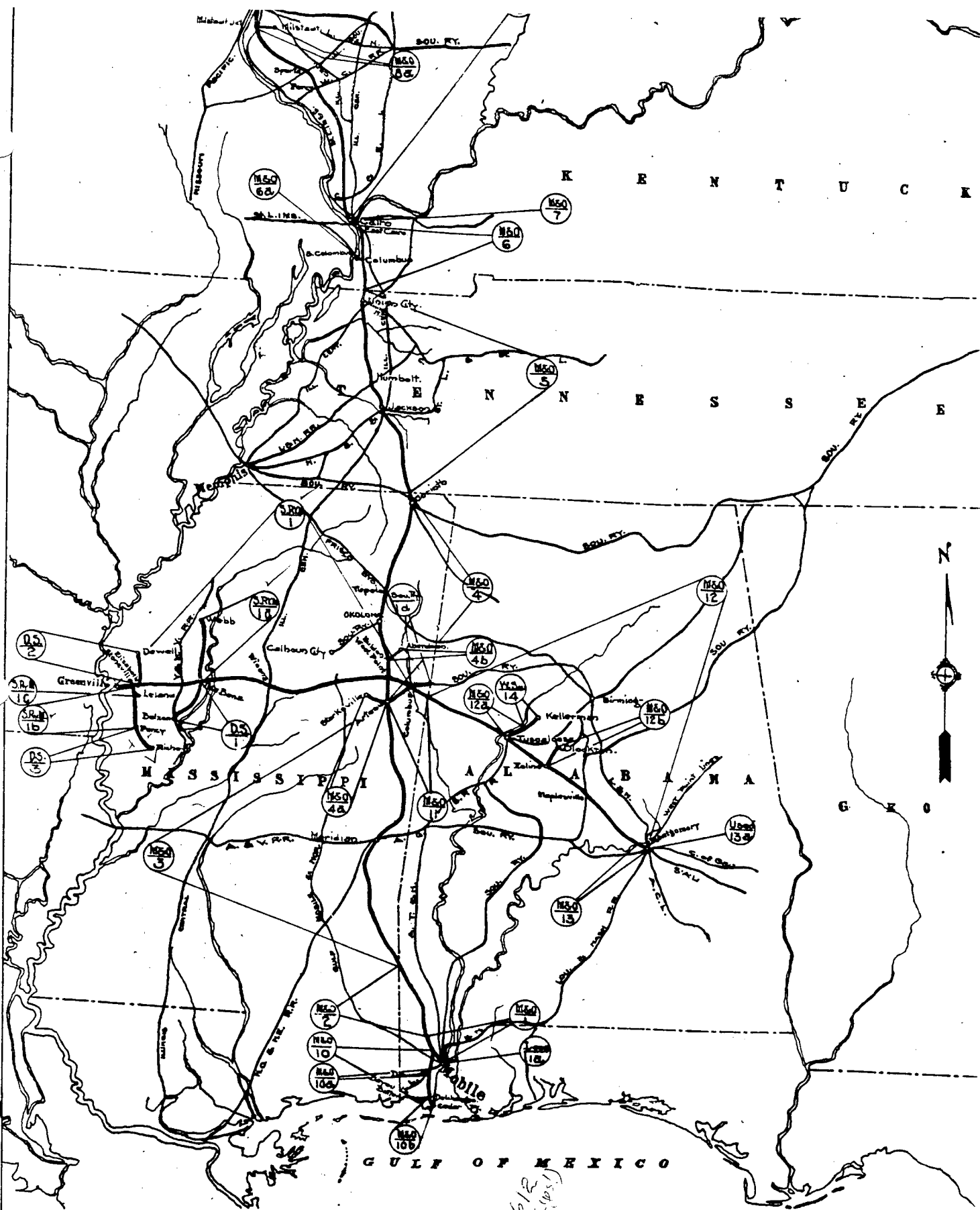




#1612
(1951)

INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION
SOUTHERN DISTRICT
VALUATION SECTION MAP
OF THE
SOUTHERN RY. CO. IN MISSISSIPPI.

Revised September 14, 1921.

EXPLANATORY TEXT
SOUTHERN RAILWAY COMPANY IN MISSISSIPPI

6/30/15

DESCRIPTION OF ROAD.

This carrier's property consists of a single track standard gauge railroad operated by steam, and located within the State of Mississippi. It extends from a connection with the Southern Railway at the Alabama-Mississippi State line near Columbus, Miss., to Greenville, a distance of 179.028 miles with branches to Webb, Percy and Leland.

The following is the mileage of the carrier divided between main line and branches:

<u>Main Line:</u>			
Owned and used	179.028	179.028	
<u>Branch Lines:</u>			
Itta Bena to Webb, Miss.	34.376		
Stonerville to Percy, Miss.	23.265		
— to Leland, Miss.	0.712	58.383	
Total			257.446

That portion of the Southern Railway in Mississippi from the Alabama-Mississippi State line to the east end of Columbus Yard, a distance of 9.757 miles, is operated by the Southern Railway Company as agent for the Southern Railway Company in Mississippi.

MILEAGE AND VALUATION SECTIONS.

<u>Southern Railway Company in Mississippi - Owned and Used.</u>									
Val.:	From	To	Miles	Miles	Miles	Trucks and	All		
Stds:			Main	Side	Sidings	Trucks			
1	Columbus, Miss.	Greenville, Miss.	169.334	-	43.537	212.871			
2a	Itta Bena, Miss.	Webb, Miss.	34.376	-	12.411	46.787			
2b	Stonerville, Miss.	Percy, Miss.	23.265	-	1.645	24.910			
3a	Richy Branch		0.712	-	1.365	2.077			
1d	Alabama State Line	Columbus, Miss.	9.757	-	0.568	10.325			
Total Owned and Used			257.446	-	59.526	316.972			
Total Owned by S.R. Co. in Miss.			257.446	-	59.526	316.972			

TERMINI.

The principal terminals are at Columbus and Greenville, and are owned by the carrier.

CONNECTIONS WITH OTHER ROADS.

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

Location	Line
Columbus, Miss.	Mobile & Ohio R.R.
West Point, Miss.	Mobile & Ohio R.R.
West Point, Miss.	Illinois Central R.R.
Vicksburg, Miss.	Illinois Central R.R.
Greenwood, Miss.	Yazoo & Mississippi Valley R.R.
Itta Bena, Miss.	Delta Southern Ry.
Elizabeth, Miss.	Delta Southern Ry.
Percy, Miss.	Delta Southern Ry.
Greenville, Miss.	Yazoo & Mississippi Valley R.R.

CHARACTERISTICS OF COUNTRY.

Topography.

The country through which this line passes is undulating in the eastern section and flat in the western.

Geology.

The soil consists of clays and sandy loams.

Climate.

The average mean annual temperature is 66 degrees with an average annual rainfall of 60 inches.

Development - Farm.

The road is largely in farming country, the principal products being cotton, grain and live stock.

PHYSICAL CHARACTERISTICS OF ROAD.

The maximum and ruling grades and curvature are shown by engine districts in the following table prepared by the carrier:

Engine District	Ruling Grade; Maximum Grade;				Curve		Remarks
	Ascend	Descend	Ascend	Descend	Max.	Ordinary	
Columbus to Winona	1.10%	1.25%	1.67%	1.47%	12°00'	4°00'	Non-compensated
Winona to Carrollton	1.00%	0.96%	1.20%	1.24%	8°00'	2°00'	" "
Carrollton to Greenville	0.37%	0.45%	0.37%	0.45%	10°00'	2°00'	" "
Itta Bena to Webb	0.17%	0.20%	0.50%	0.22%	13°45'	2°00'	" "
Stoneville to Richey	0.25%	0.14%	0.76%	1.36%	12°20'	2°00'	" "

Note:- From Stoneville to Richey includes a portion of the Delta Southern Railway from Percy to Richey, which is operated by Southern Railway Company in Mississippi as agent.

ROAD.

Grading is light, averaging a little more than 14,000 cubic yards per mile, a very small percentage being loose or solid rock.

The bridges are largely timber trestles, although there are four steel draw bridges located at the crossing of the following streams; Tombigbee, Yazoo and Sunflower Rivers, and Bear Creek. The Yazoo River draw is operated by steam; the others by hand.

Yellow pine, oak and cypress trees are used, oak predominating. From 3,000 to 3,100 ties are used to the mile on main track.

In main track 60# rail laid New predominates, though there is a small amount of heavier weight.

ROAD. (Cont'd.)

The principal ballast materials are cinders and gravel.

Right of Way fences generally are barbed wire of varying standards.

Buildings are usually frame structures that present no unusual features. At the more important points the station buildings are constructed of brick.

Water and fuel stations and shops are those to be expected on a line of this character.

The ownership of the telegraph lines are shown as follows:

Owning Company	State	Miles : Pole Lines on Foreign Lines	Wire
Southern Railway in Mississippi	Mississippi	None	18.88
The mileage of pole line owned by the Western Union Telegraph Co. upon the Southern Railway in Mississippi Lines is as follows:			
Southern Railway in Mississippi	Mississippi	227.89	
The Southern Railway in Mississippi claims an equity in the Western Union Telegraph Company pole line located upon the right of way based upon the contracts between the railway company and the telegraph company, which require the railway company to furnish free transportation and distribute the poles, wire and other materials and to furnish the common labor for erecting the poles and stringing the wire. The claim, therefore, consists of: (1) The freight on the poles, wire and other materials; (2) The costs of distribution; (3) Common labor costs of erecting the poles; (4) Common labor costs of stringing the wires and handling pole fixtures. No allowance was made in the inventory for any property included in this claim.			

EQUIPMENT.

The Southern Railway Company in Mississippi owns no equipment except a pile driver, two tool cars and eighteen boarding cars, all classed as work equipment. This company has the following equipment leased:

From the Mobile & Ohio Railroad Company-	
Freight locomotives	5
From the Southern Railway Company-	
Passenger locomotives	3
Freight locomotives	23
Switching locomotives	2
Total locomotives	28
Passenger train cars	13
From Mobile & Birmingham Railway Company-	
Passenger locomotive	1
From Atlanta & Charlotte Air Line-	
Passenger train cars	1

ENGINEERING AND GENERAL EXPENDITURES.

Engineering has been reckoned for the entire road at 4% upon road accounts \$ to 47, inc.

General expenditures, exclusive of interest during construction, are computed at 1.2% upon the road accounts, except land.

Interest during construction has been computed at 4% for half the construction period, plus three months upon road accounts 1 to 47, inc., exclusive of land, and upon General Expenditures, exclusive of interest during construction, and for three months upon the equipment accounts Nos. 51 to 58, inclusive.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATIONOwner Southern Railway Company.

Revised Oct. 4, 1920.

Sheet No. _____ of this valuation section.

Val. Section No. 111

Miles Main Line, _____

Miles all Tracks, _____

Approved: M. L. C.

LOCATION.

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

CHARACTER OF PROPERTY AND DESCRIPTION.

Acct. No.	Title	Condition Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Deprec. (6)
Acct. No. <u>51</u>	Title <u>STEAM LOCOMOTIVES.</u>							
	(I. C. C. classification.)							
	Nos. 79, 93, and 94, Baldwin, 1889-90, Type 2-6-0, freight service, cylinders 20"x24", total light weight 72 tons	36	40	Each	3	\$11250	33,750	13,50
	No. 914, New York, 1883, Type 4-6-0, passenger service, cylinders 19"x24", total light weight 72 tons	29	33	"	1		11,250	3,71
	No. 1580, Richmond, 1895, Type 0-6-0, switching service, cylinders 19"x24", total light weight 60 tons	41	45	"	1		9,800	4,32
	No. 1578, Baldwin, 1904, Type 0-6-0, switching service, cylinders 19"x24", total light weight 70 tons	51	55	"	1		10,950	4,90
	Nos. 3018-3036, Baldwin & Rogers, 1888-87, Type 2-6-0, mixed service, cylinders 19"x24", total light weight 60 tons	30	34	"	12	9450	113,400	38,56
	Nos. 3037-3046, Rogers, 1889, Type 2-6-0, freight service, cylinders 19"x24", total light weight 67 tons	38	42	"	4	10800	42,000	17,44
	No. 3385, Baldwin, 1881, Type 4-6-0, mixed service, cylinders 18"x24", total light weight 55 tons	25	30	"	1		8,900	2,67
	Nos. 3428 and 3434, 1887-1889, Type 4-6-0, freight service, cylinders, 19"x24", total light weight 64 tons	34	38	"	2	10125	20,300	7,71
	No. 3791, Pittsburgh, 1885, Type 4-4-0, freight service, cylinders 17"x24", total light weight 47 tons	28	32	"	1		7,700	2,44
	No. 3792, Rhode Island, 1888, Type 4-4-0, passenger service, cylinders 17"x24", total light weight 54 tons	34	38	"	1		8,750	3,32
	Nos. 3861-3864, Baldwin, 1889, Type 4-4-0, passenger service, cylinders, 18"x24", total light weight 60 tons	38	42	"	2	9600	19,200	8,04
	Total for Southern Railway Co.	39			✓ 29		285,800	108,85
Acct. No. 54	PASSENGER TRAIN CARS.							
	Passenger and baggage cars Nos. 516-542, J. & S. C. Co., 1868-82, length 33 ft., wood body and underframe	31	33	Each	4	4000	16,000	5,32
	Coaches, Nos. 792-1109, B. & S. C. Co., 1871-85, length 50 ft., wood body and underframe	34	38	"	12	8000	96,000	22,80
	Total for Southern Railway Co. <u>RR</u>	37			13		112,000	28,12
Acct. No. 57	WORK EQUIPMENT.							
	Boarding cars, B-234 to B-1422, E. C. Wks., 1883-1891, capacity 40,000 lbs., wood body and underframe	34	41	Each	10	750	7,500	2,07
	Tool flat, No. T-96, A. C. Co., 1884, capacity 60,000 lbs., wood underframe	31	33	"	1		750	22
	Tool box, Nos. T-186 & T-196, E. C. Co., 1889, capacity 60,000 lbs., wood body and underframe	35	41	"	2	850	1,700	70
	Total for Southern Railway Co.	41			13		9,250	4,09
	Total Accounts 51-58 Southern Railway owned						371,750	143,04
Acct. 76	INTEREST DURING CONSTRUCTION.							
	for 3 months on equipment accounts 51-58	28					5,575	2,27
	Grand total owned by Southern Railway Company, used by Gen. Ry. Co. in Mississippi						377,325	145,31

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Revision of Oct. 4, 1920.

Sheet No. _____ of this valuation section.

Owner Mobile & Birmingham Ry. Co.

Val. Section No. _____

Miles Main Line, _____

Miles all Tracks, _____

Approved: A.O.B. - M.M.C.

12-200

LOCATION.		CHARACTER OF PROPERTY AND DESCRIPTION.		Where but a single percentage is stated it represents both per cents.		Condition Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
										Per Unit. (4)	New, Total. (5)	Less Deprecia- tion (6)
Acct. No.	51.	Title	STEAM LOCOMOTIVES.	(I. C. C. classification.)								

No. 3000, Baldwin, 1904, Type 0-4-0, switching
service, cylinders 18"x24", total light
weight 65 tons

47 51 Each 1 ✓ 10,800 5.50

Acct. 76 - INTEREST DURING CONSTRUCTION.

6% for 3 months on above

51 162 8

Total - Owned by Mobile & Birmingham Ry. Co.
used by "Ga. Ry. Co. in Miss.

51 10,962 5.56

INTERSTATE COMMERCE COMMISSION BUREAU OF VALUATION

Owner Atlanta & Charlotte Air LineRevision of Oct. 4, 1933.
Sheet No. _____ of this valuation section

Val. Section No. _____

Miles Main Line, _____

Miles all Tracks, _____

Approved: A.O.B. - H.M.C.

12-300

LOCATION. _____

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

CHARACTER OF PROPERTY AND DESCRIPTION.

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

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

Passenger and baggage car No. 808, J. & E. C. Co.,
 1848-52, length 50 ft., wood body and under-
 frame

31	33	Each	1 ✓	\$4000	4,000	1.3
----	----	------	-----	--------	-------	-----

Acct. 76 - INTEREST DURING CONSTRUCTION.

6% for 3 months on above

33					60	
----	--	--	--	--	----	--

Total - Owned by A. & C. Air Line used by
 Sou. Ry. Co. in Miss.

33					4,060	1.3
----	--	--	--	--	-------	-----

INTERSTATE COMMERCE COMMISSION

Owner Southern Railway Co. in Mississippi,

DIVISION OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. All

Miles Main Line, _____

Miles all Tracks. *

Approved: M. M. C.

ATION.

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

CHARACTER OF PROPERTY AND DESCRIPTION.

Condition
Per Unit.Per Cent
of Cost
New.

UNIT.

NUMBER OF
UNITS.

COST OF REPRODUCTION.

Per Unit.

New, Total.

Less Deprecia

Acct. No. 57. Title WORM EQUIPMENT.

(I. C. C. classification.)

Boarding cars, Nos. B-1 to B-18, S. C. Wks., 1870-1907,
capacity 40,000 lbs., wood body and underframe

36 44 Each

18 \$750

13,500

5,940

Tool cars, Nos. T-101 & T-102, S. C. Wks., 1889, capacity
40,000 lbs., wood body and underframe

35 42 "

2 \$900

1,800

760

Pile driver, No. PD-600, S. Ry. in Miss., 1910, harmer 3600
lbs., with tender

85 86 "

1

5,500

4,730

Total Sou. Railway Co. in Miss.

55

20,800

11,430