




# MAP OF THE BUTTE, ANACONDA & PACIFIC RAILWAY

## LEGEND

-  Butte, Anaconda & Pacific Railway
-  Leased Road
-  Valuation Sections



EXPLANATORY TEXT

BUTTE, ANACONDA & PACIFIC RAILWAY COMPANY

**1. DESCRIPTION OF ROAD.**

This carrier was incorporated September 30, 1898, under the general laws of the State of Montana, as the Butte, Anaconda & Pacific Railway Company.

The railroad operated by this carrier is single track, standard gauge, located wholly in the State of Montana and consists of 55.484 miles of main track and 163.589 miles of all tracks. The major portion of the railroad is electrically operated.

(a) Wholly Owned and Used.

The railroad wholly owned and used extends from Butte to Southern Cross, a distance of 46.870 miles and is electrically operated for the major portion of this distance.

(b) Wholly Used but not Owned.

The carrier uses exclusively 8.938 miles of main track and 4.977 miles of yard tracks and sidings extending from Stuart to Anaconda, owned by the Northern Pacific Railway Company and 0.949 miles of yard tracks and sidings at Butte Hill owned by the Chicago, Milwaukee and St. Paul Railway Company.

Under trackage right agreements the carrier has joint use of passenger station and tracks appurtenant thereto at Butte, owned by the Chicago, Milwaukee and St. Paul Railway Company.

For the interchange of business, the carrier has physical connections with other carriers as follows:

| Location             | Carrier   |
|----------------------|---|
| Anaconda, Mont.      | Northern Pacific Railway Company                |
| Butte "              | Great Northern Railway Company                  |
| " "                  | Northern Pacific Railway Company                |
| Butte Hill, "        | Great Northern Railway Company                  |
| " " "                | Northern Pacific Railway Company                |
| Colorado Jct., Mont. | Chicago, Milwaukee and St. Paul Railway Company |
| Rockier Yard, "      | Chicago, Milwaukee and St. Paul Railway Company |
| " " "                | Northern Pacific Railway Company                |
| Silver Bow, "        | Chicago, Milwaukee and St. Paul Railway Company |
| " " "                | Northern Pacific Railway Company                |
| " " "                | Oregon Short Line Railroad Company              |

**2. MILEAGE AND VALUATION SECTIONS.**

Butte, Anaconda & Pacific Railway Company - Wholly Owned and Used - Montana.

| Val. :  |          |                | Yard :       |           |            |
|---|----------|----------------|--------------|-----------|------------|
| Sec. :  |          |                | Tracks & :   |           |            |
| No. :   | From     | To             | Main Track : | Sidings : | All Tracks |
| 1-Mont.:  | Butte    | Anaconda       | 25.234       | 95.859    | 121.093    |
| 2- " :  | Anaconda | Southern Cross | 21.634       | 7.129     | 28.763     |
| : Total Wholly Owned and Used in Mont. (All States) |          |                | 46.870       | 102.988   | 149.856    |

Butte, Anaconda & Pacific Railway Company - Used Exclusively under Lease - Montana  
Owner: Northern Pacific Railway Company.

|   |               |          |       |       |        |
|---|---------------|----------|-------|-------|--------|
| 3-Mont.:  | Stuart        | Anaconda | 8.938 | 4.977 | 13.915 |
| Owner: Chicago, Milwaukee and St. Paul Railway Company      |               |          |       |       |        |
| 4-Mont.:  | At Butte Hill |          | -     | 0.949 | 0.949  |
| : Total Used Exclusively under Lease - Montana (All States) |               |          | 8.938 | 5.926 | 14.864 |

: Grand Total Wholly Owned and Wholly Leased by the Butte, Anaconda & Pacific Railway Company and Used by it : 55.808 : 108.914 : 164.720

**3. CHARACTERISTICS OF COUNTRY.**

The carrier's road lies in the Rocky Mountains near the Continental Divide. The country is extremely rough and hilly, making necessary heavy grades and sharp curves. Mining and smelting of copper ores, are the principal industries.

**4. WAY AND STRUCTURES.**

The grading averages about 80,000 cubic yards per mile of main track and is classified as follows:

|                       |             |
|-----------------------|-------------|
| Common excavation     | 55 per cent |
| Loose rock excavation | 25 per cent |
| Solid rock excavation | 20 per cent |

There are 3 single track timber lined tunnels aggregating 766 feet in length.

| Name        | Length | Kind                      |
|-------------|--------|---------------------------|
| Main St.    | 237'   | Out and Cover             |
| Montana St. | 94'    | " " "                     |
| Gaggen      | 435'   | 60' " " " and 378' driven |

In general the bridges consist of pile and frame trestles and Pony Howe trusses on frame piers. There are 80 trestles with an aggregate length of 9,404 feet. The principal metal bridge is single track, 334 feet long, and consists of one 96' truss span, two 32', one 45', and two 64' deck plate girder spans on two stone abutments, two stone piers and six stone pedestals.

The cross ties are all fir and average 3,120 per mile of main track.

The rail is all new. Approximately 54 per cent is 80-pound Open Hearth, 5 per cent is 80-pound Bessemer, and 41 per cent is 75-pound Bessemer rail.

The road is well ballasted, the ballast in the main track averaging 4,945 cubic yards per mile. About 76 per cent is malar tailings, 25 per cent is granulated slag, and 1 per cent is decomposed granite.

#### 5. EQUIPMENT

The carrier owns and uses the following units of equipment:

|                                |        |
|--------------------------------|--------|
| Steam locomotives              | 8 ✓    |
| Electric "                     | 31 ✓   |
| Freight, express and mail cars | 1455 ✓ |
| Passenger and combination cars | 14 ✓   |
| Service equipment              | 12 ✓   |
| Miscellaneous equipment        | 1 ✓    |

On equipment purchased secondhand the cost of reproduction now herein is its secondhand reproduction cost. The cost of reproduction less depreciation for such equipment was computed by applying a condition per cent of the property in its second cycle of use to its secondhand cost.

#### 6. ENGINEERING and SUPERINTENDENCE AND GENERAL and MISCELLANEOUS

##### Account 501 - Engineering and Superintendence

Engineering and Superintendence has been estimated at 4 per cent upon Way and Structures Accounts 504 to 529 inclusive, upon Equipment Accounts 536 and 537 and upon Power Accounts 539 to 544 inclusive.

##### Accounts 545 to 550 - General and Miscellaneous

General and Miscellaneous, Accounts 545 to 550, exclusive of Account 547, Interest During Construction have been estimated at 1 1/2 per cent upon Way and Structures Accounts 501 and 504 to 529 inclusive; upon Equipment Accounts 536 and 537 and upon Power Accounts 539 to 544 inclusive.

Interest During Construction, Account 547, has been estimated at the rate of 6 per cent per annum for one-half the construction period plus 3 months upon Way and Structures Accounts 501 and 504 to 529 inclusive, upon Equipment Accounts 536 and 537, upon Power Accounts 539 to 544 inclusive and upon General and Miscellaneous Accounts 545 to 550, exclusive of Account 547, and for three months upon Equipment Accounts 530 to 535 exclusive of Accounts 536 and 537.

#### 7. GENERAL INFORMATION

##### (a) Classification of ACCOUNTS

Wholly owned and used property included in this report has been classified in accordance with the classification of road and equipment accounts for electric railways, while for wholly used but not owned property, the classification for steam railways has been used to conform with owners' reports.

##### (b) Joint Property

Joint property is not of sufficient significance to justify the creation of a separate valuation section. The property 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 companies are interested in one or more such parcels of property as they appear upon the assembly sheets:

Asasanda Copper Mining Company  
Chicago, Milwaukee and St. Paul Railway Company  
Oregon Short Line Railroad Company



INTERSTATE COMMERCE COMMISSION

Owner **Butte, Anaconda & Pacific Railway Company**

BUREAU OF VALUATION

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

Val. Section No. **Unallocated**

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

Approved: **John R. Thompson**

LOCATION. Where but a single percentage is stated it represents both per cents. CHARACTER OF PROPERTY AND DESCRIPTION. Condition Per Cent. Per Cent. of Cost at Date of Rep. UNIT. NUMBER OF UNITS. COST OF REPRODUCTION. Per Unit. New, Total. Less Depreciat.

| (1)  | (2)       | (3)  | (4)       | (5)           | (6)           |
|--|-----------|------|-----------|---------------|---------------|
| Acct. No. <b>530</b> Title <b>PASSENGER AND COMBINATION CARS</b><br>(I. C. C. classification.)                         |           |      |           |               |               |
| <b>Baggage and Passenger Car.</b>  |           |      |           |               |               |
| No.; St. Charles Car Co., 1896, length 51'; wood body and underframe; wood plated 4-wheel trucks                       | 25 27     | each | 1         | 5,600         | 1,512         |
| <b>Baggage and Mail Car.</b>   |           |      |           |               |               |
| No.; American Car & Foundry Co., 1911, length 71'; steel body and underframe, steel 6 wheel trucks                     | 78 79     | "    | 1         | 11,250        | 8,888         |
| No.; American Car & Foundry Co., 1904, length 65'; wood body and underframe; wood plated 6 wheel trucks                | 50 52     | "    | 1         | 7,905         | 4,111         |
| <b>Passenger Car.</b>  |           |      |           |               |               |
| No. 8 length 80', wood body and underframe, wood plated 6 wheel trucks, second hand 1900                               | 45 49     | "    | 1         | 2,671         | 1,509         |
| No. 9, length 50'; wood body and underframe, wood plated 4 wheel trucks, second hand 1900                              | 40 44     | "    | 1         | 2,671         | 1,175         |
| No. 10, 11 Barney & Smith Car Co., length 81', wood body and under frame, wood-plated 4 wheel trucks, second-hand 1894 | 29 25     | "    | 2         | 4605          | 2,118         |
| No. 12, Barney & Smith Car Co. length 48', wood body and underframe, wood plated 4 wheel trucks, second hand 1894      | 29 25     | "    | 1         | 2,786         | 919           |
| No. 14 - 18 American Car & Foundry Co., 1904, length 65' wood body and underframe, wood plated 6 wheel trucks          | 50 52     | "    | 5         | 9705          | 25,238        |
| <b>Observation Car.</b>  |           |      |           |               |               |
| No. 50 Butte Anaconda & Pacific Ry. Co. 1917, length 65', wood body and underframe, wood plated 6 wheel trucks         | 92 93     | "    | 1         | 2,481         | 2,307         |
| <b>Total Account 530</b>   | <b>51</b> |      | <b>14</b> | <b>95,099</b> | <b>47,572</b> |

ACCT. 531 - FREIGHT, EXPRESS AND MAIL CARS

Flat Cars:

|  |         |      |    |     |        |        |
|--|---------|------|----|-----|--------|--------|
| Nos. 1 to 199; capacity 60,000 lbs., wood underframe   | 20 22   | each | 90 | 562 | 51,704 | 16,545 |
| Nos. 185, 111, 241, 205, 207, 208, 217 Butte Anaconda & Pacific Ry. 1916 - 1919; capacity 60,000 lbs., wood underframe, second hand trucks | 100 100 | "    | 8  | 450 | 3,440  | 3,440  |
| No. 141 Butte Anaconda & Pacific Ry., 1916, capacity 70,000 lbs., wood underframe, second hand trucks                                      | 89 91   | "    | 1  |     | 460    | 419    |
| Nos. 211, 215, Butte Anaconda & Pacific Ry. 1918, capacity 80,000 lbs., wood underframe, second hand trucks                                | 100 100 | "    | 5  | 490 | 1,470  | 1,470  |
| No. 181, Butte Anaconda & Pacific Ry., 1916, capacity 60,000 lbs., steel underframe, second hand trucks                                    | 180 180 | "    | 1  |     | 279    | 279    |
| No. 20 Butte Anaconda & Pacific Ry. 1918, capacity 80,000 lbs., steel underframe, second hand trucks                                       | 100 100 | "    | 1  |     | 561    | 561    |
| No. 241 to 409, Standard Steel Car Co., 1907, capacity 80,000 lbs., steel underframe   | 48 54   | "    | 75 | 995 | 72,489 | 40,594 |

Rodger Ballast Cars.

|  |       |   |   |     |       |     |
|--|-------|---|---|-----|-------|-----|
| Nos. 2,4,8, capacity 60,000 lbs., wood body and underframe | 15 29 | " | 3 | 598 | 1,794 | 520 |
|--|-------|---|---|-----|-------|-----|

Revised page prepared by direction of the Commission Oct. 1, 1928.

INTERSTATE COMMERCE COMMISSION

Owner **Butte, Anaconda & Pacific Railway Company** BUREAU OF VALUATION

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

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

Approved: **John R. Thompson**

| LOCATION.<br>(1)         | CHARACTER OF PROPERTY AND DESCRIPTION.  | Condition<br>Per Cent. | Per Cent<br>of Cost<br>New. | UNIT.<br>(2) | NUMBER OF<br>UNITS.<br>(3) | COST OF REPRODUCTION. |                    |                       |
|--------------------------|---|------------------------|-----------------------------|--------------|----------------------------|-----------------------|--------------------|-----------------------|
|                          |   |                        |                             |              |                            | Per Unit.<br>(4)      | New, Total.<br>(5) | Less Depreciat<br>(6) |
| Acct. No. <b>331</b>     | Title <b>FREIGHT, EXPRESS &amp; MAIL CARS</b><br>(I. C. C. classification.)                               |                        |                             |              |                            |                       |                    |                       |
| <b>Box Cars.</b>         |   |                        |                             |              |                            |                       |                    |                       |
|                          | Nos. 29 to 118, Pressed Steel Car Co., 1908, capacity 60,000 lbs., wood body, steel underframe            | 43                     | 39                          | each         | 41                         | 1008                  | 41,082             | 20,541                |
| <b>Refrigerator Car.</b> |   |                        |                             |              |                            |                       |                    |                       |
|                          | No. 120; Wells & French Co., 1895, capacity 60,000 lbs., wood body and underframe, second hand 1899       | 46                     | 88                          | "            | 1                          |                       | 800                | 416                   |
| <b>Gondola Cars.</b>     |   |                        |                             |              |                            |                       |                    |                       |
|                          | Nos. 901 to 929 Standard Steel Car Co., 1904, capacity 60,000 lbs., steel body and underframe             | 43                     | 82                          | "            | 18                         | 1037                  | 18,558             | 8,089                 |
|                          | Nos. 231 - 239, Pressed Steel Car Co., 1907, capacity 100,000 lbs., steel body and underframe             | 54                     | 62                          | "            | 15                         | 1262                  | 18,930             | 11,737                |
| <b>Hopper cars.</b>      |   |                        |                             |              |                            |                       |                    |                       |
|                          | Nos. 1208, 1207, 1209, 1211, Pressed Steel Car Co. 1899 capacity 100,000 lbs., steel body and underframe, | 23                     | 36                          | "            | 4                          | 1047                  | 4,188              | 1,508                 |
|                          | Nos. 1218 to 1511, Pressed Steel Car Co., 1900, capacity 100,000 lbs., steel body and underframe          | 28                     | 40                          | "            | 138                        | 1047                  | 145,533            | 58,213                |
|                          | Nos. 1513 to 1711 Pressed Steel Car Co., 1901, capacity 100,000 lbs., steel body and underframe           | 32                     | 44                          | "            | 93                         | 1047                  | 97,371             | 42,843                |
|                          | Nos. 1715 to 1811, Pressed Steel Car Co., 1908, capacity 100,000 lbs., steel body and underframe          | 40                     | 50                          | "            | 50                         | 1047                  | 52,350             | 26,175                |
|                          | Nos. 1813 to 1941, Standard Steel Car Co., 1904, capacity 100,000 lbs., steel body and underframe         | 44                     | 54                          | "            | 74                         | 1077                  | 79,698             | 43,037                |
|                          | Nos. 1943 to 2161 Standard Steel Car Co., 1906, capacity 100,000 lbs., steel body and underframe          | 50                     | 59                          | "            | 99                         | 1077                  | 106,623            | 62,908                |
|                          | Nos. 2163 to 2311, Standard Steel Car Co., capacity 100,000 lbs., steel body and underframe               | 51                     | 59                          | "            | 75                         | 1077                  | 80,775             | 47,657                |
|                          | Nos. 2313 to 2511 Standard Steel Car Co., 1907, capacity 100,000 lbs., steel body and underframe          | 54                     | 62                          | "            | 99                         | 1077                  | 106,623            | 66,106                |
|                          | Nos. 2513 to 2797, Pressed Steel Car Co., 1914, capacity lbs., steel body and underframe                  | 76                     | 80                          | "            | 143                        | 1037                  | 148,291            | 118,633               |
|                          | Nos. 2799 to 2997 Western Steel Car & Foundry Co., 1915, capacity 100,000 lbs., steel body and underframe | 80                     | 83                          | "            | 100                        | 1037                  | 103,700            | 86,071                |
|                          | Nos. 2999 to 3197 Pressed Steel Car Co., 1916, capacity 100,000 lbs., steel body and underframe           | 88                     | 86                          | "            | 100                        | 1067                  | 106,700            | 93,016                |
|                          | Nos. 3199 to 3597; Western Steel Car & Foundry Co., 1916, capacity 100,000 lbs. steel body and underframe | 88                     | 88                          | "            | 200                        | 1087                  | 211,400            | 186,082               |
| <b>Tank Car.</b>         |   |                        |                             |              |                            |                       |                    |                       |
|                          | Nos. 1011-1013 German American Car Co., capacity 60,000 lbs., steel body and underframe                   | 40                     | 48                          | "            | 3                          | 1300                  | 3,900              | 1,915                 |
|                          | Nos. 1001-1010, 1014-1021 German American Car Co., capacity 100,000 lbs., steel body and underframe       | 50                     | 57                          | "            | 18                         | 1405                  | 25,290             | 14,415                |
| <b>Caboose Cars.</b>     |   |                        |                             |              |                            |                       |                    |                       |
|                          | No. 61 South Baltimore Car Works, 1901, length 30', wood body and underframe                              | 34                     | 42                          | "            | 1                          |                       | 1,088              | 457                   |
|                          | Nos. 68-66 Standard Steel Car Co., 1908, length 30'; wood body and steel underframe                       | 60                     | 68                          | "            | 5                          | 1791                  | 8,955              | 5,642                 |
|                          | No. 67 Butte, Anaconda & Pacific Ry. 1914, wood body and underframe                                       | 70                     | 78                          | "            | 1                          |                       | 1,100              | 803                   |
|                          | <b>Total Account 331</b>  |                        | <b>64</b>                   |              |                            | <b>1456</b>           | <b>1,491,039</b>   | <b>959,842</b>        |

Revised page prepared by direction of the Commission Oct. 1, 1928.

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Great Northern & Pacific Railway Company

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

Val. Section No. Unallocated

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

Approved: John R. Thompson

LOCATION.

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

| (1)<br>CHARACTER OF PROPERTY AND DESCRIPTION.  | Condition<br>Per Cent. | Per Cent.<br>of Cost<br>at New. | UNIT. | NUMBER OF<br>UNITS. | COST OF REPRODUCTION |                  |           |
|--|------------------------|---------------------------------|-------|---------------------|----------------------|------------------|-----------|
|  |                        |                                 |       |                     | Per Unit.<br>(4)     | New Total<br>(5) | Le<br>(6) |
| Acct. No. <u>532</u> Title <u>SERVICE EQUIPMENT</u><br>(I. C. C. Classification.)                              |                        |                                 |       |                     |                      |                  |           |
| Wrecking Crane.<br>No. 12 Industrial Works, 1904, all steel, length 24',<br>capacity 60 tons                   | 54                     | 57                              | each  | 1                   |                      | 12,434           | 7         |
| Bunk Cars.<br>No. 3995, capacity 60,000 lbs., wood body and underframe   | 74                     | 79                              | "     | 2                   | 405                  | 810              |           |
| Tower Car.<br>No. 42,92 Pressed Steel Car Co., 1905, capacity 60,000<br>lbs., wood body steel underframe       | 49                     | 56                              | "     | 2                   | 1005                 | 2,010            | 1,2       |
| Outfit Car.<br>Nos. 56,60 Pressed Steel Car Co., 1905, capacity 60,000<br>lbs., wood body and steel underframe | 72                     | 76                              | "     | 2                   | 910                  | 1,820            | 1,3       |
| Box Tool Cars.<br>No. 58 Pressed Steel Car Co., 1905, capacity 60,000 lbs.,<br>wood body and steel underframe  | 57                     | 64                              | "     | 1                   |                      | 870              | 58        |
| Flat Tool Cars.<br>Nos. 297, 307 Standard Steel Car Co., 1907, capacity 80,000<br>lbs., steel underframe       | 60                     | 66                              | "     | 2                   | 955                  | 1,910            | 1,26      |
| Pile Driver.<br>No. 99, length 40', wood underframe, 24' leads   | 40                     | 45                              | "     | 1                   |                      | 1,662            | 757       |
| Motor Car.<br>No. M-1 North Western Motor Sales Co., 1915, Federal<br>Auto Truck, capacity 3 tons              | 66                     | 66                              | "     | 1                   |                      | 3,250            | 2,145     |
| Total Account 532  | 60                     |                                 |       | 12                  |                      | 24,786           | 14,956    |

Acct. 534 - LOCOMOTIVES

Steam Locomotives:

Type 0-6-0

No. 5 Brooks Locomotive Works, 1894, switching service, cylinders 19"x26", total light weight 65 tons

15 20 each 1 11,105 2,221

Type 2-6-0

Nos. 9, 10, 25, 29 American Locomotive Co. 1906-1910, switching service, cylinders 21"x28", total light weight 105 tons

60 62 " 4 18106 72,424 44,903

Type 4-6-0

Nos. 11, 30 American Locomotive Co., 1908, 1910, freight service, cylinders 25"x34"x32", total light weight 116 tons

58 60 " 2 21255 42,510 25,506

Type 4-6-0

No. 22 Rogers Locomotive Works, 1905, passenger service, cylinders 19"x26", total light weight 95 tons

60 53 " 1 15972 8,465

Electric Locomotives

Nos. 45-49; G.E.Co. A.L.Co., 1914; 0-4-4-0; freight 4-1200 volt; D.C. Motors, total light weight 82 tons

80 82 " 5 31774 158,870 128,685

No. 50 - 64; G.E.Co. A.L.Co.; 1912-15; 0-4-4-0; freight 4-1200 volt; D.C. motors; total light weight 82 tons

76 77 " 15 33403 501,045 385,805



INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION

Owner Rocky Mountain & Pacific Railway Company

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

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

Approved: John R. Thompson

| LOCATION.                           |  | Where but a single percentage is stated it represents both per cents. |                       | UNIT. | NUMBER OF UNITS. | COST OF REPRODUCTION. |                |                  |
|-------------------------------------|--|---|-----------------------|-------|------------------|-----------------------|----------------|------------------|
| (1)                                 | CHARACTER OF PROPERTY AND DESCRIPTION.   | Condition Per Cent.   | Per Cent of Cost New. |       |                  | Par Unit. (4)         | New, Total (5) | Less Deprec. (6) |
| Acct. No. <u>534</u>                | Title <u>LOCOMOTIVES</u><br>(I. C. C. classification.)   |   |                       |       |                  |                       |                |                  |
| Electric Locomotives.               |  |   |                       |       |                  |                       |                |                  |
|                                     | #65-66; G.E.Co. - A.L.Co., 1912-13; 0-4-4-0; Passenger<br>4 - 1200 volt; D.C. Motors; total light weight 80 tons             | 76  | 77                    | each  | 2                | 33697                 | 67,394         | 51,893           |
|                                     | T-1 to T-3; G.E.Co.; A.L.Co.; 1914; Tractor; Freight;<br>4 - 1200 Volt; D.C. Motors; Type 0-4-0; Total light weight; 41 tons | 80  | 81                    | each  | 3                | 13142                 | 39,426         | 31,935           |
|                                     | #39 to 44; G.E.Co. 1916 - 1917; 0-4-4-0; freight;<br>4 - 1200; Volt; D.C.; Motors, total light weight 82 tons                | 87  | 88                    | each  | 6                | 33451                 | 200,706        | 176,621          |
| Total for Acct. 534                 |  |   | 77                    |       | 39               |                       | 1,109,452      | 856,074          |
| Acct. 538 - MISCELLANEOUS EQUIPMENT |  |   |                       |       |                  |                       |                |                  |
| Automobile.                         |  |   |                       |       |                  |                       |                |                  |
|                                     | Cadillac; five passenger 4 cylinder 1912   | 35  | 35                    | each  | 1                |                       | 2,150          | 753              |
| Total for Account 538               |  |   | 35                    |       | 1                |                       | 2,150          | 753              |