



LEGEND
 Wyoming & Northwestern Railway



Interstate Commerce Commission
 Bureau of Valuation
 Washington D.C.
 MAP OF THE
**WYOMING & NORTHWESTERN
 RAILWAY**

June 30, 1917.

EXPLANATORY TEXT

6/30/17

WYOMING & NORTHWESTERN RAILWAY COMPANY

1. DESCRIPTION OF ROAD:

The Wyoming and Northwestern Railway Company, hereinafter referred to as the carrier, was incorporated November 12, 1904, under the general laws of the State of Wyoming. It is controlled by the Chicago and North Western Railway Company through ownership of its entire outstanding capital stock.

The property owned and operated by the carrier consists of a single track, standard gauge, steam railroad, within the State of Wyoming, extending from Casper, in a westerly direction to Lander.

The carrier also has a half interest in certain yard tracks at Casper, Wyoming, jointly owned with the Chicago, Burlington & Quincy Railroad Company.

In addition to property owned the carrier has joint use of the Chicago and North Western Railway Company's passenger and freight depot, engine house and other terminal facilities, including 2.28 miles of tracks, at Casper, Wyoming.

Connections are made with other railroads for the interchange of business as follows:

Casper, Wyoming	Chicago and North Western Railway Company
	Chicago, Burlington & Quincy Railroad Company
Powder River, Wyoming	

The railroad is operated as one operating division. The maximum and ruling grades, both east and west, are 1.0% maximum curvature is 3 degrees.

The principal towns along the line are Casper, Shoshoni, Riverton and Lander, Wyoming.

2. MILEAGE AND VALUATION SECTIONS:

One valuation section has been established, designated as C. & N.W. - 2 - Wyo.

The mileage is as follows:

Main Line ✓	148.008 ✓
Yard Tracks and Sidings (Standard gauge)	32.183
" " " (3 Rail Track)	<u>0.228</u>
Total all tracks	180.416

In addition to the above mileage the carrier has an undivided interest in 0.342 miles of yard tracks at Casper, Wyoming, jointly owned with the Chicago, Burlington & Quincy Railroad Company.

3. CHARACTERISTICS OF COUNTRY:

The country traversed by this road is rolling, except between Powder River and Walton, the line passing thru what is known as the Powder River Canyon where the land is hilly. The soil is sandy with considerable gumbe in the hills.

The land is not well developed for agricultural purposes except between Heble and Lander, where there is considerable irrigated farm land. The crops are grains and alfalfa. Cattle and sheep are shipped into the State in large numbers for grazing purposes.

Oil fields are located at Casper and Lander, oil refineries at Riverton and Lander, a lignite coal mine at Hudson, and the carrier's tie treating plant at Riverton. Industries served by this road are the Standard Oil Company, Mid West Oil Company and the Franco Petroleum Company at Casper, and the Pecosia Coal Company at Hudson.

4. ROAD:

The grading is light, averaging about 17,000 cubic yards per mile. Of the material excavated about 88% was common earth, 6% loose rock and 6% solid rock. Gumbe and sand stone were encountered in most of the cuts.

There are five wooden Howe truss bridges, 128 feet and 256 feet long. In addition there are 91 pile and frame trestles aggregating 10,490 feet in length. The principal streams crossed are the North Platte, Big Horn, Wind and Pope Agie Rivers.

CROSS TIES AVERAGE ABOUT 3,000 TO 4,000 LBS AND ARE MOSTLY TREATED SOUTHWOOD AND UNTREATED CEDAR IN ABOUT EQUAL PROPORTION. BRIDGE TIES ARE ALL FIR. THE MAIN TRUNK IS LAID WITH 60 AND 72 - POUND NEW RAIL, THE LATTER PREDOMINATING.

The line is full earth surfaced except for small patches of cinders, crushed stone and gravel.

The right of way is well fenced. There are a number of portable snow fence sections along the line.

The carrier's passenger and freight stations and roadway buildings are all of frame construction and conventional types. The largest building layout is at Elverton where the carrier owns a tie treating plant with necessary tram cars, dinky locomotives and other accessories.

Water stations are elevated wooden tubs, 16"x24", on wooden underframes and pile foundations. There are three coaling stations, all of the trestle type having 10 pockets. The only engine house owned by the carrier is at Lander. The carrier owns no shops, all locomotive and car repairs being made on foreign lines.

5. EQUIPMENT

The equipment owned and used by the carrier consists of 10 steam locomotives, 379 box cars, 2 flat cars, 9 cabooses, 1 combination baggage and passenger car, and 2 units of work equipment.

On equipment purchased secondhand the cost of reproduction new 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 GENERAL EXPENDITURES

Account 1 - Engineering:

Engineering has been estimated at 4 per cent upon Road Accounts 3 to 47, inclusive.

Account 71 to 77 - General Expenditures:

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

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

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

7. GENERAL INFORMATION

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

The Chicago, Burlington & Quincy Railroad Company is the only carrier interested in such property appearing in this report.

(a) Grading: Grading has been computed upon the one-way pay basis with 500 feet free haul for team work and 5000 feet free haul for train work.

(b) Shrinkage: Ten per cent has been added to embankment and to ballast quantities for shrinkage.

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

Spikes	5 per cent
Bolts	1 "
Angle Bars	2 "
Nutlocks	2 "

(d) Salvage: Salvage and scrap values are as follows:

Rail (relay)	24.50 per gross ton
Rail (scrap)	10.00 " " "
Switch material	6.40 " net "
Angle bars, (relay)	1.10 " owt. "
Angle bars (scrap)	7.40 " net "
Other fastenings, except spikes	7.40 " " "
Structural bridge steel	8.00 " " "
Locomotives and metal parts of cars	10.00 " " "

(e) Material Yard Expenses: Material yard expense has been allowed as follows:

Rail	\$ 0.50 per gross ton
Other track material	.50 " net "
Cross ties	.05 " each
Switch and bridge ties	1.00 " M.B.M.

INTERSTATE COMMERCE COMMISSION

Owner **Young & North Western Railway Company**

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. **C. & N. W. 2-70.**

Miles Main Line, _____ Miles all Tracks.*

6/30/17

Approved: **John R. Thompson**
R. Mechanical Engr. 12-000

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

Acct. No. **44** Title **SHOP MACHINERY**
(U. S. C. Classification)

Ladders:

Engine House

Steam boiler; old locomotive boiler used in stationary service; with stack and trim; shop no. 550

18 25 one

1

1,051 25 267

Small tools; miscellaneous lot

65 57 lot

1

313 177

Total

1,364 44

Car Department:

Small tools; miscellaneous lot

60 67 lot

1

9 6

Hudson:

Car Department:

Small tools; miscellaneous lot

50 51 lot

1

460 235

Total for Account 44

1,833 385

Account No. 51 - HEAVY LOCOMOTIVES

Nos. 1-10; American loco. Co., 1906; type 4-6-0; passenger service; cylinders 18"x26"; total light weight 87 tons

64 66 one

10

14,549

145,490

33,346

Total for Account 51

66

145,490 33,346

Account No. 53 - FREIGHT-TRAIN CARS

Box cars:

Nos. 87408-88206; The Pullman Co., 1906 & 1906; capacity 60,000 lbs.; wood body and underframe

58 63 one

379

831

314,949

108,307

Flat cars:

Nos. 31909, 31919; C. & N. W. Ry. Co., 1903, 1904; capacity 70,000 lbs.; wood underframe

55 63 "

2

619

1,238

736

Coaches:

Nos. 2501-2510; Pullman Co., 1906; length 30'; wood body and underframe

61 66 "

9

1,134

10,206

1,000

Total for Account 53

63

326,393 270,383

Account No. 54 - PASSENGER TRAIN CARS

Baggage & Passenger cars:

No. 298; C. & N. W. Ry., 1887; length 56'; wood body and underframe; wood-plated 6-wheel trucks; second-hand

77 79 "

2,000

1,583

Total for Account 54

79

1,000 1,583

Account No. 57 - WORK EQUIPMENT

Water tanks:

Nos. K260029, 260031; flat cars with wood tanks

44 55 "

2

583

1,166

642

Total for Account 57

55

1,166 642