - Jackson & Sharpe - 1885 - wood underframe - wood body - 4 wheel wood plated trucks	80	23	Each	8	3450	27,600	6,416
Nos. 412 to 417-419 to 431 - Harlan & Hollingsworth - 1885 - wood underframe - wood body - 4 wheel wood plated trucks	80	23	"	19	3450	65,550	15,238
Nos. 432 to 441 - Bowers & Dure - 1885 - wood underframe wood body - 4 wheel wood plated trucks	80	23	"	10	3450	34,500	8,020
Nos. 442 to 452 - Gilbert & Bush - 1885 - wood underframe - wood body - 4 wheel wood plated trucks	80	23	"	11	3450	37,950	8,822
Nos. 453 to 467 - Gilbert & Bush - 1888 - wood underframe wood body 4 wheel wood plated trucks	80	23	"	15	4900	73,500	16,860
Nos. 468 - 472-473-474 - Jackson & Sharpe - 1893 - wood underframe - wood body - 4 wheel wood plated trucks	23	26	"	4	5025	20,100	5,242
Nos. 469-470-471-475-476-477 - Jackson & Sharpe - 1893 - wood underframe - wood body - 4 wheel wood plated trucks	23	26	"	6	5025	30,150	7,863
<b>Total (Coaches)</b>	<b>21</b>	<b>24</b>		<b>73</b>		<b>289,350</b>	<b>68,461</b>
Mechanical engineering including cost of designing making plans and specifications - inspection - messenger service - setting up and trying out of equipment 1%						2,893	685
<b>Total for Valuation Section</b>	<b>21</b>	<b>24</b>		<b>73</b>		<b>292,243</b>	<b>69,146</b>
<b>Acct. 57 - WORK EQUIPMENT</b>							
<b>Shelter Cars:</b>							
Nos. 402 and 403 - dismantled coaches - wood body - wood underframe - wood trucks	23	75	"	2	200	400	300
<b>Total for Valuation Section</b>		<b>75</b>				<b>400</b>	<b>300</b>

