

MIDLAND CONTINENTAL



INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
PACIFIC DISTRICT

MAP SHOWING THE

Scale 1 inch = 34 miles (approx.) June 30 1919

Serial 117

R.D.W. 1119

61

EXPLANATORY TEXT.

MIDLAND CONTINENTAL RAILROAD.

1. DESCRIPTION OF ROAD.

The Midland Continental Railroad hereinafter referred to as the carrier was incorporated under the general Laws of South Dakota, August 29, 1912.

The railroad of the carrier is single track, standard gauge and steam operated. It extends from a connection with the Minneapolis, St. Paul & Sault St. Marie Railway south, to a connection with the Northern Pacific Railway and the Chicago, Milwaukee and St. Paul Railway at Edgeley. The carrier also connects with the Northern Pacific Railway at Jamestown. All the property is within the state of North Dakota.

Under trackage rights agreement the carrier uses the station facilities and about 1.25 miles of main track belonging to the Chicago, Milwaukee and St. Paul Railway Company at Edgeley.

2. MILEAGE AND VALUATION SECTIONS.

Two valuation sections have been established. The mileage is as follows:

Val. Sec.	From	To	Yard Tracks:		
			Main Tracks and Sidings	All Tracks	
1- H.D.	Edgeley	Jamestown	40,312	5,368	45,680
2- "	Jamestown	Himbleton	27,465	1,893	29,358
		Total	67,777	7,261	75,038

3. CHARACTERISTICS OF COUNTRY.

The country traversed by this carrier is slightly undulating. The soil is loam and clay.

The principal products of the region are those of the farm.

4. ROAD.

The grading is light averaging 21,400 cubic yards of common material per mile. The bridges are unimportant. The track is laid with new 65-pound rail on soft wood ties.

5. EQUIPMENT.

The equipment of this carrier was all purchased second hand and consists of two locomotives, 17 freight train cars, 2 passenger train cars and two units of work equipment.

On equipment purchased second hand, the cost of reproduction new herein is its second hand 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 second hand cost.

6. ENGINEERING AND GENERAL EXPENDITURES.

Account 1 - Engineering.

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

Accounts 71 to 77 - General Expenditures.

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

Interest During Construction, Account 76, has been estimated at the rate of 6 per cent per annum, for one half the construction period plus 3 months upon Road Accounts 1 to 47, exclusive of Account 2, Land and upon General Expenditures, Accounts 71 to 77, exclusive of Account 76, and for 3 months upon Equipment Accounts 51 to 56 inclusive.

7. GENERAL INFORMATION.

(a) Grading.

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

(b) Shrinkage.

10% has been added to all fills and ballast quantities for shrinkage.

(c) Waste.

The following percentages of actual quantities have been added for waste:

Spikes	3%
Bolts	1%
Angle bars.....	2%
Nutlocks	2%

Revised December 5, 1923
February 12, 1926.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Midland Continental Railroad Company

Approved: R. W. Gray

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

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

(1)	UNIT.	NUMBER OF UNITS. (3)	COST OF REPRODUCTION.		
			Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
Acct. No. <u>26</u> Title <u>TELEGRAPH AND TELEPHONE LINES</u> (I. C. C. classification.)					
Telegraph and Telephone Equipment: Portable outfit in baggage car	87	1		33	29
Total Account 26				33	29

Acct. 51 - STEAM LOCOMOTIVES

Approved: John R. Thompson

No. 103; Roger Locomotive Works, 1891; type 2-60; mixed service; cylinders 19"x24"; total light weight 66 tons; secondhand	53 57	Each	1	7,320	4,172
No. 104; R. L. Locomotive Works, 1888; mixed service; cylinders 18"x24"; total light weight 65 tons; secondhand	72 76	"	1	4,378	3,527
Total Account 51			2	11,698	7,499

Acct. 53 - FREIGHT TRAIN CARS

Box Cars: Nos. 100-109; capacity 60000#; wood body and underframes; secondhand	49 59	Each	10	461	4,610	2,720
Flat Cars: Nos. 110-114; capacity 50000#; wood underframes; secondhand	50 61	"	4	397	1,588	969
" X-50, X-51; " 50000#; "	86 91	"	2	241	482	439
Caboose Cars: No. 118; capacity 40000#; wood body and underframes; arch bar trucks; length 27'9"; secondhand	74 77	"	1		715	551
Total Account 53			17	7,395	4,679	

Acct. 54 - PASSENGER TRAIN CARS

Baggage and Passenger Cars: No. 115; A.C. & P. Co.; length 60'; wood body and underframes; wood plated 4 wheel trucks; secondhand	54 57	Each	1		3,145	1,795
Passenger Car: No. 117; Pullman Co.; length 64'; wood body and underframes; wood plated 6 wheel trucks; secondhand	39 43	"	1		3,620	1,557
Total Account 54			2	6,765	3,350	

Acct. 57 - WORK EQUIPMENT

Snow Plow Cars: No. 140; Ensign Mfg. Co.; length 36'; wood body and underframes; with steel faced wedge plow; secondhand	62 72	Each	1		358	258
Steam Shovel: No. 120; Marion Steam Shovel Co.; capacity 1-3/4 yds.; composite body and underframes; secondhand	100 100	"	1		2,952	2,952
Total Account 57			2	3,307	3,208	