

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh

Sheet No. 1 of 1 Sheets

Office of Chief Engineer

Date January 6, 1959

Location and description of project Rock, Pa. - Purchase of Tool Trailer

Based on Plan _____ Dated _____ 19__

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | I T E M S (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|--|------------------------------|-----------------|--------------------------------|----------------|
| 1 Each | | <u>ADDITION</u> <u>Val. Sect. 1-Pa.</u> <u>Miscellaneous Equipment</u> Tool Trailer 2 wheel, pneumatic tires | 495.00 | | | |
| TOTALS | | | 495.00 | | | |



Estimated by A. W. Harrington

Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

P-2395

President's Record No.

Chief Engineer's No. 1554

General Auditor's No. 0-2395

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ 81,622.00 is requested for the purpose of a betterment (Character of Change)

to the property of THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY (Name of Owner)

that is now operated by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY (Name of Operating Company)

Pittsburgh, Pa. January 28, 1959 (Place and Date)

D. L. Jerman (Name)

Chief Engineer (Title)

Location of proposed project: State Penna. and Ohio Valuation Section 1-Pa., 1-D, 1-O & 3-Ohio

Station or M. P. Various Division Pgh. & Connellsville Div. Clairton Br. & Donora Br.

Description of Project: Installation of 112# S.H. and 105# S.H. Rail at various locations in Pennsylvania and Ohio.

Reasons and necessity for the extension, improvement, or other change: To replace badly worn 100# and 80# Rail

SUMMARY OF ESTIMATE

| | | |
|---|--------------|--------------|
| Estimated gross cost of project..... | | \$ 81,622.00 |
| Amount chargeable to operating expenses for property retired..... | \$ 15,939.28 | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | |
| Value of salvage recovered..... | \$ 21,783.54 | |
| Cost of property retired..... | \$ 37,722.82 | 37,722.82 |
| Incidental costs chargeable to operating expenses..... | \$ 38,430.70 | 38,430.70 |
| To other accounts..... | \$ | |

Net debit or credit to property investment account..... \$ 5,468.48

Total cost to be borne by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY (Name of Company)

or participated in by (Names of all participants and amount borne by each)

Recommended: D. L. Jerman Distribution approved: E. B. Burkwood (General Auditor)

Expenditure and Change approved and authorized:

Albert H. Graham

Recorded and Registered:

Approved by Mr. Graham, March 5, 1959 J. C. Parsons, Secy.

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
| 1920 | P-163 | Pa. | 1-Pa. |
| 1917 | ER | " | " |
| 1914 | P-1267 | " | 1-D |
| 1932 | P-616 | " | 1-O |
| 1932 | P-518 | " | " |
| 1918 | O-17 | Ohio | " |

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pgh. & Connellsville Div.
Clairton & Donora Branches

Sheet No. 1 of 8 Sheets

Office of Chief Engineer

Date January 28, 19 59

Location and description of project Installation of 112# S.H. and 105# S.H. Rail at various
location in Pennsylvania and Ohio.

Based on Plan _____ Dated _____ 19 _____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------|-------------------|---|------------------------------|-----------------|--------------------------------|----------------|------|----|------|---------|---------|--|--------|--|----------|-------------------|-----------|-------------------------|--------|--|----------|-------------------|-----------|-------------------------|--|--|--|----------------|--|--|--------------|-------|-----------------------------------|---------|--|--|--|-------------|-------|-------------------------------|---------|--|--|--|-------------|------|------------------------------------|--------|--|--|--|---------|------|-----------------------------|--------|--|--|--|---------|-------|-----------------------------|--------|--|--|--|--------|-------|------------------------|--------|--|--|--|---------|-------|--------------|--------|--|--|--|-----------|-------|------------------------|---------|--|--|--|-------------|------|----------------------------------|--------|--|--|--|--|--|--|----------|--|--|--|--|--|--|--|
| | | <p>BETTERMENT This estimate is divided into 5 parts as follows:</p> <ol style="list-style-type: none"> 1. Valuation Section 1-Pa. 2. " " 1-D 3. " " 1-G 4. " " 1-F 5. " " 3-Ohio <p>Part 1. Valuation Sect. 1-Pa. 112# S.H. Rail, release 100# scrap rail at the following locations:</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Sta.</th> <th style="width: 10%;">to</th> <th style="width: 10%;">Sta.</th> <th style="width: 10%;">Install</th> <th style="width: 10%;">Release</th> <th style="width: 10%;"></th> </tr> </thead> <tbody> <tr> <td>224+61</td> <td></td> <td>246+06.5</td> <td>2125.5'-112# S.H.</td> <td>100# P.S.</td> <td>-E.B. Main - P-163-1920</td> </tr> <tr> <td>224+81</td> <td></td> <td>244+11.5</td> <td>1930.5'-112# S.H.</td> <td>100# P.S.</td> <td>-W.B. Main - P-163-1920</td> </tr> <tr> <td colspan="3"></td> <td>4056.0 Tk. ft.</td> <td colspan="2"></td> </tr> </tbody> </table> <p>Guard Rail Betterment Bridge No. 53.31 (1-0) Eastbound & Westbound Main Sta. 97+70 to 103+94 624 Tk. ft. each track Total 1248 Tk. ft.</p> <p>Rail</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 10%;">135.200 G.T.</td> <td style="width: 10%;">60.00</td> <td style="width: 50%;">Rail 112# (39") S.H. 4056 Tk. ft.</td> <td style="width: 10%;">8112.00</td> <td colspan="3"></td> </tr> <tr> <td>39.000 G.T.</td> <td>60.00</td> <td>Rail 105# (39") S.H. 1248 " "</td> <td>2340.00</td> <td colspan="3"></td> </tr> </tbody> </table> <p>Other Track Material</p> <table style="width: 100%; border-collapse: collapse;"> <tbody> <tr> <td style="width: 10%;">226.30 Cwt.</td> <td style="width: 10%;">1.98</td> <td style="width: 50%;">Joints 112# 6A 36" SH 208 @ 108.8#</td> <td style="width: 10%;">448.07</td> <td colspan="3"></td> </tr> <tr> <td>58.11 "</td> <td>1.98</td> <td>" 105# 6A 38" SH 64 @ 90.8#</td> <td>115.06</td> <td colspan="3"></td> </tr> <tr> <td>24.71 "</td> <td>15.10</td> <td>Bolts 112# new 1248 @ 1.98#</td> <td>373.12</td> <td colspan="3"></td> </tr> <tr> <td>7.53 "</td> <td>15.10</td> <td>" 105# new 384 @ 1.96#</td> <td>113.70</td> <td colspan="3"></td> </tr> <tr> <td>1.632 M</td> <td>79.90</td> <td>Nutlocks new</td> <td>130.40</td> <td colspan="3"></td> </tr> <tr> <td>84.86 Keg</td> <td>18.80</td> <td>Spikes new 22828 @ 269</td> <td>1595.37</td> <td colspan="3"></td> </tr> <tr> <td>540.80 Cwt.</td> <td>1.32</td> <td>Tie Pls. 7-3/4" x 13" 2704 @ 20#</td> <td>713.86</td> <td colspan="3"></td> </tr> <tr> <td colspan="3"></td> <td style="border-top: 1px solid black;">13941.58</td> <td colspan="3"></td> </tr> </tbody> </table> | | | | | Sta. | to | Sta. | Install | Release | | 224+61 | | 246+06.5 | 2125.5'-112# S.H. | 100# P.S. | -E.B. Main - P-163-1920 | 224+81 | | 244+11.5 | 1930.5'-112# S.H. | 100# P.S. | -W.B. Main - P-163-1920 | | | | 4056.0 Tk. ft. | | | 135.200 G.T. | 60.00 | Rail 112# (39") S.H. 4056 Tk. ft. | 8112.00 | | | | 39.000 G.T. | 60.00 | Rail 105# (39") S.H. 1248 " " | 2340.00 | | | | 226.30 Cwt. | 1.98 | Joints 112# 6A 36" SH 208 @ 108.8# | 448.07 | | | | 58.11 " | 1.98 | " 105# 6A 38" SH 64 @ 90.8# | 115.06 | | | | 24.71 " | 15.10 | Bolts 112# new 1248 @ 1.98# | 373.12 | | | | 7.53 " | 15.10 | " 105# new 384 @ 1.96# | 113.70 | | | | 1.632 M | 79.90 | Nutlocks new | 130.40 | | | | 84.86 Keg | 18.80 | Spikes new 22828 @ 269 | 1595.37 | | | | 540.80 Cwt. | 1.32 | Tie Pls. 7-3/4" x 13" 2704 @ 20# | 713.86 | | | | | | | 13941.58 | | | | | | | |
| Sta. | to | Sta. | Install | Release | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 224+61 | | 246+06.5 | 2125.5'-112# S.H. | 100# P.S. | -E.B. Main - P-163-1920 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 224+81 | | 244+11.5 | 1930.5'-112# S.H. | 100# P.S. | -W.B. Main - P-163-1920 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 4056.0 Tk. ft. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 135.200 G.T. | 60.00 | Rail 112# (39") S.H. 4056 Tk. ft. | 8112.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 39.000 G.T. | 60.00 | Rail 105# (39") S.H. 1248 " " | 2340.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 226.30 Cwt. | 1.98 | Joints 112# 6A 36" SH 208 @ 108.8# | 448.07 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 58.11 " | 1.98 | " 105# 6A 38" SH 64 @ 90.8# | 115.06 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 24.71 " | 15.10 | Bolts 112# new 1248 @ 1.98# | 373.12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7.53 " | 15.10 | " 105# new 384 @ 1.96# | 113.70 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.632 M | 79.90 | Nutlocks new | 130.40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84.86 Keg | 18.80 | Spikes new 22828 @ 269 | 1595.37 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 540.80 Cwt. | 1.32 | Tie Pls. 7-3/4" x 13" 2704 @ 20# | 713.86 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 13941.58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Estimated by _____

Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Pgh. & Connellsville Div.
 Division Clairton & Donora Branches

Sheet No. 2 of 3 Sheets

Office of Chief Engineer Date January 28, 19 59

Location and description of project Installation of 112# S.H. and 105# S.H. Rail at various locations in Pennsylvania and Ohio.

Based on Plan _____ Dated _____ 19 _____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|---|-------------------|------------------------------------|---------------------------|-----------------|-----------------------------|----------------|
| <u>COST TO REPLACE IN KIND</u> | | | | | | |
| <u>Rail</u> | | | | | | |
| 120.714 G.T. | 60.00 | Rail 100# (33') S.H. 4056 Tk. ft. | 7242.84 | 7242.84 | | |
| 33.428 G.T. | 60.00 | Rail 90# (33') S.H. 1248 Tk. ft. | 2005.68 | 2005.68 | | |
| <u>Other Track Material</u> | | | | | | |
| 143.31 Cwt. | 1.98 | Joints 100# 1/4 2 1/2" 208 @ 68.9# | 283.75 | 283.75 | | |
| 38.02 " | 1.98 | " 90# 1/4 2 1/2" 64 @ 59.4# | 75.28 | 75.28 | | |
| 25.47 " | 15.10 | Bolts 100# new 1248 @ 2.041# | 384.60 | 384.60 | | |
| 7.46 " | 15.10 | " 90# new 384 @ 1.944# | 112.65 | 112.65 | | |
| 1.632 M | 79.90 | Nutlocks new | 130.40 | 130.40 | | |
| 84.86 Keg | 18.80 | Spikes new | 1595.37 | 1595.37 | | |
| 289.06 Cwt. | 1.32 | Tie Pls. 7" x 10" 2704 @ 10.69# | 381.56 | 381.56 | | |
| <u>Property Ret'd. & Not Replaced</u> | | | | | | |
| Due to 39' rails replacing 33' rails | | | | | | |
| 26.18 Cwt. | 3.163 | Joints 100# 1/4 2 1/2" 38 @ 68.9# | 82.81 | 82.81 | | |
| 7.13 Cwt. | 1.10 | " 90# 1/4 2 1/2" 12 @ 59.4# | 7.84 | 7.84 | | |
| 3.10 " | 9.59 | Bolts 100# 152 @ 2.041# | 29.73 | 29.73 | | |
| 0.93 " | 2.24 | " 90# 48 @ 1.944 | 2.08 | 2.08 | | |
| 0.152 M | 23.70 | Nutlocks 100# | 3.60 | 3.60 | | |
| 0.048 M | 6.00 | " 90# | .29 | .29 | | |
| | | | 12338.48 | 12338.48 | | |
| <u>Cost of Installing & Retiring Items Bettered</u> | | | | | | |
| 5304 Tk. ft. | 2.30 | Labor | | 12199.20 | | |
| <u>Salvage</u> | | | | | | |
| 120.714 G.T. | 40.00 | Rail 100# (33') Scrap 4056 Tk. ft. | | 4828.56 | | 4828.56 |
| 33.428 G.T. | 40.00 | " 90# (33') Scrap 1248 Tk. ft. | | 1337.12 | | 1337.12 |
| 70,000 Lbs. | .005 | Miscl. Scrap | | 350.00 | | 350.00 |
| <u>Totals Part 1</u> | | | 1603.10 | 18022.00 | | 6515.68 |
| <u>Val. Sect. 1-Pa.</u> | | | | | | |
| TOTALS | | | | | | |

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pgh. & Connellsville Div.
Clairton & Donora Branches

Sheet No. 3 of 8 Sheets

Office of Chief Engineer

Date January 28, 19 59

Location and description of project Installation of 112# S.H. and 105# S.H. Rail at various
location in Pennsylvania and Ohio.

Based on Plan

Dated

19

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | I T E M S (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|---|-------------------|-----------------------------------|------------------------------|-----------------|--------------------------------|----------------|
| PART 2- Val. Sect. 1-D | | | | | | |
| 112# & 105# S.H. Rail, at the following locations: | | | | | | |
| | | <u>Install</u> | <u>Release</u> | | | |
| Sta. | to Sta. | 112# S.H. | 105# S.H. | 100# S.H. | 100# S.H. | 80# Scrap |
| Bruceston Team Tk. | | | | | | |
| 637+26 | 645+06 | 780' | | | 780' | ER |
| Clairton Branch | | | | | | |
| 1030+17 | 1059+42 | | 2925 | 2925 | | P-1267 |
| No. 1 Tk. | | | | | | |
| 1034+82 | 1059+45 | | | 1463 | | ER |
| No. 2 Tk. | | | | | | |
| 1035+84 | 1060+46 | | | 1462 | | ER |
| Totals | | 780 | 2925 | 2925 | 2925 | 3705 |
| Rail | | | | | | |
| 26.000 G.T. | 60.00 | Rail 112# S.H. (39') 780 Tk. ft. | | 1560.00 | | |
| 91.406 G.T. | 60.00 | Rail 105# S.H. (39') 2925 Tk. ft. | | 5484.36 | | |
| 87.054 G.T. | 60.00 | " 100# S.H. (33') 2925 " " | | 5223.24 | | |
| Other Track Material | | | | | | |
| 43.52 Cwt. | 1.98 | Joints 112# 6A 36" SH 40 @ 2.14 | | 86.17 | | |
| 136.20 " | 1.98 | " 105# 6A 38" SH 150 @ 1.47 | | 269.68 | | |
| 122.64 " | 1.98 | " 100# 4A 24" SH 178 @ 1.19 | | 242.83 | | |
| 4.75 " | 15.10 | Bolts 112# new 240 @ 1.98 | | 71.73 | | |
| 17.64 " | 15.10 | " 105# " 900 @ 1.96 | | 266.36 | | |
| 14.53 " | 15.10 | " 100# " 712 @ 2.01 | | 219.40 | | |
| 1.852 H | 79.90 | Nutlocks new | | 147.97 | | |
| 84.45 Keg | 18.80 | Spikes 6" new 22717 @ 2.69 | | 1587.66 | | |
| 180.80 Cwt. | 1.32 | Tie Pls. 7-3/4 x 13" SH 90 @ 2.0 | | 238.66 | | |
| 880.17 " | 1.32 | " " 7-3/4 x 11" SH 6668 @ 13.2 | | 1161.82 | | |
| | | | | 16559.88 | | |
| Cost to Replace in Kind | | | | | | |
| Rail | | | | | | |
| 87.054 G.T. | 60.00 | Rail 100# SH (33') 2925 Tk. ft. | | 5223.24 | 5223.24 | |
| 88.214 G.T. | 60.00 | " 80# SH (33') 3705 Tk. ft. | | 5292.84 | 5292.84 | |
| Other Track Material | | | | | | |
| 125.40 Cwt. | 1.98 | Joints 100# SH 182 @ 1.14 | | 248.29 | 248.29 | |
| 111.91 " | 1.98 | " 80# SH 190 @ 1.14 | | 221.58 | 221.58 | |
| 22.29 " | 15.10 | Bolts 100# new 1092 @ 2.01 | | 336.58 | 336.58 | |
| 10.86 " | 15.10 | " 80# " 760 @ 1.42 | | 163.99 | 163.99 | |
| 1.852 H | 79.90 | Nutlocks new | | 147.97 | 147.97 | |
| 84.45 Keg | 18.80 | Spikes 6" new | | 1587.66 | 1587.66 | |
| 809.45 Cwt. | 1.32 | Tie Pls. 7" x 10" SH 7572 @ 10.69 | | 1068.47 | 1068.47 | |
| TOTALS | | | | | | |

Estimated by

Approved

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pgh. & Connellsville Div.
Clairton & Donora Branches

Sheet No. 4 of 8 Sheets

Office of Chief Engineer

Date January 28, 19 59

Location and description of project Installation of 112# S.H. and 105# S.H. Rail at various locations in Pennsylvania and Ohio.

Based on Plan _____ Dated _____ 19 _____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | I T E M S (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|---|-------------------|-----------------------------------|------------------------------|-----------------|--------------------------------|----------------|
| <u>PROPERTY RETIRED AND NOT REPLACED</u> | | | | | | |
| 20.03 Cwt. | 1.10 | 39' Rails replacing 33' Rails | | | | |
| 1.94 " | 2.24 | Joints 80# SH 34 @ 58.9# | 22.03 | 22.03 | | |
| 0.136 M | 6.00 | Bolts 80# 136 @ 1.429# | 4.35 | 4.35 | | |
| | | Nutlocks 80# | 0.82 | 0.82 | | |
| | | | 11317.82 | 11317.82 | | |
| <u>COST OF INSTALLING & RETIRING ITEMS RETIRED</u> | | | | | | |
| 6630 Tk. ft. | 2.30 | Labor | | 15249.00 | | |
| <u>SALVAGE</u> | | | | | | |
| 87.054 G.T. | 60.00 | Rail 100# S.H. (33') 2925 Tk. ft. | | 5223.24 | | 5223.24 |
| 88.214 G.T. | 40.00 | Rail 80# Scrap (33') 3705 Tk. ft. | | 3528.56 | | 3528.56 |
| 122.64 Cwt. | 1.98 | Joints 100# S.H. 178 @ 68.9# | | 242.83 | | 242.83 |
| 104450 Lbs. | .005 | Misc. Scrap | | 522.25 | | 522.25 |
| | | Totals Part 2 | 2242.06 | 20049.94 | | 9516.88 |
| | | Val. Sect. 1-D | | | | |
| TOTALS | | | | | | |

Estimated by _____ Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pgh. & Connellsville Div.
Clairton & Donora Branches

Sheet No. 5 of 8 Sheets

Office of Chief Engineer

Date January 28, 1959

Location and description of project Installation of 112# S.H. and 105# S.H. Rail at various locations in Pennsylvania and Ohio.

Based on Plan

Dated

19

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|--|---------------------------|-----------------|-----------------------------|----------------|
| | | PART 3 | | | | |
| | | <u>Val. Sect. 1-C</u> | | | | |
| | | <u>112# SH Rail, release 90#</u> | | | | |
| | | <u>Scrap-Donora Branch</u> | | | | |
| | | <u>S.S. 53+97 to 81+27</u> | | | | |
| | | <u>2730 Track feet</u> | | | | |
| | | <u>Rail</u> | | | | |
| 85.312 G.T. | 60.00 | Rail 105# (39") SH 2730 Tk. ft. | 5118.72 | | | |
| | | <u>Other Track Material</u> | | | | |
| 127.12 Cwt. | 1.98 | Joints 105# 6A 38" SH 140 @ 90.8# | 251.70 | | | |
| 16.63 " | 15.10 | Bolts 105# new 840 @ 1.98# | 251.11 | | | |
| 0.840 H | 79.90 | Nutlocks new | 67.12 | | | |
| 459.07 Cwt. | 1.32 | Tie Pls. 7-1/2" x 11" SH 3166 @ 14.5# | 605.97 | | | |
| 47.08 Keg | 18.80 | Splices 6" new 12664 @ 269 | 885.10 | | | |
| | | | 7179.72 | | | |
| | | <u>Cost to Replace in Kind</u> | | | | |
| | | <u>Rail</u> | | | | |
| 73.125 G.T. | 60.00 | Rail 90# (33") SH 2730 Tk. ft. | 4387.50 | 4387.50 | | |
| | | <u>Other Track Material</u> | | | | |
| 95.90 Cwt. | 1.98 | Joints 90# 6A 32" SH 140 @ 68.5# | 189.88 | 189.88 | | |
| 16.33 " | 15.10 | Bolts 90# new 840 @ 1.914# | 246.58 | 246.58 | | |
| 0.840 H | 79.90 | Nutlocks new | 67.12 | 67.12 | | |
| 338.44 Cwt. | 1.32 | Tie Pls. 7" x 10" SH 3166 @ 10.69# | 446.74 | 446.74 | | |
| 47.08 Keg | 18.80 | Splices 6" new 12664 @ 269 | 885.10 | 885.10 | | |
| | | <u>Prop. Not'd. & Not Replaced</u> | | | | |
| | | <u>39" Rails replacing 33" Rails</u> | | | | |
| 17.81 Cwt. | 2.254 | Joints 90# 6A 32" 26 @ 68.5# | 40.14 | 40.14 | | |
| 3.03 " | 3.315 | Bolts 90# new 156 @ 1.914# | 10.04 | 10.04 | | |
| 0.156 H | 27.56 | Nutlocks new | 4.30 | 4.30 | | |
| | | | 6277.40 | 6277.40 | | |
| | | <u>Cost of Installing & Retiring</u> | | | | |
| | | <u>Items Bottered</u> | | | | |
| 2730 Tk. ft. | 2.30 | Labor | | 6279.00 | | |
| | | <u>Salvage</u> | | | | |
| 73.125 G.T. | 40.00 | Rail 90# Scrap 2730 Tk. ft. | | 2925.00 | | 2925.00 |
| 53900 lbs. | .005 | Misc. Scrap | | 269.50 | | 269.50 |
| | | <u>Totals Part 3</u> | 902.32 | 9361.90 | | 3194.50 |
| | | <u>Val. Sect. 1-C</u> | | | | |
| TOTALS | | | | | | |

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Pgh. & Connellsville Div.
Clairton & Donora Branches

Division

Sheet No. 6 of 8 Sheets

Office of

Date January 28, 19 59

Location and description of project

Installation of 112# S.H. and 105# S.H. Rail at various locations in Pennsylvania and Ohio.

Based on Plan

Dated

19

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|--|------------------------------|-----------------|--------------------------------|----------------|
| | | <u>PART 4</u> <u>Val. Sect. 1-F</u> <u>Guard Rail Betterment</u> <u>Cunningham Bridge</u> <u>Sta. 1745+71 to Sta. 1751+34</u> <u>563 Track Feet</u> | | | | |
| 17.593 G.T. | 60.00 | <u>Rail</u> Rail 105# (39') SH 563 Tk. ft. | 1055.58 | | | |
| 26.33 Cwt. | 1.98 | <u>Other Track Material</u> Joints 105# 6A 36" SH 29 @ 90.8# | 52.13 | | | |
| 3.41 " | 15.10 | Bolts 105# new 174 @ 1.96# | 51.49 | | | |
| 0.174 M | 79.90 | Nutlocks new | 13.90 | | | |
| 6.33 Keg | 18.80 | Spikes 6" new 1704 @ 269 | 119.00 | | | |
| | | | 1292.10 | | | |
| | | <u>Cost to Replace in Kind</u> | | | | |
| 15.080 G.T. | 60.00 | <u>Rail</u> Rail 90# (33') SH 563 Tk. ft. | 904.80 | 904.80 | | |
| | | <u>Other Track Material</u> | | | | |
| 17.23 Cwt. | 1.98 | Joints 90# 4A 26" SH 29 @ 59.4# | 34.12 | 34.12 | | |
| 2.87 " | 15.10 | Bolts 90# new 174 @ 1.653 | 43.34 | 43.34 | | |
| 0.174 M | 79.90 | Nutlocks new | 13.90 | 13.90 | | |
| 6.33 Keg | 18.80 | Spikes new 1704 @ 340 | 119.00 | 119.00 | | |
| | | <u>Property Retired & Not Replaced</u> 39' Rails replacing 33' rails | | | | |
| | | <u>Other Track Material</u> | | | | |
| 2.97 Cwt. | 2.27 | Joints 90# 4A 26" SH 5 @ 59.4# | 6.74 | 6.74 | | |
| 0.33 " | 3.81 | Bolts 90# new 20 @ 1.653# | 1.26 | 1.26 | | |
| 0.02 M | 31.10 | Nutlocks new | .62 | .62 | | |
| | | | 1123.78 | 1123.78 | | |
| | | <u>Cost of Installing & Retiring</u> <u>Items Bettered</u> | | | | |
| 563 Tk. ft. | 2.30 | Labor | | 1294.90 | | |
| | | <u>Salvage</u> | | | | |
| 15.08 G.T. | 40.00 | Rail 90# (33) Scrap 563 Tk. ft. | | 603.20 | | 603.20 |
| 3500 Lbs. | .005 | Miscl. Scrap | | 17.50 | | 17.50 |
| | | <u>Totals Part 4</u> <u>Val. Sect. 1-F</u> | 168.32 | 1797.98 | | 620.70 |
| TOTALS | | | | | | |

Estimated by

Approved

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Pgh. & Connellsville Div.

Division **Clairton & Donora Branches**

Sheet No. 7 of 8 Sheets

Office of **Chief Engineer**

Date **January 28,** 19**59**

Location and description of project **Installation of 112# S.H. and 105# S.H. Rail at various locations in Pennsylvania and Ohio.**

Based on Plan _____ Dated _____ 19__

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|--------------------|-------------------|--|------------------------------|-----------------|--------------------------------|----------------|
| | | Part 5 | | | | |
| | | Val. Sect. 3-Ohio | | | | |
| | | 112# S.H. Rail, release 100# scrap rail in Hopedale Passing Track S.S. 3024+16 to 3038+98 1482 Track Feet | | | | |
| 49.400 G.T. | 60.00 | Rail | | | | |
| | | Rail 112# (39') SH 1482 Tk. ft. | 2964.00 | | | |
| | | Other Track Material | | | | |
| 82.69 Cwt. | 1.98 | Joints 112# 6A 36" SH 76 @ 108.8# | 163.73 | | | |
| 9.03 " | 15.10 | Bolts 112# new 456 @ 1.98# | 136.35 | | | |
| 0.456 H | 79.90 | Nutlocks new | 36.43 | | | |
| 337.60 Cwt. | 1.32 | Tie Pls. 7-3/4" x 13" SH 1688 @ 20# | 445.63 | | | |
| 25.10 Keg | 18.80 | Spikes 6" new 6752 @ 269 | 471.88 | | | |
| | | | 4218.02 | | | |
| | | Cost to Replace in Kind | | | | |
| | | Rail | | | | |
| 44.107 G.T. | 60.00 | Rail 100# (33') SH 1482 Tk. ft. | 2646.42 | 2646.42 | | |
| | | Other Track Material | | | | |
| 52.36 Cwt. | 1.98 | Joints 100# 4A 24" SH 76 @ 68.9# | 103.67 | 103.67 | | |
| 6.20 " | 15.10 | Bolts 100# new 304 @ 2.041# | 93.62 | 93.62 | | |
| 0.304 H | 79.90 | Nutlocks new | 24.29 | 24.29 | | |
| 222.82 Cwt. | 1.32 | Tie Pls. 7-1/2 x 11" SH 1688 @ 13.2# | 294.12 | 294.12 | | |
| 25.10 Keg | 18.80 | Spikes 6" new | 471.88 | 471.88 | | |
| | | | 18.34 | 18.34 | | |
| 9.65 Cwt. | 1.90 | Joints 100# 4A 24" SH 76 @ 68.9# | 8.48 | 8.48 | | |
| 1.55 " | 5.47 | Bolts 100# new 76 @ 2.041# | 4.52 | 4.52 | | |
| 0.076 H | 59.53 | Nutlocks new | 3665.34 | 3665.34 | | |
| | | Cost of Installing & Retiring Items Bettered | | | | |
| 1482 Tk.ft. | 2.30 | Labor | | 3408.60 | | |
| | | Salvage | | | | |
| 44.107 G.T. | 40.00 | Rail 100# (33') Scrap | | 1764.28 | | 1764.28 |
| 34300 lbs. | .005 | Misc. Scrap | | 171.50 | | 171.50 |
| | | Totals Part 5 | 552.68 | 5138.16 | | 1935.78 |
| | | Val. Sect. 3-Ohio | | | | |
| TOTALS | | | | | | |

Estimated by _____

Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

Pgh. & Connellsville Div. DETAILED STATEMENT

Division Clairton & Donora Branches

Sheet No. 8 of 3 Sheets

Office of Chief Engineer

Date January 28, 1959

Location and description of project Installation of 112# S.H. and 105# S.H. Rail at various locations in Pennsylvania and Ohio.

Based on Plan _____ Dated _____ 19____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|-------------------------|------------------------------|-----------------|--------------------------------|----------------|
| SUMMARY | | | | | | |
| | | Part 1-Val. Sect. 1-Pa. | 1603.10 | 18022.00 | | 6515.68 |
| | | " 2-Val. Sect. 1-D | 2242.06 | 20049.94 | | 9516.88 |
| | | " 3-Val. Sect. 1-G | 902.32 | 9361.90 | | 3194.50 |
| | | " 4-Val. Sect. 1-F | 168.32 | 1797.98 | | 620.70 |
| | | " 5-Val. Sect. 3-Ohio | 552.68 | 5138.16 | | 1935.78 |
| TOTALS | | | | | | |

5468.48 54369.98

21783.54

Estimated by

A. W. Herrington

Approved

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1555**

General Auditor's No.

P-2397
O-2397

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ 120,026.70 is requested for the purpose of a betterment
(Character of Change)
 to the property of THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Owner)
 that is now operated by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Operating Company)
Pittsburgh, Pa. January 29, 1959 D. L. Jerman Chief Engineer
(Place and Date) (Name) (Title)

Location of proposed project: State Penna. & Ohio Valuation Section _____
 Station or M. P. Various Division Pgh. & Conneville

Description of Project: Installation of 115# and 132# new rail at various locations in Pennsylvania and Ohio.

Reasons and necessity for the extension, improvement, or other change: To replace badly worn rail in main track.

SUMMARY OF ESTIMATE

| | | |
|---|--------------|------------------|
| Estimated gross cost of project..... | | \$ 120,026.70 |
| Amount chargeable to operating expenses for property retired..... | \$ 49,360.76 | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | |
| Value of salvage recovered..... | \$ 29,516.22 | |
| Cost of property retired..... | \$ 78,906.98 | 78,906.98 |
| Incidental costs chargeable to operating expenses..... | \$ 29,511.30 | |
| To other accounts..... | \$ | <u>29,511.30</u> |

Net debit or credit to property investment account..... **\$ 11,608.42**

Total cost to be borne by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Company)

or participated in by _____
(Names of all participants and amount borne by each)

Recommended: D. L. Jerman Distribution approved: Ed. Bluckson
(General Auditor)

Expenditure and Change approved and authorized:

Albert H. Graham

Recorded and Registered:
Approved at Board Meeting March 3, 1959
J. L. Parsons Secretary



| REFERENCES | | | |
|------------|----------|--------|-----------|
| Date | Number | State | Vol: Sec. |
| 1943 | P-1159-2 | Penna. | 1-F |
| 1941 | P-1112 | " | 1-P&W-D |
| 1947 | P-1102 | " | 1-Pa. |
| 1930 | P-611 | " | 1-Pa. |
| 1946 | O-1279 | Ohio | 3-Ohio |

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh & Connellsville

Sheet No. 1 of 6 Sheets

Office of Chief Engineer

Date January 29, 19 59

Location and description of project Installation of 115# and 132# new rail at various locations in Pennsylvania and Ohio

Based on Plan

Dated

19

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|---|-------------------|---|------------------------------|-----------------|--------------------------------|----------------|
| BETTERMENT | | | | | | |
| This estimate is divided into 4 parts as follows: | | | | | | |
| Part 1 - Val. Sect. 1-F | | | | | | |
| " 2 - Val. Sect. 1-D | | | | | | |
| " 3 - Val. Sect. 1-Pa. | | | | | | |
| " 4 - Val. Sect. 3-Ohio | | | | | | |
| <u>Part 1-Val. Sect. 1-F</u> | | | | | | |
| | | <u>Install</u> | <u>Release</u> | | | |
| | | <u>132# RE</u> | <u>115# RE H.T.</u> | <u>112#</u> | | |
| Sta. | to Sta. | 1365 | | 1365 | | |
| 795+35 | 809+00 | 780 | | 780 | | |
| 782+77 | 790+57 | | 390 | 390 | | |
| 507+93 | 515+73 | | 390 | 390 | | |
| High Rail only | | | | | | |
| 309+10 | 316+90 | | 390 | 390 | | |
| High Rail only | | | | | | |
| TOTALS | | 2145 | 780 | 2925 | | |
| RAIL | | | | | | |
| 84.268 G.T. | 124.08 | Rail 132# (39") new 2145 Tk. ft. | | 10455.97 | | |
| 26.696 G.T. | 127.90 | " 115# (39") H.T. new 780 Tk. ft. | | 3414.42 | | |
| OTHER TRACK MATERIAL | | | | | | |
| 126.28 Cwt. | 7.474 | Joints 132# 6A 36" new 110 @ 114.8# | | 943.82 | | |
| 42.00 " | 7.80 | " 115# 6A 36" H.T. 40 @ 105.0# | | 327.60 | | |
| 13.07 " | 15.10 | Bolts 132# new 660 @ 1.98# | | 197.36 | | |
| 4.75 " | 15.10 | " 115# " 240 @ 1.98# | | 71.73 | | |
| 0.900 M | 79.90 | Nutlocks new | | 71.91 | | |
| 534.17 Cwt. | 6.688 | Tie Pls. 7-3/4" x 11" new 2488 @ 21.47# | | 3572.53 | | |
| 180.80 " | 6.612 | " " 7-3/4" x 13" " 904 @ 20# | | 1195.45 | | |
| 50.44 Keg | 18.80 | Spikes 6" new 13568 @ 269 | | 948.27 | | |
| | | | | 21199.06 | | |
| COST TO REPIACE IN KIND | | | | | | |
| RAIL | | | | | | |
| 97.500 G.T. | 125.99 | Rail 112# (39") new 2925 Tk. ft. | | 12284.03 | 12284.03 | |
| OTHER TRACK MATERIAL | | | | | | |
| 163.20 Cwt. | 7.637 | Joints 112# 6A 36" new 150 @ 108.8# | | 1246.36 | 1246.36 | |
| 17.82 " | 15.10 | Bolts 112# new 900 @ 1.98# | | 269.08 | 269.08 | |
| 0.900 M | 79.90 | Nutlocks new | | 71.91 | 71.91 | |
| 491.84 Cwt. | 6.65 | Tie Pls. 7-3/4" x 11" new 3392 @ 14.5# | | 3270.74 | 3270.74 | |
| 50.44 Keg | 18.80 | Spikes 6" new 13568 @ 269 | | 948.27 | 948.27 | |
| | | | | 18090.39 | 18090.39 | |
| TOTALS | | | | | | |



Estimated by _____ Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh & Connellsville

Sheet No. 2 of 6 Sheets

Office of Chief Engineer

Date January 29, 1959

Location and description of project Installation of 115# and 132# new rail at various locations in Pennsylvania and Ohio

Based on Plan

Dated _____ 19__

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|---|-------------------|---|------------------------------|-----------------|--------------------------------|----------------|
| COST OF INSTALLING AND RETIRING ITEMS REFERRED | | | | | | |
| 2925 Tk. ft. | 2.30 | Labor | | 6727.50 | | |
| SALVAGE | | | | | | |
| 97.500 G.T. | 60.00 | Rail 112# SH 2925 Tk. ft. | | 5850.00 | | 5850.00 |
| 163.20 Cwt. | 1.8814 | Joints 112# 6A 36" SH 150 @ 108.8# | | 307.04 | | 307.04 |
| 491.84 " | 1.414 | Tie Pls. 7-3/4" x 11" SH 3392 @ 14.5# | | 695.46 | | 695.46 |
| 10400 Lbs. | .005 | Miscl. Scrap | | 52.00 | | 52.00 |
| Totals Part 1 | | | 3108.67 | 17913.39 | | 6904.50 |
| Val. Sect. 1-F | | | | | | |
| Part 2 | | | | | | |
| Val. Sect. 1-D | | | | | | |
| Install 132# Heat Treated Rail | | | | | | |
| release 112# & 115# Rail | | | | | | |
| 753+34 to 761+14 = 780 Tk. ft. | | | | | | |
| 153+04 to 162+79 = 975 Tk. ft. | | | | | | |
| Total | | | | | | |
| 1755 Tk. ft. | | | | | | |
| RAIL | | | | | | |
| 68.947 G.T. | 124.08 | Rail 132# (39") new H.T. 1755 Tks. ft. | 8554.94 | | | |
| OTHER TRACK MATERIAL | | | | | | |
| 103.32 Cwt. | 7.474 | Joints 132# 6A 36" new 90 @ 114.8# | 772.21 | | | |
| 10.69 " | 15.10 | Bolts 132# new 540 @ 1.98# | 161.42 | | | |
| 0.540 M | 79.90 | Nutlocks new | 43.15 | | | |
| 436.70 Cwt. | 6.688 | Tie Pls. 7-3/4" x 14" new 2034 @ 21.47# | 2920.65 | | | |
| 30.25 Keg | 18.80 | Spikes 6" new 8136 @ 269 | 568.70 | | | |
| | | | 13021.07 | | | |
| COST TO REPLACE IN KIND | | | | | | |
| RAIL | | | | | | |
| 33.371 G.T. | 124.08 | Rail 115# (39") new 975 Tks. ft. | 4140.67 | 4140.67 | | |
| 26.000 G.T. | 124.08 | " 112# (39") new 780 Tks. ft. | 3226.08 | 3226.08 | | |
| OTHER TRACK MATERIAL | | | | | | |
| 52.50 Cwt. | 7.474 | Joints 115# 6A 36" new 50 @ 105.0# | 392.39 | 392.39 | | |
| 43.52 " | 7.474 | " 112# 6A 36" new 40 @ 108.8# | 325.27 | 325.27 | | |
| 10.69 " | 15.10 | Bolts 112# & 115# new 540 @ 1.98# | 161.42 | 161.42 | | |
| 0.540 M | 79.90 | Nutlocks new | 43.15 | 43.15 | | |
| 226.00 Cwt. | 6.688 | Tie Pls. 7-3/4" x 13" new 1130 @ 20# | 1511.49 | 1511.49 | | |
| 131.08 " | 6.688 | " " 7-3/4" x 11" new 904 @ 14.5# | 876.66 | 876.66 | | |
| 30.25 Keg | 18.80 | Spikes 6" new 8136 @ 269 | 568.70 | 568.70 | | |
| | | | 11215.83 | | | |
| TOTALS | | | | | | |



Estimated by

Approved

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh & Connellsville Sheet No. 3 of 6 Sheets

Office of Chief Engineer Date January 29, 19 59

Location and description of project Installation of 115# and 132# new rail at various locations in Pennsylvania and Ohio

Based on Plan _____ Dated _____ 19 _____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|---|---------------------------|-----------------|-----------------------------|----------------|
| | | COST OF INSTALLING & RETIRING ITEMS BETTERED | | | | |
| 1755 Tks. ft. | 2.30 | Labor | | 4036.50 | | |
| | | SALVAGE | | | | |
| 33,371 G.T. | 60.00 | Rail 115# (39") SH 975 Tks. ft. | | 2002.26 | | 2002.26 |
| 26,000 G.T. | 60.00 | Rail 112# (39") SH 780 Tks. ft. | | 1560.00 | | 1560.00 |
| 52.50 Cwt. | 1.98 | Joints 115# SH 50 @ 105# | | 103.95 | | 103.95 |
| 43.52 " | 1.98 | " 112# SH 40 @ 108.8# | | 86.17 | | 86.17 |
| 226.00 " | 1.32 | Tie Pls. 7-3/4" x 13" SH 1130 @20# | | 298.32 | | 298.32 |
| 131.08 " | 1.32 | " " 7-3/4" x 11" SH 904 @ 14.5# | | 173.03 | | 173.03 |
| 7900 lbs. | .005 | Misc. Scrap | | 39.50 | | 39.50 |
| | | Totals Part 2 | 1775.24 | 11019.10 | | 4263.23 |
| | | Val. Sect. 1-D | | | | |
| | | Part 3 | | | | |
| | | Val. Sect. 1-Pa. | | | | |
| | | Install 115# new rail | | | | |
| | | Release 105# rail at the following locations: | | | | |
| | | Sta. 96+63 to 102+87=1248 Tks. ft. | | | | |
| | | (2 Tracks) | | | | |
| | | Sta. 361+35 to 384+36=2301 Tks. ft. | | | | |
| | | Sta. 1143+40 to 1159+00=1560 Tks. ft. | | | | |
| | | Sta. 1192+58 to 1207+40=1482 " " | | | | |
| | | Total 6591 " " | | | | |
| | | RAIL | | | | |
| 225,584 G.T. | 127.90 | Rail 115# (39") new 6591 Tks. ft. | 28852.19 | | | |
| | | OTHER TRACK MATERIAL | | | | |
| 354.90 Cwt. | 7.80 | Joints 115# 6A 36" new 338 @ 105# | 2768.22 | | | |
| 40.15 " | 15.10 | Bolts 115# new 2028 @ 1.98# | 606.27 | | | |
| 2.028 " | 79.90 | Nutlocks new | 162.04 | | | |
| 1665.60 Cwt. | 6.612 | Tie Pls. 7-3/4" x 13" new 328 @ 20# | 11012.95 | | | |
| 123.84 Keg | 18.80 | Spikes 6" new 33312 @ 269 | 2328.19 | | | |
| | | | 45729.86 | | | |
| | | TOTALS | | | | |



Estimated by _____ Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh & Connellsville

Sheet No. 4 of 6 Sheets

Office of Chief Engineer

Date January 29, 19 59

Location and description of project Installation of 115# and 132# new rail at various locations in Pennsylvania and Ohio

Based on Plan _____ Dated _____ 19 _____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | I T E M S (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|---|------------------------------|-----------------|--------------------------------|----------------|
| | | <u>COST TO REPIACE IN KIND</u> <u>RAIL</u> | | | | |
| 205.968 G.T. | 127.90 | Rail 105# (39") new 6591 Tk. ft. | 26343.31 | 26343.31 | | |
| | | <u>OTHER TRACK MATERIAL</u> | | | | |
| 306.90 Cwt. | 7.80 | Joints 105# 6A 36" new 338 @ 90.8# | 2393.82 | 2393.82 | | |
| 40.15 Cwt. | 15.10 | Bolts 105# new 2028 @ 1.98# | 606.27 | 606.27 | | |
| 2.028 M | 79.90 | Nutlocks new | 162.04 | 162.04 | | |
| 1207.56 Cwt. | 6.612 | Tie Pls. 7-3/4" x 11" new 8328 @ 14.5# | 7984.39 | 7984.39 | | |
| 123.84 Keg | 18.80 | Spikes 6" new 33312 @ 269 | 2328.19 | 2328.19 | | |
| | | | 39818.02 | 39818.02 | | |
| | | <u>COST OF INSTALLING & RETIRING ITEMS</u> <u>BETTERED</u> | | | | |
| 6591 Tk.ft. | 2.30 | Labor | | 15159.30 | | |
| | | <u>SALVAGE</u> | | | | |
| 205.968 G.T. | 60.00 | Rail 105# (39") SH 6591 Tk. ft. | | 12358.08 | | 12358.08 |
| 306.90 Cwt. | 1.98 | Joints 105# SH | | 607.66 | | 607.66 |
| 1207.56 Cwt. | 1.32 | Tie Pls. 7-3/4" x 11" SH @ 14.5# | | 1593.98 | | 1593.98 |
| 29500 lbs. | .005 | Miscl. Scrap | | 147.50 | | 147.50 |
| | | Totals Part 3 Val. Sect. 1-Pa. | 5911.84 | 40270.10 | | 14707.22 |
| | | TOTALS | | | | |



Estimated by _____ Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh & Connellsville

Sheet No. 5 of 6 Sheets

Office of Chief Engineer

Date January 29, 19 59

Location and description of project Installation of 115# and 112# new rail at various locations in Pennsylvania and Ohio

Based on Plan _____ Dated _____ 19 _____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|---|------------------------------|-----------------|--------------------------------|----------------|
| | | <u>Part 4</u> <u>Val. Sect. 3-Ohio</u> <u>115# new rail-release</u> <u>112# Rail</u> <u>Sta. 2288+99 to 2304+59</u> <u>1560 Track feet</u> | | | | |
| 53,393 G.T. | 127.90 | <u>RAIL</u> Rail 115# (39") new 1560 Tks. ft. | 6828.96 | | | |
| | | <u>OTHER TRACK MATERIAL</u> | | | | |
| 81.00 Cwt. | 7.80 | Joints 115# 6x 36" new 80 @ 105# | 655.20 | | | |
| 9.50 " | 15.10 | Bolts 115# new 480 @ 1.98# | 113.45 | | | |
| 0.480 M | 79.90 | Nutlocks new | 38.35 | | | |
| 362.00 Cwt. | 6.612 | Tie Pls. 7-3/4" x 13" new 1810@20# | 2393.54 | | | |
| 26.91 Keg | 18.80 | Spikes 6" new 7240 @ 269 | 505.91 | | | |
| | | | <u>10565.41</u> | | | |
| | | <u>COST TO REPLACE IN KIND</u> | | | | |
| 52,000 G.T. | 127.90 | Rail 112# (39") new 1560 Tks. ft. | 6650.80 | 6650.80 | | |
| | | <u>OTHER TRACK MATERIAL</u> | | | | |
| 87.04 Cwt. | 7.80 | Joints 112# new 80 @ 108.8# | 678.91 | 678.91 | | |
| 9.50 " | 15.10 | Bolts 112# new 480 @ 1.98# | 113.45 | 113.45 | | |
| 0.480 M | 79.90 | Nutlocks new | 38.35 | 38.35 | | |
| 262.45 Cwt. | 6.612 | Tie Pls. 7-3/4" x 11" new 1819 @ 11.5# | 1735.32 | 1735.32 | | |
| 26.91 Keg | 18.80 | Spikes 6" new 7240 @ 269 | 505.91 | 505.91 | | |
| | | | <u>9752.74</u> | <u>9752.74</u> | | |
| | | <u>COST OF INSTALLING & RETIRING ITEMS</u> <u>BETTERED</u> | | | | |
| 1560 Tks. ft. | 2.30 | Labor | | 3588.00 | | |
| | | <u>SALVAGE</u> | | | | |
| 52,000 G.T. | 60.00 | Rail 112# (39") SH 1560 Tks. ft. | | 3120.00 | | 3120.00 |
| 87.04 Cwt. | 1.98 | Joints 112# SH 80 @ 108.8# | | 172.34 | | 172.34 |
| 262.45 Cwt. | 1.32 | Tie Pls. 7-3/4" x 11" SH 1810 @ 11.5# | | 346.43 | | 346.43 |
| 6500 lbs. | .005 | Misc. Scrap | | 32.50 | | 32.50 |
| | | | | <u>812.67</u> | | <u>3671.27</u> |
| | | Totals Part 4 Val. Sect. 3-Ohio | | 9669.47 | | |



TOTALS

Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh & Connellsville Sheet No. 6 of 6 Sheets

Office of Chief Engineer Date January 29, 19 59

Location and description of project Installation of 115# and 132# new rail at various locations in Pennsylvania and Ohio

Based on Plan _____ Dated _____ 19 _____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|-------------------|------------------------------|-----------------|--------------------------------|-----------------|
| | | SUMMARY | | | | |
| | | Track Feet | | | | |
| | | Val. Sect. 1-F | 2925 | 3108.67 | 17913.39 | 6904.50 |
| | | " " 1-D | 1755 | 1775.24 | 11019.10 | 4263.23 |
| | | " " 1-Pa. | 6591 | 5911.84 | 40270.10 | 14707.22 |
| | | " " 3-Ohio | 1560 | 812.67 | 9669.47 | 3671.27 |
| | | 12831 | 11608.42 | 78872.06 | | 29546.22 |
| | | 2.43 Miles | | | | |
| TOTALS | | | | | | |
| | | | 11608.42 | 78872.06 | | 29546.22 |



Approved _____

Herrington

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1556**

General Auditor's No. **P-2398**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **4,483.80** is requested for the purpose of **an addition**
(Character of Change)

to the property of THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Owner)

that is now operated by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Operating Company)

Pittsburgh, Pa. February 5, 1959
(Place and Date)

D. L. Jerman
(Name)

Chief Engineer
(Title)

Location of proposed project: State **Penna.** Valuation Section **1-Pa.**

Station or M. P. **Roak** Division **Pittsburgh**

Description of Project: **Roak, Pa. - Purchase of powered staging and paint spray outfit for paint gang.**

Reasons and necessity for the extension, improvement, or other change: **To increase productivity of paint gang.**

SUMMARY OF ESTIMATE

| | | |
|---|----|-----------------|
| Estimated gross cost of project..... | \$ | 4,483.80 |
| Amount chargeable to operating expenses for property retired..... | \$ | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | |
| Value of salvage recovered..... | \$ | |
| Cost of property retired..... | \$ | |
| Incidental costs chargeable to operating expenses..... | \$ | |
| To other accounts..... | \$ | |

Net debit or credit to property investment account..... **\$ 4,483.80**

Total cost to be borne by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Company)

or participated in by **D. L. Jerman** (Names of all participants and amount borne by each)

Recommended: **D. L. Jerman** Distribution approved: **Ed. Blackwood**
(General Auditor)

Expenditure and Change approved and authorized:

Albert H. Graham

Recorded and Registered:

Approved by Mr. Graham, March 5, 1959
J. A. Parsons, Secy.

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
| | | | |
| | | | |
| | | | |
| | | | |

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division PittsburghSheet No. 1 of 1 SheetsOffice of Chief EngineerDate February 5, 1959Location and description of project Rook, Pa. - Purchase of powered staging and paint spray outfit for paint gang.

Based on Plan _____ Dated _____ 19____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | I T E M S (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|--|------------------------------|-----------------|--------------------------------|----------------|
| | | <u>ADDITION</u> <u>Val. Sect. 1-Pa.</u> <u>Roadway Machines</u> | | | | |
| 2 Ea. | 1195.00 | Model ST-17 Spider Staging-air powered. With oiler and filter installation, quick disconnect air fitting and transfer chain. | 2,390.00 | | | |
| 2 Ea. | 25.00 | SA-1077 Wire Rope Tension Holders | 50.00 | | | |
| 1 Ea. | | 25 Ft. Adjustable Platform with handrail & fittings | 440.00 | | | |
| 2 Ea. | 4.40 | SA-1001 Rigging Hooks | 8.80 | | | |
| 2 Ea. | 10.00 | Transfer Chains | 20.00 | | | |
| 400 Lin.ft. | .20 | Wire Rope 5/16" diam. Flexset performed 6 by 19 Ref.-Spider Staging Sales Co. 2660 W. 25th St., Cleveland 13, Ohio | 80.00 | | | |
| 1 Ea. | | 10 Gallon-Portable Hydra-Spray outfit No. 226-067 Ref.-Gray Company, Inc. Minneapolis 13, Minn. | 1,495.00 | | | |
| TOTALS | | | | | | |

\$ 4,485.80

Estimated by A. N. Harrington

Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1557**

General Auditor's No. **P-2399**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **9,014.50** is requested for the purpose of **an addition**
(Character of Change)

to the property of THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Owner)

that is now operated by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Operating Company)

Pittsburgh, Pa. February 12, 1959

D. L. Jerman

Chief Engineer

(Place and Date)

(Name)

(Title)

Location of proposed project: State **Penna.** Valuation Section **1-Pa.**

Station or M. P. **Woodrow** Division **Pittsburgh**

Description of Project: **Woodrow, Pa. - Installation of flasher highway crossing signals at public grade crossing.**

Reasons and necessity for the extension, improvement, or other change: **Visibility at this crossing is restricted by a deep cut and curvature. It is in the interests of safety that this authority is requested.**

SUMMARY OF ESTIMATE

| | | |
|---|----|-----------------|
| Estimated gross cost of project..... | \$ | 9,014.50 |
| Amount chargeable to operating expenses for property retired..... | \$ | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | |
| Value of salvage recovered..... | \$ | |

Cost of property retired..... \$

Incidental costs chargeable to operating expenses..... \$

To other accounts..... \$

Net debit or credit to property investment account..... **9,014.50**

Total cost to be borne by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Company)

or participated in by _____
(Names of all participants and amount borne by each)

Recommended: **D. L. Jerman** Distribution approved: **Ed. Blusport**
(General Auditor)

Expenditure and Change approved and authorized:

Albert H. Graham

Recorded and Registered:

Approved by Mr. Graham, March 19, 1959
J. A. Tarabusi, Secretary

REFERENCES

| Date | Number | State | Val. Sec. |
|------|--------|-------|-----------|
| | | | |
| | | | |
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THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh

Sheet No. 1 of 1 Sheets

Office of Chief Engineer

Date Feb. 12, 1959

Location and description of project Woodrow, Pa. - Installation of flasher highway crossing signals at public road crossing.

Based on Plan _____ Dated _____ 19____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | I T E M S (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|---|---|-----------------|--------------------------------|----------------|
| | | <p><u>ADDITION</u></p> <p><u>Val. Sect. 1-Pa.</u></p> <p><u>Signals & Interlockers</u></p> <p>Public road crossing Survey Station 1325+67 Flasher Crossing Signals U.S.&S. material (List A) Commercial material (List B) Labor installing Omissions & Contingencies</p> | <p>3,575.00 1,750.00 2,870.00 819.50</p> | | | |
| TOTALS | | | \$9,014.50 | | | |



Prepared by A. W. Herrington

Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1558**

General Auditor's No. **P-2402**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **5,172.20** is requested for the purpose of **an addition**
(Character of Change)

to the property of THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Owner)

that is now operated by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Operating Company)

Pittsburgh, Pa. March 6, 1959 **D. L. Jerman** **Chief Engineer**
(Place and Date) (Name) (Title)

Location of proposed project: State **Penna.** Valuation Section **1-Pa.**

Station or M. P. **Bower Hill** Division **Pittsburgh**

Description of Project: **Bower Hill, Pa. - Proposed slag embankment replacing Bridge No. 59.56 (8-P).**

Reasons and necessity for the extension, improvement, or other change: **Slag embankment is required to fill Bridge No. 59.56 which is retired under P-2403.**

SUMMARY OF ESTIMATE

| | | |
|---|----|-----------------|
| Estimated gross cost of project..... | \$ | 5,172.20 |
| Amount chargeable to operating expenses for property retired..... | \$ | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | |
| Value of salvage recovered..... | \$ | |
| Cost of property retired..... | \$ | |
| Incidental costs chargeable to operating expenses..... | \$ | |
| To other accounts..... | \$ | |

Net debit or credit to property investment account..... **5,172.20**

Total cost to be borne by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Company)

or participated in by.....
(Names of all participants and amount borne by each)

Recommended: **D. L. Jerman** Distribution approved: **Ed. Blackwood**
(General Auditor)

Expenditure and Change approved and authorized:

Albert H. Graham

Recorded and Registered:
Approved by Mr. Graham, Mar. 20, 1959
J. A. Parsons, Secy.

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
| 1959 | P-2403 | Pa. | 1-Pa. |
| | | | |
| | | | |

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh Sheet No. 1 of 1 Sheets
 Office of Chief Engineer Date March 6, 19 59
 Location and description of project Bower Hill, Pa. - Proposed Slag Embankment Replacing
Bridge No. 59.56 (8-B)

Based on Plan _____ Dated _____ 19__

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|--|------------------------------|-----------------|--------------------------------|----------------|
| | | ADDITION Val. Sect. 1-Pa. Proposed slag embankment at Bridge No. 59.56 retired under P-2403 | | | | |
| | | GRADING Gravelled slag-No charge Labor placing 1,000.00 W.T. Unloading 1,500.00 Transferred from Acct. 6 - P-2403 | | | | |
| 7 C.Y. | 14.00 | Masonry - Cut Stone | 98.00 | | | |
| 184 C.Y. | 7.50 | Concrete- plain | 1,380.00 | | | |
| | | BRIDGES, TREESTLES & CULVERTS 100 lin. ft. 2.24 12" Corr. Iron Pipe 224.00 Labor placing pipe 500.00 Omissions & Contingencies 470.20 | | | | |
| | | Note - Estimated cost of making fill = \$3,694.20. \$1,478.00 is transferred by this A.F.E. to Acct. 3 from Acct. 6 to remain in place as part of the fill. | | | | |
| TOTALS | | | | | | |

\$5,172.20



Estimated by A. W. Harrington Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1559**

General Auditor's No. **P-2403**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **13,455.35** is requested for the purpose of **a retirement**
(Character of Change)

to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Owner)

that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Operating Company)

Pittsburgh, Pa., March 6, 1959 **D. L. Jaman** **Chief Engineer**
(Place and Date) (Name) (Title)

Location of proposed project: State **Penna.** Valuation Section **1-Pa.**

Station or M. P. **Bower Hill** Division **Pittsburgh**

Description of Project: **Bower Hill, Pa. - Retirement of Bridge No. 59.56 (8-B)**

Reasons and necessity for the extension, improvement, or other change: **With the abandonment of the PC&Y R.R. under this bridge, it is now possible to eliminate the bridge and save maintenance costs.**

SUMMARY OF ESTIMATE

| | | | |
|---|----|-----------------|-------------------|
| Estimated gross cost of project..... | | \$ | 13,455.35 |
| Amount chargeable to operating expenses for property retired..... | \$ | 540.60 | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | 4,362.00 | |
| Value of salvage recovered..... | \$ | 2,474.38 | |
| Cost of property retired..... | \$ | 6,376.98 | 6,376.98 |
| Incidental costs chargeable to operating expenses..... | \$ | 1,000.00 | 1,000.00 |
| To other accounts..... | \$ | | |
| Net debit or credit to property investment account..... | | | \$6,078.37 |

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Company)

or participated in by **D. L. Jaman** (Names of all participants and amount borne by each)

Recommended: **D. L. Jaman** Distribution approved: **Ed. Blushoff**
(General Auditor)

Expenditure and Change approved and authorized:

Albert H. Graham
 Recorded and Registered:
Approved by Mr. Graham, Mar. 20, 1959
J. A. Parsons, Secy.

| REFERENCES | | | |
|------------|--------|--------|-----------|
| Date | Number | State | Val. Sec. |
| 1917 | E.R. | Penna. | 1-Pa. |
| 1937 | P-783 | " | " |
| 1959 | P-2402 | " | " |

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh Sheet No. 1 of 2 Sheets
 Office of Chief Engineer Date March 6, 19 59
 Location and description of project Bower Hill, Pa. - Retirement of Bridge No. 59.56 (8-B)

Based on Plan _____ Dated _____ 19__

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|---|------------------------------|-----------------|--------------------------------|----------------|
| | | RETIREMENT | | | | |
| | | <u>Val. Sect. 1-Pa.</u> | | | | |
| | | <u>BRIDGES, TRETTLES & CULVERTS</u> | | | | |
| | | <u>Bridge No. 59.56 (8-B)</u> | | | | |
| | | Thru plate girder span length 56' | | | | |
| | | Originally built 1904 | | | | |
| | | Reinforced 1937 (P-783) | | | | |
| | | <u>Retired from E.R.</u> | | | | |
| | | <u>Substructure</u> | | | | |
| | | (Retired here-transferred to | | | | |
| | | Acct. 3 - P-2402) | | | | |
| | | Excavation | 154.00 | | 154.00 | |
| 7 C.Y. | 14.00 | Masonry-Cut Stone | 98.00 | | 98.00 | |
| 18 1/2 C.Y. | 7.50 | Concrete-Plain | 1,380.00 | | 1,380.00 | |
| | | <u>SUPERSTRUCTURE</u> | | | | |
| | | Thru Plate Girders | 2,019.60 | | 2,019.60 | |
| 59,400 Lbs. | .034 | Sundry Items | 77.00 | | 77.00 | |
| | | <u>RETIRED FROM P-783 (1937)</u> | | | | |
| | | <u>SUPERSTRUCTURE</u> | | | | |
| | | Braces, diaphragms & floor beams | 1,897.80 | | 1,897.80 | |
| 33,237 Lbs. | .057099 | | | | | |
| | | <u>TIES</u> | | | | |
| 6.050 MBM | 67.50 | Bridge Ties Tr. Y.P. (10x12x11) | 408.37 | 408.37 | | |
| | | Handling Expense | 11.15 | 11.15 | | |
| .220 MBM | 60.00 | Spacer Blocks (12x6x11) | 13.20 | 13.20 | | |
| | | <u>OTHER TRACK MATERIAL</u> | | | | |
| 18.30 Cwt. | 2.025 | Tie Plates 10" x 11-3/4" 110 @ | 37.06 | 37.06 | | |
| | | 16.64' | 2.22 | 2.22 | | |
| | | Handling expense | | | | |
| | | <u>TRACKLAYING & SURFACING</u> | | | | |
| 3.875 MBM | 10.00 | Placing Bridge Timber BR | 38.75 | 38.75 | | |
| 2.175 MBM | 20.00 | Placing Bridge Timber P-783 | 43.50 | 43.50 | | |
| .220 MBM | 65.00 | Placing Spacer Blocks P-783 | 14.30 | 14.30 | | |
| | | <u>ENGINEERING</u> | | | | |
| | | 63,767.35 @ .045% ER | 169.53 | | 169.53 | |
| | | Actual Time & Expense P-783 | 13.50 | | 13.50 | |
| | | Total Retirement | 6,376.98 | 567.55 | 5,809.43 | |
| | | <u>PROPERTY ADDED</u> | | | | |
| 36 Ea. | 5.35 | Gross Ties Repl. Bridge Ties | 192.60 | | | |
| 14.40 Cwt. | 6.612 | Tie Plates 7-1/2" x 13" new 72 @ | 95.21 | | | |
| | | 20' | | | | |
| 72 Ea. | .15 | Placing Tie Plates | 10.80 | | | |
| | | labor making retirement | | 1,000.00 | | |
| TOTALS | | | | | | |



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh

Sheet No. 2 of 2 Sheets

Office of Chief Engineer

Date March 6, 1959

Location and description of project Howar Hill, Pa. - Retirement of Bridge No. 59.56 (8-B)

Based on Plan

Dated

19

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | I T E M S (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|----------------------------------|------------------------------|-----------------|--------------------------------|----------------|
| | | <u>SALVAGE</u> | | | | |
| 11.355 C.T. | 35.00 | Bridge Steel | | | 1,447.43 | 1,447.43 |
| 110 Ea. | .245 | Tie Plates 10" x 11-3/4" | | 26.95 | | 26.95 |
| | | <u>DEPRECIATION</u> | | | | |
| | | Depreciation to April 1, 1959 | | | | |
| | | Depreciated value | | | | |
| | | \$2,690.41 | | | | |
| | | 1,303.99 | | | | |
| TOTALS | | | | 16,078.37 | 1,540.60 | 1,474.38 |



Estimated by

W. C. Herrington

Approved

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1560**

General Auditor's No. **P-2404**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **3,730.00** is requested for the purpose of **an addition**
(Character of Change)

to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Owner)

that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Operating Company)

Pittsburgh, Pa. March 6, 1959 **D. L. Jerman** **Chief Engineer**
(Place and Date) (Name) (Title)

Location of proposed project: State **Penna.** Valuation Section **1-Pa.**

Station or M. P. **Rook** Division **Pittsburgh**

Description of Project: **Rook, Pa. - Purchase of Hydraulic Track Liner and attachments.**

Reasons and necessity for the extension, improvement, or other change: **This equipment will affect a saving in labor in lining track.**

SUMMARY OF ESTIMATE

| | | |
|---|----|-----------------|
| Estimated gross cost of project..... | \$ | 3,730.00 |
| Amount chargeable to operating expenses for property retired..... | \$ | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | |
| Value of salvage recovered..... | \$ | |
| Cost of property retired..... | \$ | |
| Incidental costs chargeable to operating expenses..... | \$ | |
| To other accounts..... | \$ | |

Net debit or credit to property investment account..... **3,730.00**

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Company)

or participated in by **D. L. Jerman** (Names of all participants and amount borne by each)
Recommended: **D. L. Jerman** Distribution approved: **Ed. Blackford**
(General Auditor)

Expenditure and Change approved and authorized:

Albert H. Graham

Recorded and Registered:
Approved by Mr. Graham, Mar. 19, 1959
J. A. Parsons, Secy



| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
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THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh

Sheet No. 1 of 1 Sheets

Office of Chief Engineer

Date March 6, 19 59

Location and description of project Rook, Pa. - Purchase of hydraulic track liner and attachments.

Based on Plan _____ Dated _____ 19__

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | I T E M S (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|---|------------------------------|-----------------|--------------------------------|----------------|
| 1 Ea. | | <u>ADDITION</u> <u>Val. Sect. 1-Pa.</u> <u>ROADWAY MACHINES</u> Hydraulic Track Liner Railway Track-Work Co. Model P-O-PCA Assembly With 8 H.P. gasoline engine and on-track assembly including hydraulic hose lines. | \$3,730.00 | | | |
| TOTALS | | | \$3,730.00 | | | |



Estimated by _____ Approved _____

A. W. Herrington

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1561**

General Auditor's No. **P-2405**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **6,899.11** is requested for the purpose of **an addition**
(Character of Change)

to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Owner)

that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Operating Company)

Pittsburgh, Pa. March 20, 1959
(Place and Date)

D. L. Jerman
(Name)

Chief Engineer
(Title)

Location of proposed project: State **Penna.** Valuation Section **L-F**

Station or M. P. **Monessen** Division **Connellsville**

Description of Project: **Monessen, Pa. - Construction of sidetrack to Fox Grocery Co. at Monessen Industrial Site.**

Reasons and necessity for the extension, improvement, or other change: **This construction is necessary to serve facilities of Fox Grocery Company. Fox Grocery Company will advance the estimated cost of the sidetrack. The actual cost of the sidetrack will then be refunded to the shipper at the rate of \$5.00 per revenue car to this sidetrack over a period of 5 years.**

SUMMARY OF ESTIMATE

| | | |
|---|----|-----------------|
| Estimated gross cost of project..... | \$ | 6,899.11 |
| Amount chargeable to operating expenses for property retired..... | \$ | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | |
| Value of salvage recovered..... | \$ | |
| Cost of property retired..... | \$ | |
| Incidental costs chargeable to operating expenses..... | \$ | |
| To other accounts..... | \$ | |

Net debit or credit to property investment account..... **6,899.11**

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Company)

or participated in by **D. L. Jerman** (Names of all participants and amount borne by each)

Recommended: **D. L. Jerman** Distribution approved: **E. L. Blackwood**
(General Auditor)

Expenditure and Change approved and authorized:

Albert H. Graham

Recorded and Registered:
Approved by Mr. Graham April 8, 1959
J. A. Parsons, Secy.

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
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THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Cornellsville Sheet No. 1 of 1 Sheets
 Office of Chief Engineer Date March 20, 1959
 Location and description of project Monessen, Pa. - Construction of sidetrack to Fox Grocery Co. at Monessen Industrial Site

Based on Plan 8058-Y-2-1 Dated Sept. 9, 1958

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|---|-------------------|---------------------------------------|------------------------------|-----------------|--------------------------------|----------------|
| ADDITION | | | | | | |
| Val. Sect. 1-F | | | | | | |
| This estimate provides for a sidetrack out of Spur Track at Monessen Industrial Site to serve Fox Grocery Company P.S. Sta. 40 + 1/4 = 0 + 00 to Sta. 3 + 2 1/4 at the property line. 32 1/2 Track Feet | | | | | | |
| 3.525 MBM | 154.00 | Ties | | | | |
| 130 Ea. | 1.1808 | Switch Timber New 1-7/8 Set | 542.85 | | | |
| | 1.95 | Cross Ties Tr. Oak New | 543.50 | | | |
| | | S.H. | | | | |
| 9.817 G.T. | 60.00 | Rail | | | | |
| | | RAIL 112# (39') SH 32 1/2-29.5 Tk.ft. | 589.02 | | | |
| Other Track Material | | | | | | |
| 1 Ea. | | Switch 16.5'-112# new | 861.14 | | | |
| 1 Ea. | | Frog 13'-112# new | 540.63 | | | |
| 2 Ea. | 140.50 | Od. Rails 13'-112# new | 281.00 | | | |
| 19.58 Cwt. | 1.8814 | Joints 112# 6A 36" SH 18 @ 108.8# | 36.84 | | | |
| 2.14 Cwt. | 15.10 | Bolts 112# new 108 @ 1.98# | 32.31 | | | |
| 0.108 M | 79.90 | Nutlocks new | 8.63 | | | |
| 72.00 Cwt. | 3.23 | Tie Plates 7-1/2" x 13" SH 360 @20# | 232.56 | | | |
| 1 Ea. | | Derail-new | 64.00 | | | |
| 1 Ea. | | Switch Stand-new | 74.62 | | | |
| 1 Ea. | | Switch Lamp & Lock | 28.95 | | | |
| 5.36 Kegs | 18.10 | Spikes new 1309 @ 2 1/4 | 97.02 | | | |
| 2 Ea. | 97.95 | Car Stops-new | 195.90 | | | |
| Ballast | | | | | | |
| 125 C.Y. | 1.75 | Prepared Slag | 218.75 | | | |
| 125 C.Y. | 1.00 | Labor Unloading | 125.00 | | | |
| Tracklaying & Surfacing | | | | | | |
| 32 1/2 Tk. ft. | 2.30 | Placing Track | 745.20 | | | |
| 1 Ea. | | Placing Turnout | 700.00 | | | |
| 360 Ea. | .15 | Placing Tie Plates | 54.00 | | | |
| | | Work Train Expense | 300.00 | | | |
| | | Omissions & Contingencies | 627.19 | | | |
| TOTALS | | | 86,899.11 | | | |



Estimated by A. W. Herrington

Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1562**

General Auditor's No. **P-2406**

AUTHORITY FOR ^{RETIREMENT} EXPENDITURE

Authority for an expenditure of \$ **18,867.88** is requested for the purpose of **a retirement** (Character of Change)

to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY** (Name of Owner)

that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY** (Name of Operating Company)

Pittsburgh, Pa. March 19, 1959 (Place and Date) **D. L. Jerman** (Name) **Chief Engineer** (Title)

Location of proposed project: State **Penna.** Valuation Section **1-F**

Station or M. P. **Alto** Division **CConnellsville**

Description of Project: **Alto, Pa. - Retirement of Alto Set-off Track**

Reasons and necessity for the extension, improvement, or other change: **This track is no longer required and is retired to save maintenance**

Handwritten signature: D. L. Jerman
Handwritten note: P-2637

SUMMARY OF ESTIMATE

| | | |
|--|--------------------|---------------------|
| Estimated gross cost of project | | \$ 18,867.88 |
| Amount chargeable to operating expenses for property retired | \$ 3,020.76 | |
| Amount chargeable to accrued depreciation for property retired | \$ 1,340.63 | |
| Value of salvage recovered | \$ 3,897.55 | |
| Cost of property retired | \$ 8,258.94 | 8,258.94 |
| Incidental costs chargeable to operating expenses | \$ 2,350.00 | 2,350.00 |
| To other accounts | \$ 790.85 | 790.85 |

Net debit or credit to property investment account **\$7,268.09**

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY** (Name of Company)

Recommended by **D. L. Jerman** (Names of all participants and amount borne by each) Distribution approved by **E. H. Blackson** (General Auditor)

Expenditure and Change approved and authorized:

Albert H. Gishorn
Recorded and Registered:
Approved by Mr. Gishorn, May 4, 1959
James A. Parsons, Secy.

| REFERENCES | | | |
|------------|--------|--------|-----------|
| Date | Number | State | Val. Sec. |
| 1932 | P-548 | Penna. | 1-F |
| 1941 | P-1112 | " | " |
| 1942 | P-1159 | " | " |
| 1950 | P-1486 | " | " |

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Connellsville Sheet No. 1 of 2 Sheets
 Office of Chief Engineer Assistant Comr Date March 19, June 16 1959
 Location and description of project Alto, Pa. - Retirement of Alto Set-Off Track

Based on Plan _____ Dated _____ 19__

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|---------------------------------------|------------------------------|---------------------------|--------------------------------|----------------|
| | | RETIREMENT | | <u>Acct</u> <u>613</u> | | |
| | | Val. Sect. 1-F | | | | |
| | | Alto Set-off Track | | | | |
| | | P.S. 1093+32 to P.S. 1102+98 | | | | |
| | | 966 Track Feet | | | | |
| | | All items are retired from | | | | |
| | | P-548 (1932) | | | | |
| | | P-1112 (1941) and P-1159 (1942) | | | | |
| | | TIES | | | | |
| 8.836 MM | 45.7433 | Sw. Timber Oak - 2-#10 Sets | 404.19 | 404.19 | | |
| 409 Ea. | 1.569 | Cross Ties Oak | 641.72 | 641.72 | | |
| | | RAIL | | | | |
| 3.767 G.T. | 41.8944 | Rail 112# (39') new 146-33 Th. | 157.82 | 157.82 | | |
| | | ft. (P-1112) | | | | |
| 4.367 G.T. | 41.9276 | Rail 112# (39') new 164-33 Th. | 183.10 | 183.10 | | |
| | | ft. (P-1159) | | | | |
| 17.571 G.T. | 35.863 | Rail 90# (33') S.H. 656 Th. ft. | 630.15 | 630.15 | | |
| | | (P-548) | | | | |
| | | OTHER TRACK MATERIAL | | | | |
| 1 Ea. | | Switch 16.5'-112# Reinf. new (P-1112) | 194.08 | 194.08 | | |
| 1 Ea. | | Switch 16.5'-112# new (P-1159) | 207.65 | 207.65 | | |
| 1 Ea. | | Frog #10-112# 16.5' Spring new | | | | |
| | | (P-1112) | 197.08 | 197.08 | | |
| 1 Ea. | | Frog #10-112# 16.5' HCM new (P-1159) | 205.50 | 205.50 | | |
| 2 Ea. | 37.185 | Gd. Rails 8.5'-112# new (P-1112) | 74.37 | 74.37 | | |
| 2 Ea. | 11.65 | Gd. Rails 8.5' 112# new (P-1159) | 83.30 | 83.30 | | |
| 6.53 Cwt. | 3.224 | Joints 112# CA 36" new (P-1112) | 21.05 | 21.05 | | |
| 2 Ea. | 8.48 | Joints Compr. 112/90# (P-1112) | 16.96 | 16.96 | | |
| 2 Ea. | 11.65 | " " 112/90# (P-1159) | 23.30 | 23.30 | | |
| 8.70 Cwt. | 3.2316 | " 112# 6A 36" new (P-1159) | 28.11 | 28.11 | | |
| 7.40 Cwt. | 2.27 | " 90# 6A 40 @ 68.5# SH (P-548) | 62.20 | 62.20 | | |
| .87 Cwt. | 4.57 | Bolts 112# new 44 @ 1.98# (P-1112) | 3.98 | 3.98 | | |
| 1.11 Cwt. | 1.99 | " 112# new 56 @ 1.98# (P-1159) | 5.54 | 5.54 | | |
| 3.97 Cwt. | 3.81 | " 90# new 240 @ 1.653# (P-548) | 15.13 | 15.13 | | |
| .044 M | 32.84 | Nutlocks 112# new (P-1112) | 1.44 | 1.44 | | |
| .056 M | 34.41 | " 112# " (P-1159) | 1.93 | 1.93 | | |
| 16.24 Cwt. | 2.15 | Tie Pls. 7-1/2" x 11" 112 @ 14.5# | | | | |
| | | (P-1112) | 34.92 | 34.92 | | |
| 19.58 Cwt. | 2.1724 | Tie Pls. 7-1/2" x 11" 135 @ 14.5# | | | | |
| | | (P-1159) | 42.54 | 42.54 | | |
| 26.34 Cwt. | 1.68 | Tie Pls. 6" x 9" 347 @ 7.59# (P-548) | 44.25 | 44.25 | | |
| 1.54 Kegs | 6.05 | Spikes 6" 44 @ 269 (P-1112) | 9.32 | 9.32 | | |
| 2.65 Kegs | 6.02 | Spikes 6" 712 @ 269 (P-1159) | 15.95 | 15.95 | | |
| 6.66 " | 6.48 | " 5-1/2" 226 @ 340 (P-548) | 43.16 | 43.16 | | |
| 98 Ea. | .2015 | Anticreepers new (P-1159) | 19.75 | 19.75 | | |
| 2 Ea. | 11.80 | Sw. Stands NC Low SH (P-548) | 23.60 | 23.60 | | |
| 2 Ea. | 9.70 | Sw. Lamps new (P-548) | 19.40 | 19.40 | | |
| 2 Ea. | .53 | Sw. Locks new (P-548) | 1.06 | 1.06 | | |
| 1 Ea. | | Derail Hayes SH (P-548) | 9.95 | 9.95 | | |
| 1 Ea. | | Sw. Lock for Derail (P-548) | .53 | .53 | | |
| TOTALS | | | | | | |

Deaf Copy

April 23, 1959

Mr. A. H. Graham
Executive Vice President & Treasurer

Contract Mileage - The Pittsburgh & West Virginia Railway Company -
Telegraph Allowance - Susan to Donna

Dear Sir:

Pursuant to the decision of the Policy and Salary Committee to advise the Western Union Telegraph Company that this railroad has abandoned five miles of wire line presently under contract with the Western Union Telegraph Company I am submitting for your execution A.P.R. P-2409 covering this retirement from the books of the company.

Your attention is called to an expense of \$1,176.80, a sum agreed upon negotiation with Western Union and The Pittsburgh & West Virginia Railway Company as representing the monetary value of the undepreciated portion of Western Union Telegraph Company's ownership.

A bill of sale pursuant to this matter was forwarded to your office for execution on April 17th.

Upon execution of this contract this office will issue a bill for the aforesaid referenced sum to be paid to the Western Union Telegraph Company.

Very truly yours,

D. L. Jerman,
Chief Engineer.

DLJ:am
Enc.

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1563**

General Auditor's No. **P-2409**

RETIREMENT AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **8,774.40** is requested for the purpose of **a retirement**
(Character of Change)

to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Owner)

that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Operating Company)

Pittsburgh, Pa. March 30, 1959
(Place and Date)

D. L. Jerman
(Name)

Chief Engineer
(Title)

Location of proposed project: State **Penna.** Valuation Section **1-0**

Station or M. P. **Sudan** Division **Donora Branch**

Description of Project: **Sudan, Pa. - Retirement of telegraph and telephone line from Sudan to Donora.**

Reasons and necessity for the extension, improvement, or other change: **This line is no longer required and is retired to save maintenance**

SUMMARY OF ESTIMATE

| | | |
|---|----|-----------------|
| Estimated gross cost of project..... | \$ | 8,774.40 |
| Amount chargeable to operating expenses for property retired..... | \$ | 1,176.80 |
| Amount chargeable to accrued depreciation for property retired..... | \$ | 3,798.80 |
| Value of salvage recovered..... | \$ | |
| Cost of property retired..... | \$ | 4,975.60 |
| Incidental costs chargeable to operating expenses..... | \$ | |
| To other accounts..... | \$ | |

Net debit or credit to property investment account..... **\$ 3,798.80**

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Company)

or participated in by.....
(Names of all participants and amount borne by each)

Recommended: **D. L. Jerman** Distribution approved: **Ed. Bluckson**
(General Auditor)

Expenditure and Change approved and authorized:

Albert H. Graham

Recorded and Registered:
Approved by Mrs. Graham, April 24, 1959
J. A. Parsons, Sec'y

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
| 1932 | P-616 | Pa. | 1-0 |
| | | | |
| | | | |

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Donora Branch

Sheet No. 1 of 1 Sheets

Office of Chief Engineer

Date March 30, 1959

Location and description of project Sudany Pa. - Retirement of telegraph and telephone line from Sudan to Donora

Based on Plan _____ Dated _____ 19__

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | I T E M S (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|--|------------------------------|-----------------|--------------------------------|----------------|
| 5.90 Mile | 643.864 | <p><u>RETIREMENT</u> <u>Val. Sect. 1-G</u> <u>Communication Systems</u></p> <p>Railway Company equity in telegraph and telephone line constructed on Railway Company right of way under agreement with Western Union Telegraph Company dated October 6, 1930. Line consisted of 2 wires on wooden poles.</p> <p>Depreciation to April 1, 1959 \$712.28 Depreciated Value 3,086.52</p> <p>(Note-This line was not included on the depreciation schedule until 1954).</p> <p><u>Cost of making retirement</u></p> <p>Depreciated value of Western Union equity in line.</p> <p><u>Salvage</u> None</p> | 3,798.80 | | 3,798.80 | |
| TOTALS | | | 3,798.80 | 1,176.80 | 3,798.80 | |



Estimated by A. W. Harrington Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh

Sheet No. 1 of 1 Sheets

Office of Chief Engineer

Date April 3 1929

Location and description of project Rook, Pa. - Purchase of Ingersoll-Rand Spot-Air Compressor.

Based on Plan _____ Dated _____ 19____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|--|---------------------------|-----------------|-----------------------------|----------------|
| 1 | each | <p><u>ADDITION</u> <u>Val. Sect. I-Pa.</u> <u>ROADWAY MACHINES</u></p> <p>Ingersoll-Rand Spot-Air Compressor Type 3R-36 cfm. self-contained-gasoline powered.</p> <p style="text-align: center;">↑</p> <p style="text-align: center;">HCK</p> <p style="text-align: center;">P/s Order</p> | \$ 1250.00 | | | |
| TOTALS | | | | | | |

\$ 1250.00

Estimated by A. W. Herrington

Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1565**

General Auditor's No. **P-2/11**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **1112.36** is requested for the purpose of **a retirement**
(Character of Change)

to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Owner)

that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Operating Company)

Pittsburgh, Pa. April 3, 1959
(Place and Date)

D. L. Jerman
(Name)

Chief Engineer
(Title)

Location of proposed project: State **Penna.** Valuation Section **1-Pa.**

Station or M. P. **Rock** Division **Pittsburgh**

Description of Project: **Rock, Pa. - Retirement of Ingersoll-Rand Spot-Air Compressor.**

Reasons and necessity for the extension, improvement, or other change: **This compressor was destroyed in fire of March 22, 1959.**

SUMMARY OF ESTIMATE

| | | |
|---|----|----------------|
| Estimated gross cost of project..... | \$ | 1112.36 |
| Amount chargeable to operating expenses for property retired..... | \$ | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | |
| Value of salvage recovered..... | \$ | |
| Cost of property retired..... | \$ | |
| Incidental costs chargeable to operating expenses..... | \$ | |
| To other accounts..... | \$ | |

Net debit or credit to property investment account..... **\$ 1112.36**

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Company)

or participated in by **D. L. Jerman** (Names of all participants and amount borne by each)

Recommended: **D. L. Jerman** Distribution approved: **Ed. Bluewood**
(General Auditor)

Expenditure and Change approved and authorized:

Albert H. Graham

Recorded and Registered:

Approved by Mr. Graham, April 24, 1959
J. A. Jackson, Deputy

| REFERENCES | | | |
|------------|--------|--------|-----------|
| Date | Number | State | Val. Sec. |
| 1955 | P-2038 | Penna. | 1-Pa. |
| | | | |
| | | | |

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh

Sheet No. 1 of 1 Sheets

Office of Chief Engineer

Date April 3 19 59

Location and description of project Rook, Pa. - Retirement of Ingersoll Rand Spot-Air Compressor

Based on Plan _____ Dated _____ 19 _____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|--|------------------------------|-----------------|--------------------------------|----------------|
| | | <u>RETIREMENT</u> | | | | |
| | | <u>Val. Sect. 1-Pa.</u> | | | | |
| | | <u>ROADWAY MACHINES</u> | | | | |
| 1 | each | Ingersoll-Rand Spot-Air Compressor Type 3R-36 cfm. Self-contained-gasoline powered | 1112.36 | | 1112.36 | |
| | | SALVAGE | | | | none |
| TOTALS | | | 1112.36 | | 1112.36 | |



Estimated by A. W. Harrington

Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1566**

General Auditor's No. **P-2416**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **4,458.18** is requested for the purpose of **an addition**
(Character of Change)

to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Owner)

that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Operating Company)

Pittsburgh, Pa. May 6, 1959

D. L. Jerman

Chief Engineer

(Place and Date)

(Name)

(Title)

Location of proposed project: State **Penna.** Valuation Section **1-D**

Station or M. P. **Longview** Division **Connellsville**

Description of Project: **Longview, Pa. - Repair and reinforcing Overhead Bridge No. 46.02 (8-C)**

Reasons and necessity for the extension, improvement, or other change: **The Pennsylvania Department of Highways have taken over the maintenance of this bridge. In order that they may install a concrete roadway it is necessary that the bridge be strengthened to take the additional dead load.**

SUMMARY OF ESTIMATE

| | | | |
|---|----|-----------------|--------------------|
| Estimated gross cost of project..... | | | \$ 4,458.18 |
| Amount chargeable to operating expenses for property retired..... | \$ | | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | | |
| Value of salvage recovered..... | \$ | | |
| Cost of property retired..... | \$ | | |
| Incidental costs chargeable to operating expenses..... | \$ | 1,478.90 | 1,478.90 |
| To other accounts..... | \$ | | |

Net debit or credit to property investment account..... **\$2,979.28**

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Company)

or participated in by **D. L. Jerman** (Names of all participants and amount borne by each)

Recommended: **D. L. Jerman** Distribution approved: **Ed. Blackwood**
(General Auditor)

Expenditure and Change approved and authorized:

Albert H. Graham

Recorded and Registered:
approved by Mr. Graham, May 25, 1959
J. A. Parsons, Secretary

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
| | | | |
| | | | |
| | | | |
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THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Cornellsville

Sheet No. 1 of 1 Sheets

Office of Chief Engineer

Date May 6, 19 59

Location and description of project Longview, Pa. - Repair and reinforcing Overhead Bridge
No. 46.02 (8-C)

Based on Plan 8048-W-5

Dated July 22, 19 58

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | I T E M S (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|--|------------------------------|-----------------|--------------------------------|----------------|
| | | <u>ADDITION</u> <u>Val. Sect. 1-D</u> <u>PUBLIC IMPROVEMENTS</u> <u>Bridge No. 46.02 (8-C)</u> <u>Additional Steel</u> | | | | |
| 1527 lbs. | .1011 | 6 Pcs. 5/8" x 5" x 24'-0" Plates TP-3 | 154.38 | | | |
| 498 lbs. | .1011 | 2 Pcs. 5/8" x 5" x 23'-6" Plates TP-2 | 50.35 | | | |
| 498 lbs. | .1011 | 2 Pcs. 5/8" x 5" x 23'-6" Plates TP-1 | 50.35 | | | |
| 4393 lbs. | .1032 | 758 Pcs. 4" Channel @ 13.8" C1 0'-5" long Labor Installing | 453.36 2,000.00 | | | |
| | | <u>Replacement Steel</u> | | | | |
| 2449 lbs. | .1011 | 6 Pcs. 5/8" x 8" x 24'-0" Plates BP-3 | | 247.59 | | |
| 479 lbs. | .1011 | 2 Pcs. 3/8" x 8" x 23'-6" Plates BP-2 | | 48.43 | | |
| 479 lbs. | .1011 | 2 Pcs. 3/8" x 8" x 23'-6" Plates BP-1 | | 48.43 | | |
| | | Labor Installing | | 1,000.00 | | |
| | | Omissions & Contingencies | 270.84 | 134.45 | | |
| TOTALS | | | | | | |

2,979.28 1,478.98

Estimated by A. W. Herrington

Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1567**

General Auditor's No. **P-2417**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **1,059.50** is requested for the purpose of **an addition**
(Character of Change)

to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Owner)

that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Operating Company)

Pittsburgh, Pa. May 7, 1959
(Place and Date)

D. L. Jerman
(Name)

Chief Engineer
(Title)

Location of proposed project: State **Penna.** Valuation Section **1-Pa.**

Station or M. P. **Rook** Division **Pittsburgh**

Description of Project: **Rook, Pa. - Purchase of Ingersoll-Rand Air Hoist for Bridge Gang.**

Reasons and necessity for the extension, improvement, or other change: **This hoist has been used on a rental basis for 3 months. It is proposed to exercise our option to purchase, therefore eliminating the monthly rental.**

SUMMARY OF ESTIMATE

| | | |
|---|----|-----------------|
| Estimated gross cost of project..... | \$ | 1,059.50 |
| Amount chargeable to operating expenses for property retired..... | \$ | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | |
| Value of salvage recovered..... | \$ | |
| Cost of property retired..... | \$ | |
| Incidental costs chargeable to operating expenses..... | \$ | |
| To other accounts..... | \$ | |

Net debit or credit to property investment account..... **1,059.50**

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Company)

or participated in by.....
(Names of all participants and amount borne by each)

Recommended: **D. L. Jerman** Distribution approved: **Ed. Blackford**
(General Auditor)

Expenditure and Change approved and authorized:

Albert H. Graham
Executive Vice President

Recorded and Registered:
Approved by Mr. Graham, June 19, 1959
J. A. Parsons, Secretary

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
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THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh

Sheet No. 1 of 1 Sheets

Office of Chief Engineer

Date May 7, 19 59

Location and description of project Rook, Pa. - Purchase of Ingersoll-Rand Air Hoist for
Bridge Gang.

Based on Plan

Dated

19

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | I T E M S (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|---|------------------------------|-----------------|--------------------------------|----------------|
| 1 Each | | <p><u>ADDITION</u></p> <p><u>Val. Sect. 1-Pa.</u> <u>ROADWAY MACHINES</u></p> <p>Model HU Ingersoll-Rand Air Hoist Serial No. 22214 Dravo-Boyle Company</p> | \$1,059.50 | | | |
| TOTALS | | | \$1,059.50 | | | |



Estimated by

A. W. Herrington

Approved

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. 1568

General Auditor's No. 0-2418

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ 5,207.43 is requested for the purpose of an addition
(Character of Change)
 to the property of THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Owner)
 that is now operated by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Operating Company)
Pittsburgh, Pa. - May 20, 1959 D. L. Jerman Chief Engineer
(Place and Date) (Name) (Title)

Location of proposed project: State Ohio Valuation Section 3-Ohio
 Station or M. P. Mingo Division Pittsburgh

Description of Project: Mingo, Ohio - Construction of ballast loading track

Reasons and necessity for the extension, improvement, or other change:
Reduction in cost of ballast

SUMMARY OF ESTIMATE

Estimated gross cost of project..... \$ 5,207.43
 Amount chargeable to operating expenses for property retired..... \$
 Amount chargeable to accrued depreciation for property retired..... \$
 Value of salvage recovered..... \$
 Cost of property retired..... \$
 Incidental costs chargeable to operating expenses..... \$
 To other accounts..... \$

Net debit or credit to property investment account..... 5,207.43

Total cost to be borne by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Company)
 or participated in by
 Recommended: D. L. Jerman (Names of all participants and amount borne by each) Distribution approved: Ed. Blackson
(General Auditor)
 Expenditure and Change approved and authorized:

Albert H. Graham
 Recorded and Registered:
Approved by Mr. Graham June 10, 1959
J. A. Parsons, Secretary

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
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THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh Sheet No. 1 of 1 Sheets
 Office of Chief Engineer Date May 20, 1959
 Location and description of project Hingo, Ohio - Construction of ballast loading track

Based on Plan 7741-R-2 Dated May 20, 1959

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|--|------------------------------|-----------------|--------------------------------|----------------|
| | | <p>ADDITION Val. Sect. 3-Ohio</p> <p>This estimate covers the cost of a sidetrack cut of Nickis Plate Connection track P.S. Sta. 20+75.7 to Sta. 24+74.7 - 399 Track feet</p> <p>TIES</p> <p>1 Set Ea. 163 1.95 Sw. Timber Tr. Oak new #8 set Gross Ties SH 542.93 317.85</p> <p>RAIL</p> <p>G.T. 11.546 60.00 Rail (39') 105# SH 399-29.5 Tk.ft. 692.76</p> <p>OTHER TRACK MATERIAL</p> <p>Ea. 1 Switch 16-1/2' 105# SH 282.72 " 1 Frog #8 Rigid SH 183.00 " 2 19.60 Gd. Rails 8-1/2' SH 39.20 " 25 1.80 Joints 105# SH 45.00 Kegs 2 30.00 Bolts 105# new 60.00 Keg 1/4 83.88 Nutlocks 105# 20.97 Ea. 400 .174 Tie Plates 105# SH D.S. 69.60 Keg 5 19.934 Spikes 6" new 99.67 Set 1 Car Stops C&C 97.95 Keg 3 21.91 Spikes-5-1/2" new 65.73 Ea. 1 Sw. Lamp new 38.95</p> <p>BALLAST - None</p> <p>Tk. ft. 399 2.30 Placing Track 917.70 Ea. 1 Placing Turnout 700.00 Ea. 400 .15 Placing Tie Plates 60.00 Work Train Service 500.00</p> <p>Omissions & Contingencies 473.40</p> | | | | |
| TOTALS | | | | | | |

5,207.43

Estimated by _____ Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1553**

General Auditor's No. **10-2393**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **495.00** is requested for the purpose of **an addition**
(Character of Change)

to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Owner)

that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Operating Company)

Pittsburgh, Pa. Jan. 6, 1959

D. L. Jernan

Chief Engineer

(Place and Date)

(Name)

(Title)

Location of proposed project: State **Penna.** Valuation Section **1-Pa.**

Station or M. P. **Rock** Division **Pittsburgh**

Description of Project: **Rock, Pa. - Purchase of Tool Trailer**

Reasons and necessity for the extension, improvement, or other change: **This tool trailer was purchased in February 1957 and charged to operating expense. This authority is prepared to correct the record.**

142 Proposed - See Jan 19, 1959 in add. sheet.

SUMMARY OF ESTIMATE

| | | |
|---|----|------------------|
| Estimated gross cost of project..... | | \$ 495.00 |
| Amount chargeable to operating expenses for property retired..... | \$ | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | |
| Value of salvage recovered..... | \$ | |
| Cost of property retired..... | \$ | |
| Incidental costs chargeable to operating expenses..... | \$ | |
| To other accounts..... | \$ | |

Net debit or credit to property investment account..... **\$495.00**

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Company)

or participated in by **D. L. Jernan** (Names of all participants and amount borne by each)

Recommended: **D. L. Jernan** Distribution approved: **Ed. Blackwood**
(General Auditor)

Expenditure and Change approved and authorized:

Albert H. Graham
Executive Vice President

Recorded and Registered:

Approved by Mr. Albert H. Graham Jan. 14, 1959

J. A. Parsons, Secy.

REFERENCES

| Date | Number | State | Val. Sec. |
|------|--------|-------|-----------|
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THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No.

STATEMENT

General Auditor's No. **P-2421**

Division: Pittsburgh **AUTHORITY FOR EXPENDITURE** No. 1 of 1 Sheets

Authority for an expenditure of \$ 962.00 is requested for the purpose of an addition

Location and description of project Pittsburgh, Pa. - Purchase of Microptic Theodolite (Character of Change)
to the property of THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY (Name of Owner)

that is now operated by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY (Name of Operating Company)

Pittsburgh, Pa. June 18, 1959 (Place and Date) D. L. Jerman (Name) Chief Engineer (Title)

DETAILED ESTIMATE OF LABOR AND MATERIAL

Location of proposed project: State Penna. Valuation Section 1-Pa.
Station or M. P. Pittsburgh Division Pittsburgh

| Quantity (1) | Unit Price (2) | ITEMS | Road and Equipment (3) | Expenses (4) | Accepted Improvements (5) | Balance (7) |
|--------------|----------------|--|------------------------|----------------|---------------------------|-------------|
| 1 each | | <u>Pittsburgh, Pa. - Purchase of Microptic Theodolite for Engineering Corps.</u> <u>Ref. Sect. 1-Pa.</u> <u>MICROPTIC</u> <u>Microptic Theodolite</u> <u>No. 7-216</u> <u>With 20 second reading together</u> <u>with tripod and carrying case</u> <u>Ref. - Eugene Dietzen Co.</u> | | | | |
| | | | | <u>8962.00</u> | | |

Reasons and necessity for the extension, improvement, or other change: Present instrument is over 30 years old and repairs are not warranted. New instrument will also afford a safer condition when being used in bridge work.

SUMMARY OF ESTIMATE

| | | |
|---|----|---------------|
| Estimated gross cost of project..... | \$ | <u>962.00</u> |
| Amount chargeable to operating expenses for property retired..... | \$ | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | |
| Value of salvage recovered..... | \$ | |
| Cost of property retired..... | \$ | |
| Incidental costs chargeable to operating expenses..... | \$ | |
| To other accounts..... | \$ | |
| Net debit or credit to property investment account..... | | <u>962.00</u> |

Total cost to be borne by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY (Name of Company)

Recommended: D. L. Jerman (Names of all participants and amount borne by each) Distribution approved: E. H. Blackburn (General Auditor)

Expenditure and Change approved and authorized:

A. Albert H. Graham

Recorded and Registered: Approved by Mr. Graham July 9, 1959
J. A. Parsons, Secretary

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
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Estimated by A. H. Harrington Approved

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No.

General Auditor's No. **P-2427**

AUTHORITY FOR ~~EXPENDITURE~~ ^{RETIREMENT}

Authority for an expenditure of \$ **760.00** is requested for the purpose of **a retirement**
(Character of Change)

to the property of THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Owner)

that is now operated by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Operating Company)

Pittsburgh, Pa. June 18, 1959
(Place and Date)

D. L. Jerman
(Name)

Chief Engineer
(Title)

Location of proposed project: State **Penna.** Valuation Section **1-F**

Station or M. P. **Pittsburgh** Division **Connellsville**

Description of Project: **Pittsburgh, Pa. - Retirement of Berger Transit**

Reasons and necessity for the extension, improvement, or other change: **This instrument is over 30 years old and repairs are not warranted.**

SUMMARY OF ESTIMATE

| | | | |
|---|----|---------------|---------------|
| Estimated gross cost of project..... | | \$ | 760.00 |
| Amount chargeable to operating expenses for property retired..... | \$ | | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | 365.00 | |
| Value of salvage recovered..... | \$ | 15.00 | |
| Cost of property retired..... | \$ | 380.00 | 380.00 |
| Incidental costs chargeable to operating expenses..... | \$ | | |
| To other accounts..... | \$ | | |

Net debit or credit to property investment account..... **\$380.00**

Total cost to be borne by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Company)

or participated in by **D. L. Jerman** (Names of all participants and amount borne by each)

Recommended: **D. L. Jerman** Distribution approved: **Ed. Blackwood**
(General Auditor)

Expenditure and Change approved and authorized:

Spalbert H. Graham

Recorded and Registered:

Approved by Mr. Graham, July 9, 1959
J. A. Pearson, Secretary

REFERENCES

| Date | Number | State | Val. Sec. |
|------|--------|-------|-----------|
| 1928 | P-548 | Pa. | 1-F |

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Connellsville

Sheet No. 1 of 1 Sheets

Office of Chief Engineer

Date June 18, 19 59

Location and description of project Pittsburgh, Pa. - Retirement of Berger Transit

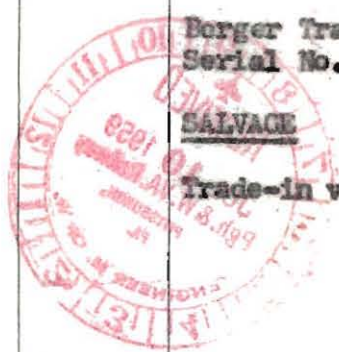
Based on Plan

Dated

19

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|--|------------------------------|--|--------------------------------|-----------------------|
| 1 Each | | <p><u>RETIREMENT</u></p> <p><u>Val. Sect. 1-F</u></p> <p><u>ENGINEERING</u></p> <p>Berger Transit Serial No. 16660</p> <p><u>SALVAGE</u></p> <p>Trade-in value</p> | <p>\$380.00</p> | <p>\$380.00</p> <p>15.00</p> | | <p>\$15.00</p> |
| TOTALS | | | \$380.00 | \$365.00 | | \$15.00 |



Estimated by A. W. Herrington

Approved

\$380.00

\$365.00

\$15.00

August 6, 1959

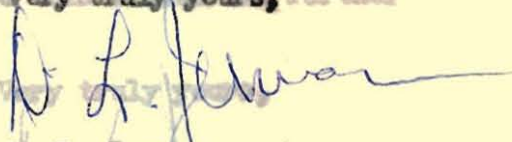
Mr. A. H. Graham
Executive Vice President & Treasurer
Mr. A. H. Graham
Executive Vice President & Treasurer Car

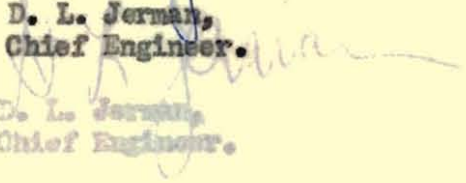
Dear Sir: A.F.E. P-2423-Power Derrick Car

Dear Sir: using an authority for expenditure covering the purchase of a truck gandy to be used to get on and off equipment present used by the Please cancel the above referenced A.F.E. for power derrick car. A substitute A.F.E. for an alternate derrick car will be substituted shortly.

Upon execution of this A.F.E., please return to Very truly yours, further handling.

DLJ:em
cc: Mr. E. Gluckson
Mr. W. K. Kearns ✓
DLJ:em
Enc.
cc: Mr. W. E. Kearns


D. L. Jerman,
Chief Engineer.


D. L. Jerman,
Chief Engineer.



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1571**

General Auditor's No. **P-2423**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **2,650.00** is requested for the purpose of **an addition**
(Character of Change)

to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Owner)

that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Operating Company)

Pittsburgh, Pa. July 9, 1959
(Place and Date)

D. L. Jerman
(Name)

Chief Engineer
(Title)

Location of proposed project: State **Penna.** Valuation Section **1-Pa.**

Station or M. P. **Rook** Division **Pittsburgh**

Description of Project: **Rook, Pa. - Purchase of Fairmont Power Lift Type W-6h Derrick Car and Portable Set-off Ramp.**

Reasons and necessity for the extension, improvement, or other change:

To permit safer working conditions for the tie gang.

SUMMARY OF ESTIMATE

| | | | |
|---|----|----|----------|
| Estimated gross cost of project..... | | \$ | |
| Amount chargeable to operating expenses for property retired..... | \$ | | 2,650.00 |
| Amount chargeable to accrued depreciation for property retired..... | \$ | | |
| Value of salvage recovered..... | \$ | | |
| Cost of property retired..... | \$ | | |
| Incidental costs chargeable to operating expenses..... | \$ | | |
| To other accounts..... | \$ | | |

Net debit or credit to property investment account..... **\$ 2,650.00**

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Company)

or participated in by.....
(Names of all participants and amount borne by each)

Recommended: **D. L. Jerman** Distribution approved: **E. J. Blackburn**
(General Auditor)

Expenditure and Change approved and authorized:

Recorded and Registered:

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
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THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh

Sheet No. 1 of 1 Sheets

Office of Chief Engineer

Date July 9, 1959

Location and description of project Roock, Pa. - Purchase of Fairmont Power Lift Type W-6h
Derrick Car and Portable set-off Ramp

Based on Plan _____ Dated _____ 19__

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|--|------------------------------|-----------------|--------------------------------|----------------|
| | | <u>ADDITION</u> | | | | |
| | | <u>Val. Sect. 1-Pa.</u> | | | | |
| | | <u>ROADWAY MACHINES</u> | | | | |
| 1 Each | | Type W-6h Derrick Car with power lift Fairmont Ry. Motors, Inc. | \$2,250.00 | | | |
| 1 Each | | Cap. 3000# Max. Load Portable Set-off Ramp | 400.00 | | | |
| TOTALS | | | | | | |

\$ 2,650.00



Estimated by A. W. Herrington Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1572**

General Auditor's No. **P-2426**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **37,080.14** is requested for the purpose of **an addition & betterment**
(Character of Change)

to the property of THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Owner)

that is now operated by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Operating Company)

Pittsburgh, Pa. July 20, 1959 (Place and Date) **Dr. L. J. Jovan** (Name) **Chief Engineer** (Title)

Location of proposed project: State **Penn.** Valuation Section **1-Pa.**

Station or M. P. **Sygan** Division **Pittsburgh**

Description of Project: **Sygan, Pa. - Reinforcing and repairing Bridge No. 62.02 (10-0)**

Reasons and necessity for the extension, improvement, or other change:

This work is necessary to keep the above referenced bridge in proper operating condition.

SUMMARY OF ESTIMATE

| | | |
|---|----|-----------------------------------|
| Estimated gross cost of project..... | \$ | 37,080.14 |
| Amount chargeable to operating expenses for property retired..... | \$ | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | |
| Value of salvage recovered..... | \$ | 5,439.15 613.13 |
| Cost of property retired..... | \$ | 6,052.58 6,052.58 |
| Incidental costs chargeable to operating expenses..... | \$ | |
| To other accounts..... | \$ | 17,503.20 17,503.20 |
| Net debit or credit to property investment account..... | | \$13,524.36 |

Total cost to be borne by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Company)

or participated in by.....
(Names of all participants and amount borne by each)

Recommended: **D. S. Jermace** Distribution approved: **Ed. Bluckhorn**
(General Auditor)

Expenditure and Change approved and authorized:

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
| | | | |
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Recorded and Registered:

Approved at Board Meeting August 4, 1959
J. R. [Signature], Secretary

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh

Sheet No. 1 of 1 Sheets

Office of Chief Engineer

Date July 20, 1959

Location and description of project Syran, Pa. - Reinforcing and repairing Bridge No. 62.02 (10-2)

Based on Plan 6121-N-3

Dated May 11, 1959

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|--|--------------------------------|----------------------------------|--------------------------------|----------------|
| | | <u>BETTERMENT</u> <u>Val. Sect. 1-Pa.</u> <u>Bridges, Trusses & Culverts</u> <u>Fabrication of Steel</u> | | | | |
| 21,303 lbs. | .1289 | Steel Added | 2,715.96 | | | |
| 41,325 lbs. | .1289 | Steel bettered & repaired Railway Company material Engineering (Sumner Engineering Company) | 5,713.49 800.00 1,088.00 | 2,312.00 | | |
| | | labor placing steel added labor replacing steel ret'd. labor removing old steel Railway Company material repairing steel | 8,000.00 | 5,000.00 7,000.00 1,600.00 | | |
| | | <u>COST TO REPLACE IN KIND</u> | | | | |
| 41,325 lbs. | .1289 | Old steel retired | 5,713.49 | | 5,713.49 | |
| | | <u>ENGINEERING</u> \$7,535.25 @ .045% | 339.09 | | 339.09 | |
| | | <u>SALVAGE</u> | | | | |
| 19,788 G.F. | 31.00 | Steel scrap | | | 613.43 | 613.43 |
| | | Omissions & Contingencies | 1,229.49 | 1,591.20 | | |
| TOTALS | | | | | | |

\$13,524.36 17,503.20 5,439.15 613.43

Estimated by A. W. Harrington

Approved _____



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1573**

General Auditor's No.

0-2427

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **24,219.05** is requested for the purpose of **an addition & betterment**
(Character of Change)

to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Owner)

that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Operating Company)

Pittsburgh, Pa. July 20, 1959 **D. L. Jerman** **Chief Engineer**
(Place and Date) (Name) (Title)

Location of proposed project: State **Ohio** Valuation Section **3-Ohio**

Station or M. P. **New Alexandria** Division **Pittsburgh**

Description of Project: **New Alexandria, Ohio - Reinforcing and repairing Bridge No. 95.90 (44-8)**

Reasons and necessity for the extension, improvement, or other change:

This work is necessary to keep the above referenced bridge in proper operating condition.

SUMMARY OF ESTIMATE

| | | |
|---|----|------------------|
| Estimated gross cost of project..... | \$ | 24,219.05 |
| Amount chargeable to operating expenses for property retired..... | \$ | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | 5,225.19 |
| Value of salvage recovered..... | \$ | 118.69 |
| Cost of property retired..... | \$ | 5,643.88 |
| Incidental costs chargeable to operating expenses..... | \$ | 10,780.00 |
| To other accounts..... | \$ | |
| Net debit or credit to property investment account..... | \$ | 7,795.17 |

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Company)

or participated in by.....
(Names of all participants and amount borne by each)

Recommended: **D. L. Jerman** Distribution approved: **Ed. Bluegood**
(General Auditor)

Expenditure and Change approved and authorized:

A. Albert H. Graham

Recorded and Registered:
Approved at Policy Salary Committee Meeting 8/11/59 J. R. Parsons, Secretary

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
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THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh

Sheet No. 1 of 1 Sheets

Office of Chief Engineer

Date July 20, 1959

Location and description of project New Alexandria, Ohio - Reinforcing and repairing
Bridge No. 95.90 (11-2)

Based on Plan _____ Dated _____ 19__

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|---|------------------------------|-----------------|--------------------------------|----------------|
| | | <u>BETTERMENT</u> <u>Val. Sect. 3-Ohio</u> <u>Bridges, Trestles & Culverts</u> <u>Fabrication of Steel</u> | | | | |
| 7,367 lbs. | .1789 | Steel Added | 1,317.96 | | | |
| 30,254 lbs. | .1789 | Steel bettered & repaired | 5,412.44 | | | |
| | | Railway Company material | 600.00 | | | |
| | | Engineering | 400.00 | 1,600.00 | | |
| | | Labor placing steel added | 5,000.00 | | | |
| | | Labor replacing steel ret'd. | | 3,000.00 | | |
| | | Labor removing old steel | | 4,000.00 | | |
| | | Railway Company material repairing steel | | 1,200.00 | | |
| | | <u>COST TO REPIACE IN KIND</u> | | | | |
| 30,254 lbs. | .1789 | Old steel retired | 5,412.44 | | 5,412.44 | |
| | | <u>ENGINEERING</u> | | | | |
| | | \$5,143.18 @ .045% | 231.44 | | 231.44 | |
| | | <u>SALVAGE</u> | | | | |
| 13,506 G.T. | 31.00 | Steel Scrap | | | 418.69 | 418.69 |
| | | Omissions & Contingencies | 708.65 | 980.00 | | |
| TOTALS | | | | | | |

87,195.17 10,780.00 5,225.19 418.69



Estimated by A. H. Herrington Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1574**

General Auditor's No. **P-2428**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **15,345.00** is requested for the purpose of **an addition** (Character of Change)

to the property of THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY (Name of Owner)

that is now operated by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY (Name of Operating Company)

Pittsburgh, Pa. July 20, 1959 (Place and Date) **D. J. Jerman** (Name) **Chief Engineer** (Title)

Location of proposed project: State **Penn.** Valuation Section **1-Pa.**

Station or M. P. **Rock** Division **Pittsburgh**

Description of Project: **Rock, Pa. - Conversion of heating facilities from steam heat to direct gas heat.**

Reasons and necessity for the extension, improvement, or other change:

To improve operating efficiency of the plant heating facilities located at Rock, Pa.

SUMMARY OF ESTIMATE

| | | |
|---|----|------------------|
| Estimated gross cost of project..... | \$ | |
| Amount chargeable to operating expenses for property retired..... | \$ | 15,345.00 |
| Amount chargeable to accrued depreciation for property retired..... | \$ | |
| Value of salvage recovered..... | \$ | |
| Cost of property retired..... | \$ | |
| Incidental costs chargeable to operating expenses..... | \$ | |
| To other accounts..... | \$ | |

Net debit or credit to property investment account..... **15,345.00**

Total cost to be borne by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY (Name of Company)

or participated in by..... (Names of all participants and amount borne by each)

Recommended: **D. J. Jerman** Distribution approved: **E. J. Blackwood** (General Auditor)

Expenditure and Change approved and authorized:

Recorded and Registered: **Approved at Board Meeting August 4, 1959**
J. H. Parsons, Secretary

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
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THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh Sheet No. 1 of 1 Sheets

Office of Chief Engineer Date July 20, 19 59

Location and description of project Rock, Pa. - Conversion of heating facilities from steam heat to direct gas heat

Based on Plan _____ Dated _____ 19 _____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | I T E M S (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|---|--------------------------------|-----------------|--------------------------------|----------------|
| | | <u>ADDITION</u> <u>Val. Sect. 1-Pa.</u> <u>STATION & OFFICE BUILDINGS</u> <u>RECORD STORAGE BUILDING</u> | | | | |
| 2 Ea. | 315.00 | Space Heaters 250,000 B.T.U. Pipe & Fittings Labor | 630.00 400.00 200.00 | | | |
| | | <u>SHOPS & ENGINEHOUSES</u> <u>BACK SHOP</u> | | | | |
| 6 Ea. | 315.00 | Space Heaters 250,000 B.T.U. Pipe & Fittings Labor | 1,890.00 600.00 600.00 | | | |
| | | <u>ROUNDHOUSE</u> | | | | |
| 10 Ea. | 315.00 | Space Heaters 250,000 B.T.U. Pipe & Fittings Labor | 3,150.00 500.00 1,500.00 | | | |
| | | <u>ROUNDHOUSE OFFICES</u> | | | | |
| 1 Ea. | | Gas fired hot water boiler in place | 1,240.00 | | | |
| | | Lye Vat | 450.00 | | | |
| | | <u>BOILER ROOM</u> | | | | |
| 3 Ea. | 315.00 | Space Heaters 250,000 B.T.U. Pipe & Fittings Labor | 945.00 150.00 300.00 | | | |
| | | <u>WHEEL SHOP & CAR SHOP</u> | | | | |
| 3 Ea. | 315.00 | Space Heaters Pipe & Fittings Labor | 945.00 150.00 300.00 | | | |
| | | Omissions & Contingencies | 1,395.00 | | | |
| TOTALS | | | | | | |



815,345.00

Estimated by A. W. Herrington Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1575**

General Auditor's No. **P-2431**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **508.10** is requested for the purpose of **an addition**
(Character of Change)

to the property of THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Owner)

that is now operated by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Operating Company)

Pittsburgh, Pa. August 21, 1959
(Place and Date)

D. L. Jerman
(Name)

Chief Engineer
(Title)

Location of proposed project: State **Penna.** Valuation Section **1-Pa.**

Station or M. P. **Rook** Division **Pittsburgh**

Description of Project: **Rook, Pa. - Purchase of Utility Derrick.**

Reasons and necessity for the extension, improvement, or other change:

To afford safer working conditions in handling ties and small equipment.

SUMMARY OF ESTIMATE

| | | |
|---|----|------------------|
| Estimated gross cost of project..... | | \$ 508.10 |
| Amount chargeable to operating expenses for property retired..... | \$ | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | |
| Value of salvage recovered..... | \$ | |
| Cost of property retired..... | \$ | |
| Incidental costs chargeable to operating expenses..... | \$ | |
| To other accounts..... | \$ | |

Net debit or credit to property investment account..... **\$ 508.10**

Total cost to be borne by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Company)

or participated in by.....
(Names of all participants and amount borne by each)

Recommended: **D. F. Jerman**
RSA

Distribution approved: **E. J. Blackwood**
(General Auditor)

Expenditure and Change approved and authorized:

S/ Albert H. Graham
Recorded and Registered:
Approved by Mr. Graham, Sept. 8, 1959
D. J. Parsons, Secy

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
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THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh

Sheet No. 1 of 1 Sheets

Office of Chief Engineer

Date August 21, 19 59

Location and description of project Rook, Pa. - Purchase of Utility Derrick

Based on Plan _____ Dated _____ 19 _____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | I T E M S (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|---|--|-----------------|--------------------------------|----------------|
| 1 Each | | <p><u>ADDITION</u> <u>Val. Sect. 1-Pa.</u> <u>ROADWAY MACHINES</u></p> <p>Kershaw Utility Derrick completely demountable Scissors-Type rail dogs mounted on 3 double flange wheels hand winch operated. Capacity 2500# Model 1B-B Weight 600# Freight</p> <p>Montgomery, Alabama to Carnegie, Pa.</p> | <p style="text-align: right;">485.00</p> <p style="text-align: right;">23.10</p> | | | |
| TOTALS | | | | | | |

\$508.10

Estimated by A. W. Herrington

Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No. **A.F.R. 2439**

Chief Engineer's No. **1576**

General Auditor's No. **0-2432**

~~EXPENDITURE~~
AUTHORITY FOR RETIREMENT

Authority for an expenditure of \$ **242.01** is requested for the purpose of **a retirement**
(Character of Change)
to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Owner)
that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Operating Company)
Pittsburgh, Pa. - Sept. 11, 1959 **D. L. Jerman** **Chief Engineer**
(Place and Date) (Name) (Title)

Location of proposed project: State **Ohio** Valuation Section **3-Ohio**
Station or M. P. **Mingo** Division **Pittsburgh**

Description of Project: **Mingo, Ohio - Retirement of land conveyed to Ohio Department of Highways.**

Reasons and necessity for the extension, improvement, or other change: **This area was conveyed to Ohio Department of Highways for the construction of State Route No. 7.**

SUMMARY OF ESTIMATE

Estimated gross cost of project..... \$ **242.01**
 Amount chargeable to operating expenses for property retired..... \$
 Amount chargeable to accrued depreciation for property retired..... \$
 Value of salvage recovered..... \$
 Cost of property retired..... \$
 Incidental costs chargeable to operating expenses..... \$
 To other accounts..... \$

Net debit or credit to property investment account..... \$ **242.01**

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Company)

or participated in by.....
(Names of all participants and amount borne by each)
Recommended: *A. S. Jerman* Distribution approved: *Ed. Bluegood*
(General Auditor)

Expenditure and Change approved and authorized:

Albert H. Graham
Executive Vice President

Recorded and Registered:
Approved by **Mr. Albert H. Graham, Oct. 5, 1959**
J. A. Parsons, Secretary

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
| 1917 | IV-107 | Ohio | 3 |
| 1947 | 0-1470 | Ohio | 3 |

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh Sheet No. 1 of 1 Sheets

Office of Chief Engineer Date September 14, 1959

Location and description of project Mingo, Ohio - Retirement of land conveyed to Ohio Department
of Highways

Based on Plan 8097-W-5 Dated February 27, 1959

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | I T E M S (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|---|------------------------------|-----------------|--------------------------------|----------------|
| | | <u>RETIREMENT</u> | | | | |
| | | <u>Val. Sect. 3-Ohio</u> | | | | |
| | | <u>LAND FOR TRANSPORTATION PURPOSES</u> | | | | |
| | | Conveyed to Ohio Dept. of Highways for construction of State Route 7 | | | | |
| 0.201 Ac. | \$103.90 | Area retired from Cust. No. 472-A Map No. V3/1 Parcel No. 9 | 20.88 | \$20.88 | | |
| 0.725 Ac. | 305.00 | Area retired from Cust. No. 472 Map No. V3/1 Parcel No. 5 | 221.13 | 221.13 | | |
| 0.926 Ac. | | | | | | |
| TOTALS | | | \$242.01 | \$242.01 | | |

Estimated by A. W. Herrington Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No. **A.F.E. 2438**

Chief Engineer's No. **1577**

General Auditor's No. **P-2433**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ 4,273.10 is requested for the purpose of an addition
(Character of Change)
 to the property of THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Owner)
 that is now operated by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Operating Company)
Pittsburgh, Pa. Sept. 24, 1959 D. L. Jerman Chief Engineer
(Place and Date) (Name) (Title)

Location of proposed project: State Penna. Valuation Section 1-Pa.
 Station or M. P. Sygan Division Pittsburgh

Description of Project: Sygan, Pa. - Proposed Walkway on Bridge No. 62.02 (10-C)

Reasons and necessity for the extension, improvement, or other change: This authority is requested in the interests of safety in order that employees may be protected while working on this bridge.

SUMMARY OF ESTIMATE

| | |
|---|-------------|
| Estimated gross cost of project..... | \$ 4,273.10 |
| Amount chargeable to operating expenses for property retired..... | \$ |
| Amount chargeable to accrued depreciation for property retired..... | \$ |
| Value of salvage recovered..... | \$ |
| Cost of property retired..... | \$ |
| Incidental costs chargeable to operating expenses..... | \$ |
| To other accounts..... | \$ |

Net debit or credit to property investment account..... **\$ 4,273.10**

Total cost to be borne by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Company)

or participated in by _____
(Names of all participants and amount borne by each)
 Recommended: D. L. Jerman Distribution approved: Ed. Blackwood
(General Auditor)

Expenditure and Change approved and authorized:

Wm. H. Graham
Executive Vice President

Recorded and Registered:

Approved by Policy & Salary Committee Oct. 1, 1959.
J. A. Parsons, Secretary

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
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THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh Sheet No. 1 of 1 Sheets
 Office of Chief Engineer Date September 24, 1959
 Location and description of project Sygan, Pa. - Proposed Walkway on Bridge No. 62.02 (10-C)

Based on Plan _____ Dated _____ 19____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|---|------------------------------|-----------------|--------------------------------|----------------|
| | | ADDITION | | | | |
| | | Val. Sect. 1-Pa. | | | | |
| | | BRIDGES, TRETTLES & CULVERTS | | | | |
| 4.03 MBM | 190.00 | Wolmanized Fir 2" x 12" x 16'-0" | 765.70 | | | |
| 0.189 MBM | 190.00 | Wolmanized Fir 4" x 6" x 3'-6" | 35.91 | | | |
| 0.0409 " | 198.45 | Walkway Blocks (attached to long ties) | 8.12 | | | |
| 2.725 MBM | 198.45 | Additional Tie Length (Every 4th tie 2'-6" longer than standard bridge tie to support walkway) | 540.78 | | | |
| 125 Ea. | .42 | Tie Anchors No. BG3124 | 52.50 | | | |
| 105 Ea. | .42 | Tie Anchors No. BG674 | 44.10 | | | |
| 53 Pcs. | 24.17 | Wrought Iron Spacer Bars | 1,281.01 | | | |
| 500 Ea. | .15 | Drive Spikes | 75.00 | | | |
| | | Nuts & Bolts (446) | 90.00 | | | |
| | | O.G. Washers | 15.00 | | | |
| | | Stud Bolts | 25.00 | | | |
| 890 Ea. | .382 | Fabco Tie Pads | 339.98 | | | |
| | | Labor | 1,000.00 | | | |
| TOTALS | | | | | | |

44,273.10

Estimated by A. W. Herrington Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1578**

General Auditor's No. **0-2435**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **627.44** is requested for the purpose of **an addition**
(Character of Change)

to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Owner)

that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Operating Company)

Pittsburgh, Pa. September 30, 1959 **D. L. Jarman** **Chief Engineer**
(Place and Date) (Name) (Title)

Location of proposed project: State **Penna. & Ohio** Valuation Section **1-Pa. & 3 Ohio**

Station or M. P. **Bridgeville & Kolmont** Division **Pittsburgh**

Description of Project: **Purchase and Installation of Speed Limit Signs**

Reasons and necessity for the extension, improvement, or other change: **The speed limit signs at Bridgeville are placed in order to meet the provisions of an ordinance of the Borough of Bridgeville. The speed limit signs to be placed at Vancoran are commensurate with the operating conditions at this point.**

SUMMARY OF ESTIMATE

| | | |
|---|----|---------------|
| Estimated gross cost of project..... | \$ | 627.44 |
| Amount chargeable to operating expenses for property retired..... | \$ | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | |
| Value of salvage recovered..... | \$ | |
| <hr/> | | |
| Cost of property retired..... | \$ | |
| Incidental costs chargeable to operating expenses..... | \$ | |
| To other accounts..... | \$ | |

Net debit or credit to property investment account..... **627.44**

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Company)

or participated in by.....
(Names of all participants and amount borne by each)

Recommended: **D. L. Jarman** Distribution approved: **Ed. Blackwood**
(General Auditor)

Expenditure and Change approved and authorized:

Albert H. Graham

Recorded and Registered:
Approved by Mr. Graham, October 6, 1959
J. R. Parsons, Secretary

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
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THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh

Sheet No. 1 of 1 Sheets

Office of Chief Engineer

Date September 30, 19 59

Location and description of project Purchase and Installation of Speed Limit Signs

Based on Plan 7568-X-3-2

Dated September 22, 19 59

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | I T E M S (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|---|------------------------------|-----------------|--------------------------------|----------------|
| | | <p>ADDITION <u>FENCES, SNOWSHEDS & SIGNS</u></p> <p>This authority is divided into 2 parts for accounting purposes Part 1 - Val. Sect. 1-Pa. Part 2 - Val. Sect. 3-Ohio</p> <p>PART 1 Val. Sect. 1-Pa. Speed Limit Signs (2) Restrictive Signs (4) Resume speed signs (2) Sta. 412+26 to 509+30 Both E.B. & W.B. 8 Signs total Alum. & Scotch-Lite Signs Labor placing Engineering</p> | | | | |
| 8 Each | 16.90 | | 135.20 | | | |
| | | | 150.00 | | | |
| | | | 28.52 | | | |
| | | <p><u>FENCES, SNOWSHEDS & SIGNS</u> PART 2 Val. Sect. 3-Ohio Speed Limit Signs (2) Restrictive Signs (4) Resume Speed Signs (2) Sta. 2161+76 to 2254+41 Both E.B. & W.B. 8 Signs total Alum. & Scotch-Lite Signs Labor placing Engineering</p> | | | | |
| 8 Each | 16.90 | | 135.20 | | | |
| | | | 150.00 | | | |
| | | | 28.52 | | | |
| TOTALS | | | | | | |

\$627.44

ated by

A. W. Herrington

Approved

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1579**

General Auditor's No. **0-2436**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **27,333.24** is requested for the purpose of **a retirement**
(Character of Change)

to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Owner)

that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Operating Company)

Pittsburgh, Pa. - November 6, 1959
(Place and Date)

D. L. Jerman
(Name)

Chief Engineer
(Title)

Location of proposed project: State **Ohio** Valuation Section **3-Ohio**

Station or M. P. **New Alexandria** Division **Pittsburgh**

Description of Project: **New Alexandria, Ohio - Retirement of Storage Track.**

Reasons and necessity for the extension, improvement, or other change: **This track is retired to save maintenance.**

SUMMARY OF ESTIMATE

| | | | |
|---|----|------------------|------------------|
| Estimated gross cost of project..... | | \$ | 27,333.24 |
| Amount chargeable to operating expenses for property retired..... | \$ | | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | 3,530.53 | |
| Value of salvage recovered..... | \$ | 1,373.87 | |
| | | 6,532.47 | |
| Cost of property retired..... | \$ | 11,436.87 | 11,436.87 |
| Incidental costs chargeable to operating expenses..... | \$ | 4,459.50 | 4,459.50 |
| To other accounts..... | \$ | 1,015.30 | 1,015.30 |
| Net debit or credit to property investment account..... | | \$ | 10,421.57 |

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Company)

or participated in by **D. L. Jerman** (Names of all participants and amount borne by each)

Recommended: **D. L. Jerman** Distribution approved: **E. H. Blackwood**
(General Auditor)

Expenditure and Change approved and authorized:

S/ Albert H. Graham

Recorded and Registered:

Approved at Board Meeting held Dec. 1, 1959
J. H. Parsons, Secy.

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
| 1917 | BR | Ohio | 3-Ohio |
| 1929 | 0-585 | " | " " |
| 1944 | 0-1256 | " | " " |
| 1952 | 0-1839 | " | " " |
| 1942 | 0-1159 | " | " " |

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh Sheet No. 1 of 2 Sheets
 Office of Chief Engineer Date November 6, 1959
 Location and description of project New Alexandria, Ohio - Retirement of Storage Track

Based on Plan _____ Dated _____ 19____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|------------------------------------|-------------------|--------------------------------------|------------------------------|-----------------|--------------------------------|----------------|
| RETIREMENT | | | | | | |
| Val. Sect. 3-Ohio | | | | | | |
| L.O.C. Track "A" Mile 5-Ohio | | | | | | |
| P.S. Sta. 2332+85 to | | | | | | |
| P.S. 2362+58 | | | | | | |
| 2973 Track feet | | | | | | |
| Items retired are from Engineering | | | | | | |
| Report and V.O.3 Records | | | | | | |
| TIES | | | | | | |
| 8.836 MBM | 25.50 | Sw. Timber Oak 2-#10 Sets | BR | 225.32 | 225.32 | |
| 118 1/2 Ea. | .85 | Cross Ties Oak | BR | 1006.40 | 1006.40 | |
| 5.600 MBM | 25.50 | Bridge Ties Oak 8" x 10" x 10" | BR | 142.80 | 142.80 | |
| RAIL | | | | | | |
| 77.589 G.T. | 25.00 | Rail 100# (39') SH2607 Tk.ft. 0-1159 | | 1939.73 | 1939.73 | |
| 5.800 G.T. | 41.878 | " 112# (39') new 207-33 Tk. ft. | | | | |
| | | | | 242.89 | 242.89 | |
| 4.312 G.T. | 82.548 | " 115# (39') new 159-33 Tk. ft. | | | | |
| | | | | 355.95 | 355.95 | |
| OTHER TRACK MATERIAL | | | | | | |
| 1 Ea. | | Switch 112#-16.5 new | 0-1256 | 205.00 | 205.00 | |
| 1 Ea. | | Frog #10-112# 16.5 new | 0-1256 | 206.03 | 206.03 | |
| 2 Ea. | 44.15 | Gd. Rails 8.5'-112# new | 0-1256 | 88.30 | 88.30 | |
| 11.97 Cwt. | 3.137 | Joints 112# 6A 36" new | 0-1256 | 37.55 | 37.55 | |
| 2 Ea. | 9.693 | Joints Compr. 112/100# new | 0-1256 | 19.39 | 19.39 | |
| 1.31 Cwt. | 4.99 | Bolts 112# new | 0-1256 | 6.54 | 6.54 | |
| .066 M | 34.23 | Nutlocks new | 0-1256 | 2.26 | 2.26 | |
| 23.78 Cwt. | 2.16 | Tie Pls. 7-1/2 x 11" D.S. | 0-1256 | 51.36 | 51.36 | |
| 2 Kegs | 6.01 | Spikes 6" new | 0-1256 | 12.02 | 12.02 | |
| 1 Ea. | | Switch 115# 16.5' new | 0-1839 | 485.97 | 485.97 | |
| 1 Ea. | | Frog #10-115# 16.5' new | 0-1839 | 462.95 | 462.95 | |
| 2 Ea. | 88.75 | Gd. Rails 8.5'-115# new | 0-1839 | 177.50 | 177.50 | |
| 8.40 Cwt. | 5.375 | Joints 115# 6A 36" new | 0-1839 | 45.15 | 45.15 | |
| 2 Ea. | 14.48 | Joints Compr. 115#/100# new | 0-1839 | 28.96 | 28.96 | |
| 1.11 Cwt. | 10.104 | Bolts 115# new | 0-1839 | 11.22 | 11.22 | |
| .056 M | 59.53 | Nutlocks new | 0-1839 | 3.33 | 3.33 | |
| 11 Ea. | 1.50 | Joints 100# 4x24" SH | 0-1159 | 16.50 | 16.50 | |
| 101.22 Cwt. | 2.18 | Joints 100# 4x24" SH | 0-1159 | 220.66 | 220.66 | |
| 13.63 Cwt. | 4.43 | Bolts 100# new | 0-1159 | 60.38 | 60.38 | |
| .668 M. | 32.84 | Nutlocks 100# new | 0-1159 | 21.94 | 21.94 | |
| 158.93 Cwt. | 2.17 | Tie Pls. 7-1/2 x 11" new | 0-1159 | 344.88 | 344.88 | |
| 258.27 Cwt. | 1.30 | " " 7" x 10" SH | 0-1159 | 335.75 | 335.75 | |
| 7.092 Cwt. | 1.68 | Spikes 9/16 | BR | 11.91 | 11.91 | |
| TOTALS | | | | | | |

Estimated by _____ Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh Sheet No. 2 of 2 Sheets
 Office of Chief Engineer Date November 6, 1959
 Location and description of project New Alexandria, Ohio - Retirement of Storage Track

Based on Plan _____ Dated _____ 19____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|------------------------------------|-------------------|---------------------------------|------------------------------|-----------------|--------------------------------|----------------|
| BALLAST | | | | | | |
| 685 C.Y. | .46 | Cinder Ballast | ER | 315.10 | 315.10 | |
| 566 C.Y. | .69 | Gravel Ballast | ER | 390.54 | 390.54 | |
| 73 C.Y. | .53 | Gran. Slag | ER | 38.69 | 38.69 | |
| TRACKLAYING & SURFACING | | | | | | |
| 0.563 MI. | 875.00 | Tracklaying & Initial Surf. | ER | 492.63 | 492.63 | |
| 685 C.Y. | .19 | Placing Ballast-Cinder | ER | 130.15 | 130.15 | |
| 566 C.Y. | .23 | Placing Ballast-Gravel | ER | 130.18 | 130.18 | |
| 73 C.Y. | .19 | Placing Ballast Gran. Slag | ER | 13.87 | 13.87 | |
| 2 Ea. | 30.00 | Placing Turnouts | | 60.00 | 60.00 | |
| SIGNALS & INTERLOCKERS | | | | | | |
| 1 Ea. | | Electric Sw. Lock & P.C. Derail | | 1246.88 | 1246.88 | |
| 1 Ea. | | " " " " " " | | 1624.09 | 1624.09 | |
| ENGINEERING | | | | | | |
| | | \$5024.37 @ .045% | | 226.10 | 226.10 | |
| PROPERTY ADDED | | | | | | |
| 138 Ea. | 5.271 | Cross Ties Repl. Sw. Tim. | | 727.40 | | |
| 138 Ea. | 2.05 | Labor placing Cross Ties | | 287.90 | | |
| | | | | 1015.30 | | |
| 2973 Tk.ft. | 1.50 | Labor making Retirement | | | 4459.50 | |
| SALVAGE | | | | | | |
| 77.589 C.T. | 40.00 | Rail 100# (33') Scrap | | 3103.56 | | 3103.56 |
| 10.112 C.T. | 60.00 | Rail 112# & 115# SH | | 606.72 | | 606.72 |
| 1 Ea. | | Switch 112# SH | | 121.50 | | 121.50 |
| 1 Ea. | | Switch 115# SH | | 318.15 | | 318.15 |
| 1 Ea. | | Frog #10 112# SH | | 110.00 | | 110.00 |
| 1 Ea. | | Frog #10 115# SH | | 138.00 | | 138.00 |
| 4 Ea. | 65.79 | Od. Rails SH | | 263.16 | | 263.16 |
| 19 Ea. | 2.047 | Joints 112# & 115# SH | | 38.89 | | 38.89 |
| 424 Ea. | .187 | Tie Plates 7-1/2 x 11 SH | | 79.29 | | 79.29 |
| 6000 Lb. | .005 | Misc. Scrap | | 30.00 | | 30.00 |
| 2 Ea. | 861.60 | Elec. Sw. Locks | | | 1723.20 | 1723.20 |
| TOTALS | | | | 4809.27 | 1723.20 | 1723.20 |

410,21.57 7990.03 1373.87 6532.47

Estimated by A.W. Herrington Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1580**

General Auditor's No. **0-2137**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **31,779.96** is requested for the purpose of **retirement**
(Character of Change)

to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Owner)

that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Operating Company)

Pittsburgh, Pa. Nov. 6, 1959 **D. L. Jerman** **Chief Engineer**
(Place and Date) (Name) (Title)

Location of proposed project: State **Ohio** Valuation Section **3-Ohio**

Station or M. P. **Pittsburgh Jct.** Division **Pittsburgh**

Description of Project **Pittsburgh Jct., Ohio - Retirement of storage track through Pittsburgh Junction tunnel.**

Reasons and necessity for the extension, improvement, or other change: **This track is retired to afford clearance for permanent repairs to Pittsburgh Junction Tunnel.**

SUMMARY OF ESTIMATE

| | | |
|---|---------------------|--------------------|
| Estimated gross cost of project..... | | \$31,779.96 |
| Amount chargeable to operating expenses for property retired..... | \$ 5,743.34 | |
| Amount chargeable to accrued depreciation for property retired..... | \$ 755.16 | |
| Value of salvage recovered..... | \$ 6,322.98 | |
| | <hr/> | |
| Cost of property retired..... | \$ 13,011.48 | 13,011.48 |
| Incidental costs chargeable to operating expenses..... | \$ 5,697.00 | 5,697.00 |
| To other accounts..... | \$ 1,010.30 | 1,010.30 |
| | <hr/> | |

Net debit or credit to property investment account..... **\$ 12,031.18**

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Company)

or participated in by.....
(Names of all participants and amount borne by each)

Recommended: *D. L. Jerman* Distribution approved: *E. J. Blackwood*
(General Auditor)

Expenditure and Change approved and authorized:

Walter H. Graham

Recorded and Registered:

*Approved at Board Meeting held Dec. 1, 1959
J. A. Parsons, Secy.*

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
| 1917 | ER | Ohio | 3-Ohio |
| 1918 | 0-17 | " | " |
| 1940 | 0-1084 | " | " |
| 1959 | 0-2358 | " | " |

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh Sheet No. 1 of 2 Sheets
 Office of Chief Engineer Date November 6 1959
 Location and description of project Pittsburgh Jct., Ohio - Retirement of storage track through Pittsburgh Junction Tunnel.

Based on Plan _____ Dated _____ 19____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|--|-------------------|-------------------------------------|------------------------------|------------------|--------------------------------|----------------|
| RETIREMENT | | | | | | |
| Val. Sect. 3-Ohio | | | | | | |
| IGC Track "A" Mile 20-Ohio | | | | | | |
| P.S. 3115, 413 to 3153, 41 | | | | | | |
| 3798 track feet | | | | | | |
| Items retired are from Engr. Rep. and V. O. 3 Records. | | | | | | |
| T I E S | | | | | | |
| 8.836 MBM | 25.50 | Switch Timber Oak E.R. | | 225.32 | | |
| 1891 each | .85 | Cross ties oak E.R. | 225.32 | 1607.35 | | |
| R A I L | | | | | | |
| 3.025 G.T. | 123.08 | Rail 132# (39'0") new 110-33 0-2358 | 372.32 | 372.32 | | |
| 83,214 " | 25.00 | " 100# (33') SH 2796 tk.ft. 0-108h | 2080.39 | 2080.35 | | |
| 23,892 " | 35.00 | " 90# (33') SH 892 tk.ft. 0-17- | 836.22 | 836.22 | | |
| OTHER TRACK MATERIAL | | | | | | |
| 1 each | | Switch 132# 16.5' new 0-2358 | 813.37 | 813.37 | | |
| 1 " | | Frog #10 132# new " | 672.16 | 672.16 | | |
| 2 " | 155.95 | Guard rails 13# 132# new " | 311.90 | 311.90 | | |
| 2 " | 53.737 | Ins. Joints 132# new " | 107.47 | 107.47 | | |
| 5 " | 8.865 | Joints 132# 6H new " | 44.33 | 44.33 | | |
| 116 " | 1.501 | Tie Pls. 1h" new " | 174.12 | 174.12 | | |
| 30 " | .335 | Bolts new " | 10.05 | 10.05 | | |
| 30 " | .0799 | Nutlocks new " | 2.40 | 2.40 | | |
| 97 " | 1.50 | Joints 100# 6C 2h" SH 0-108h | 145.50 | 145.50 | | |
| 72 " | 1.50 | Joints 100# 4B 2h" SH " | 108.00 | 108.00 | | |
| 2 " | 7.00 | Joints Compr 100/90# new " | 14.00 | 14.00 | | |
| 13.96 cwt. | 4.428 | Bolts 100# new 68h " | 61.81 | 61.81 | | |
| .684 M | 11.10 | Nutlocks new " | 7.59 | 7.59 | | |
| 10.69 cwt | 1.16 | Tie Pls 7"x10" SH 100 " | 15.61 | 15.61 | | |
| 36.99 " | 3.0393 | Joints 90# SH 5h 0-17 | 112.42 | 112.42 | | |
| 6.30 " | 3.058 | Bolts 90# new 32h " | 19.27 | 19.27 | | |
| 90.59 " | 1.68 | Spikes 12078 E.R. | 152.17 | 152.17 | | |
| 1 Each | | Switch 90# 13' SH " | 37.63 | 37.63 | | |
| 1 " | | Frog 90# #10 SH " | 32.29 | 32.29 | | |
| 2 " | 8.08 | Guard rails " | 16.16 | 16.16 | | |
| BALLAST | | | | | | |
| 257 c.y. | .69 | Gravel Ballast E.R. | 177.33 | 177.33 | | |
| 688 c.y. | 1.98 | Broken stone " | 1362.24 | 1362.24 | | |
| 838 c.y. | 1.00 | Broken rock " | 838.00 | 838.00 | | |
| TRACKLAYING & SURFACING | | | | | | |
| 0.719 Mile | 875.00 | Tracklaying & initial surf. E.R. | 629.13 | 629.13 | | |
| 257 c.y. | .23 | Placing gravel ballast " | 59.11 | 59.11 | | |
| 688 c.y. | .28 | " stone ballast " | 192.64 | 192.64 | | |
| 838 c.y. | .28 | " rock " | 234.64 | 234.64 | | |
| 2 each | 30.00 | " turnouts " | 60.00 | 60.00 | | |
| SIGNALS & INTERLOCKERS | | | | | | |
| 2 each | 627.60 | Elec. sv. Locks (no cases) | 1255.20 | 1255.20 | | |
| TOTALS | | | | 11,533.20 | | |

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh Sheet No. 2 of 2 Sheets
 Office of Chief Engineer Date November 6 1959
 Location and description of project Pittsburgh Jct., Ohio - Retirement of storage track through Pittsburgh Jct. Tunnel.

Based on Plan _____ Dated _____ 19__

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|--------------------|-------------------|--|------------------------------------|------------------|-----------------------------|-----------------|
| | | ENGINEERING \$5621.01 @ .045% | 253.08 13,041.48 | | 253.08 | |
| | | PROPERTY ADDED Gross ties replacing sw. timber Labor placing cross ties | 727.40 282.90 <u>1010.30</u> | | | |
| (138 each 138 " | 5.271 2.05 | | | | | |
| (3798 tk.ft. | 1.50 | Labor making retirement | | 5697.00 | | |
| | | SALVAGE | | | | |
| 3.025 GT | 60.00 | Rail 132# SH | | 181.50 | | 181.50 |
| 107.106 " | 40.00 | Rail 100# & 90# scrap | | 4284.24 | | 4284.24 |
| 1 each | | Switch 132# SH | | 488.02 | | 488.02 |
| 1 " | | Frog #10 132# SH | | 403.48 | | 403.48 |
| 2 " | 93.57 | Guard Rails 132# SH | | 187.14 | | 187.14 |
| 2 " | 32.24 | Ins. Joints 132# SH | | 64.48 | | 64.48 |
| 5 " | 5.32 | Joints 132# SH | | 26.60 | | 26.60 |
| 116 " | .90 | Tie plates 14" SH | | 104.40 | | 104.40 |
| 10,000 lbs. | .005 | Misc. Scrap | | 50.00 | | 50.00 |
| 2 each | 376.56 | Elec. Sw. locks SH | | <u>5789.86</u> | 753.12 | <u>753.12</u> |
| TOTALS | | | <u>12,031.18</u> | <u>11,140.34</u> | <u>755.16</u> | <u>86512.90</u> |

Estimated by _____ Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1581**

General Auditor's No. **P-2440**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **23,529.50** is requested for the purpose of.....
(Character of Change)

..... to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**.....
(Name of Owner)

that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**.....
(Name of Operating Company)

Pittsburgh, Pa. Nov. 19, 1959 **D. L. Jerman** **Chief Engineer**
(Place and Date) (Name) (Title)

Location of proposed project: State **Penna.** Valuation Section **1-Pa.**

Station or M. P. **Gladden** Division **Pittsburgh**

Description of Project: **Gladden, Pa. - Retirement of remaining portion of Storage Track.**

Reasons and necessity for the extension, improvement, or other change: **This track is no longer required and is retired to save maintenance.**

SUMMARY OF ESTIMATE

| | | | |
|---|-----------------|----|-----------------|
| Estimated gross cost of project..... | | \$ | 23,529.50 |
| Amount chargeable to operating expenses for property retired..... | \$ | | |
| Amount chargeable to accrued depreciation for property retired..... | \$4,313.99 | | |
| Value of salvage recovered..... | \$1,137.05 | | |
| | <u>4,751.04</u> | | |
| Cost of property retired..... | \$ | | |
| | 10,235.50 | | 10,235.50 |
| Incidental costs chargeable to operating expenses..... | \$ | | |
| To other accounts..... | \$3,058.50 | | 3,058.50 |
| | <u>1,010.30</u> | | <u>1,010.30</u> |
| Net debit or credit to property investment account..... | | | \$ 9,225.20 |

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Company)

or participated in by.....
(Names of all participants and amount borne by each)

Recommended: **D. L. Jerman** Distribution approved: **Ed. Blueford**
(General Auditor)

Expenditure and Change approved and authorized:

S. A. H. Graham

Recorded and Registered:
Approved by Mr. Graham, Nov. 25, 1959
J. A. Parsons, Sec'y

REFERENCES

| Date | Number | State | Val. Sec. |
|------|--------|--------|-----------|
| 1917 | IR | Penna. | 1-Pa. |
| 1922 | P-186 | " | " " |
| 1949 | P-1505 | " | " " |
| 1955 | P-2000 | " | " " |

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh

Sheet No. 1 of 2 Sheets

Office of Chief Engineer

Date November 19, 19 59

Location and description of project Gladden, Pa. - Retirement of remaining portion of Storage Track

Based on Plan

Dated

19

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|--|-------------------|-----------------------------------|------------------------------|-----------------|--------------------------------|----------------|
| REFINEMENT | | | | | | |
| <u>Val. Sect. 1-Pa.</u> | | | | | | |
| <u>I.C.C. Track A Mile 1 1/2</u> | | | | | | |
| Items retired are from E.R. and VO-3 Records Sta. 669+73 to 690+12 2039 Track Feet | | | | | | |
| TIES | | | | | | |
| | | | <i>RE 8</i> | 267 | | |
| 4,418 MBM | 25.50 | Sw. Tim. Oak #10 Set | IR | 112.66 | | |
| 1008 Pa. | .85 | Cross Ties Oak new | IR | 856.80 | | |
| 41 Pa. | 3.1655 | " " Tr. Oak new | P-1505 | 129.78 | | |
| 4,417 MBM | 115.25 | Sw. Tim. Tr. Oak #10 Set | P-1505 | 509.06 | | |
| RAIL | | | | | | |
| | | | <i>RE 9</i> | 267 | | |
| 48,093 G.T. | 35.00 | Rail 90# (33") SH 1827-31.5 P-186 | | 1683.26 | | |
| 3,031 G.T. | 25.00 | " 105# (39") SH 97 Tk. ft. P-1505 | | 75.78 | | |
| 2,806 G.T. | 99.391 | " 115# (39") new 115-33 P-2000 | | 278.89 | | |
| OTHER TRACK MATERIAL | | | | | | |
| | | | <i>RE-10</i> | 267 | | |
| 1 Pa. | | Switch #10 90# | IR | 33.63 | | |
| 1 Pa. | | Frog #10 90# | IR | 43.53 | | |
| 2 Pa. | 7.80 | Od. Rails | IR | 15.60 | | |
| 1 Pa. | | Switch 115# new | P-2000 | 653.15 | | |
| 1 Pa. | | Frog #10 115# new | " | 510.35 | | |
| 2 Pa. | 100.60 | Od. Rails | " | 201.20 | | |
| 6.30 Cwt. | 5.95 | Joints 115# 6A 36" new | " | 37.49 | | |
| 0.71 Cwt. | 11.739 | Bolts 115# 36 @ 1.98# | " | 8.33 | | |
| 0.071 M | 66.565 | Nutlocks | " | 4.73 | | |
| 20.00 Cwt. | 5.385 | Tie Pls. 13" 100 @ 20# | " | 107.70 | | |
| 75.35 Cwt. | 2.23 | Joints 90# SH 110 @ 68.5# | P-186 | 168.03 | | |
| 8.55 Cwt. | 3.78 | Bolts 90# new 4 1/2 @ 1.94# | " | 32.32 | | |
| 0.440 M | 10.20 | Nutlocks new | " | 4.49 | | |
| 4.71 Cwt. | 1.90 | Joints 105# SH 5 @ 94.2# | P-1505 | 8.95 | | |
| 0.59 Cwt. | 7.47 | Bolts 105# new 30 @ 1.96# | " | 4.41 | | |
| 0.030 M | 41.40 | Nutlocks new | " | 1.24 | | |
| 25.08 Cwt. | 1.30 | Tie Pls. 11" SH 190 @ 13.2# | " | 32.60 | | |
| 3.23 Kegs | 9.793 | Spikes 6" new | " | 31.63 | | |
| 2 Pa. | 5.91 | Joints Congr. 105/90 | " | 11.82 | | |
| 25.12 Kegs | 3.36 | Spikes | IR | 84.40 | | |
| BALLAST | | | | | | |
| | | | <i>RE-11</i> | 267 | | |
| 198 C.Y. | .2965 | Cinder Ballast | IR | 58.71 | | |
| 566 C.Y. | .80 | Gravel Ballast | IR | 452.80 | | |
| TOTALS | | | | | | |

Estimated by

Approved



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh

Sheet No. 2 of 2 Sheets

Office of Chief Engineer

Date November 19, 1959

Location and description of project Gladden, Pa. - Retirement of remaining portion of Storage Track

Based on Plan

Dated

19

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|------------------------------------|-------------------|---------------------------|------------------------------|-----------------|--------------------------------|----------------|
| <u>TRACKLAYING & SURFACING</u> | | | | | | |
| .036 MI. | | Placing Track | P-1505 | RE-12 561.69 | 267 561.69 | |
| 1 Ea. | | Placing Turnout | " | 300.00 | 300.00 | |
| 190 Ea. | .05 | Placing Tie Plates | " | 9.50 | 9.50 | |
| 0.367 MI. | 875.00 | Tracklaying & Brit. Surf. | ER | 321.13 | 321.13 | |
| 1 Ea. | | Placing Turnout | " | 30.00 | 30.00 | |
| 566 C.Y. | .23 | Placing Gravel Ballast | " | 130.18 | 130.18 | |
| 198 C.Y. | .19 | Placing Cinder Ballast | " | 37.62 | 37.62 | |
| | | | | 7573.46 | | |
| <u>SIGNALS & INTERLOCKERS</u> | | | | | | |
| 1 Ea. | | Signal & Elec. Sw. Lock | P-1505 | 2541.65 | 2541.65 | |
| <u>ENGINEERING</u> | | | | | | |
| | | Time & Expense | P-1505 | RE-1 21.89 | 735 21.89 | |
| | | Time & Expense | P-186 | .53 | .53 | |
| | | \$2177.06 @ .045% | ER | 97.97 | 97.97 | |
| | | | | 10235.50 | | |
| <u>PROPERTY AIDED</u> | | | | | | |
| 138 Ea. | 5.271 | Cross Ties Repl. Sw. Tim. | | RE-8 727.40 | 712 Tie 727.40 | |
| 138 Ea. | 2.05 | Labor placing Cross Ties | | 282.90 | Not in 142 | |
| | | | | 1010.30 | | |
| 2039 Ties | 1.50 | Labor making Retirement | | 3058.50 | Not in 142 | |
| <u>SALVAGE</u> | | | | | | |
| 2,806 C.T. | 60.00 | Rail 115# (39") SH | | 267 168.36 | | 168.36 |
| 3,031 C.T. | 60.00 | Rail 105# (39") SH | | 181.86 | 712 Rail Stock | 181.86 |
| 48,093 C.T. | 40.00 | Rail 90# Scrap | | 1923.72 | 927994 | 1923.72 |
| 1 Ea. | | Switch 115# SH | | 318.15 | 712nw | 318.15 |
| 1 Ea. | | Frog #10-115# SH | | 341.82 | | 341.82 |
| 2 Ea. | 65.79 | hd. Nails 115# SH | | 131.58 | | 131.58 |
| 6 Ea. | 2.82 | Joints 115# SH | | 16.92 | | 16.92 |
| 100 Ea. | .65 | Tie Plates 13" SH | | 65.00 | | 65.00 |
| 5 Ea. | 1.80 | Joints 105# SH | | 9.00 | | 9.00 |
| 190 Ea. | .174 | Tie Plate 11" SH | | 33.06 | | 33.06 |
| 1 Ea. | | Elec. Sw. Lock | | | 1521.99 | 1521.99 |
| 8000 Lbs. | .005 | Misc. Scrap | | 40.00 | | 40.00 |
| | | | | 3229.47 | | 955.53 |
| TOTALS | | | | | | |
| | | | | 9225.20 | 7402.49 | 1137.05 |
| | | | | | | 4754.46 |

Estimated by

Approved

A. W. Harrington

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. 1582

General Auditor's No. P-2441

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ 1,625.80 is requested for the purpose of an addition
(Character of Change)
 to the property of THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Owner)
 that is now operated by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Operating Company)
Pittsburgh, Pa., Nov. 30, 1959 D. L. Jerman Chief Engineer
(Place and Date) (Name) (Title)

Location of proposed project: State Penna. Valuation Section 1-Pa.
 Station or M. P. Rook Division Pittsburgh

Description of Project: Rook, Pa. - Purchase of Pneumatic Grouter and tools for tunnel repairs.

Reasons and necessity for the extension, improvement, or other change: This authority is requested in order to outfit the Paint and Masonry gang for tunnel repairs.

SUMMARY OF ESTIMATE

Estimated gross cost of project.....\$ 1,625.80
 Amount chargeable to operating expenses for property retired.....\$
 Amount chargeable to accrued depreciation for property retired.....\$
 Value of salvage recovered.....\$
 Cost of property retired.....\$
 Incidental costs chargeable to operating expenses.....\$
 To other accounts.....\$

Net debit ~~or credit~~ to property investment account.....\$ 1,625.80

Total cost to be borne by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Company)

or participated in by.....
(Names of all participants and amount borne by each)
 Recommended: D. L. Jerman Distribution approved: E. J. Blackwood
(General Auditor)

Expenditure and Change approved and authorized:

A. Albert H. Graham

Recorded and Registered:
Approved by Mr. Graham, Jan. 11, 1960
J. A. Parsons, Secy.

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
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THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh Sheet No. 1 of 1 Sheets
 Office of Chief Engineer Date November 30, 19 59
 Location and description of project Reok, Pa. - Purchase of Pneumatic Grouter and tools for
tunnel repairs

Based on Plan _____ Dated _____ 19 _____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | I T E M S (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|---|------------------------------|-----------------|--------------------------------|----------------|
| | | <u>ADDITION</u> <u>Val. Sect. 1-Pa.</u> <u>ROADWAY MACHINES</u> | | | | |
| 1 Each | | 3-1/2 Cu. ft. Mayo Low Pressure Grouter | 850.00 | | | |
| 1 Each | | "Pea Shooter" attachment | 150.00 | | | |
| 2 Each | 285.00 | Ingersoll Rand Hammer Pneumatic Tools Size 73 | 570.00 | | | |
| 6 Each | 6.00 | 7/8" Hex Moll Points #16H | 36.00 | | | |
| 12 Sets | 1.65 | Rubber Retaining Buffers #50 | 19.80 | | | |
| TOTALS | | | | | | |



\$1,625.80

Estimated by A. W. Herrington Approved _____

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No. A.F.R. 2450

Chief Engineer's No. 1584

General Auditor's No. P-2443

AUTHORITY FOR RETIREMENT EXPENDITURE

Authority for an expenditure of \$ 36,973.00 is requested for the purpose of a retirement
(Character of Change)
 to the property of THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Owner)
 that is now operated by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Operating Company)
Pittsburgh, Pa. December 1, 1959 D. L. Jernan Chief Engineer
(Place and Date) (Name) (Title)

Location of proposed project: State Penn. Valuation Section 1-7a
 Station or M. P. Penn. Division Pittsburgh

Description of Project: Penn., Pa. - Retirement of 210 feet of State Line Tunnel.

Reasons and necessity for the extension, improvement, or other change: Due to the collapse of a portion of State Line Tunnel, 210 feet of the tunnel is to be daylighted. This authority is requested to retire that portion of the tunnel to be removed by the daylighting.

SUMMARY OF ESTIMATE

| | | |
|---|----|-----------|
| Estimated gross cost of project..... | \$ | 36,973.00 |
| Amount chargeable to operating expenses for property retired..... | \$ | |
| Amount chargeable to accrued depreciation for property retired..... | \$ | 11,441.90 |
| Value of salvage recovered..... | \$ | |
| Cost of property retired..... | \$ | 11,441.90 |
| Incidental costs chargeable to operating expenses..... | \$ | 8,090.00 |
| To other accounts..... | \$ | |
| Net debit or credit to property investment account..... | | 11,441.90 |

Total cost to be borne by THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY
(Name of Company)

Recommended: D. L. Jernan Distribution approved: E. B. Blumson
(Names of all participants and amount borne by each) (General Auditor)

Expenditure and Change approved and authorized:

W. H. ...
 Executive Vice President

Recorded and Registered:
 Approved at Board Meeting, Jan. 5, 1960
 J. A. Parsons, Secy.

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
| 1917 | E.R. | Penn. | 1-7a |
| | | | |
| | | | |

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh Sheet No. 1 of 1 Sheets
 Office of Chief Engineer Date December 4, 19 59
 Location and description of project Penn., Pa. - Retirement of 210 feet of State Line Tunnel

Based on Plan _____ Dated _____ 19 _____

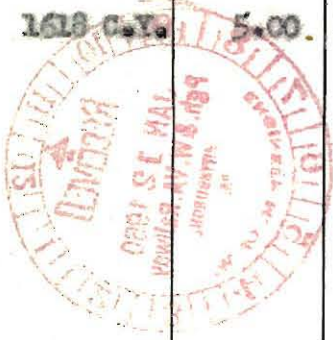
DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|--|-------------------|--|------------------------------|-----------------|--------------------------------|----------------|
| <p>RETIREMENT Vol. Sect. 1-Pa. Tunnels & Subways Portion Retired Tunnel No. 8 Double Track Sta. 1827+16.5 to Sta. 1829+26.5 including West Portal. Items retired are from E.R. page II</p> | | | | | | |
| 6315 C.Y. | 3.30 | Excavation-normal | 20,839.50 | 20,839.50 | | |
| 370 C.Y. | 1.50 | Excavation-overbreak (Transferred to Acct. 3 Grading) | 555.00 | 555.00 | | |
| 11,921 C.Y. | 8.00 | Concrete Lining 1:2-1/2:5 | 11,928.00 | | 11,928.00 | |
| 127 C.Y. | 8.00 | Concrete Portal | 1,016.00 | | 1,016.00 | |
| 146 Cords | 6.00 | Packing-Fisher | 876.00 | | 876.00 | |
| <p>ENGINEERING \$13,820.00 @ .015% Depreciation to 12-31-59-\$11,467.80 Depreciated Value 12-31-59 - 2,352.20</p> | | | | | | |
| 6315 C.Y. | 3.30 | GRADING Excavation-normal | 20,839.50 | 20,839.50 | | |
| 370 C.Y. | 1.50 | Excavation-overbreak (Transferred from Acct. 5-Tunnels) | 555.00 | 555.00 | | |
| 1618 C.Y. | 5.00 | LABOR MAKING RETIREMENT Removing Concrete | | 8,090.00 | | |
| <p>SALVAGE</p> | | | | | | |
| TOTALS | | | | | | NONE |

(11,441.90) 8,090.00 11,441.90

Estimated by A. W. Harrington

Approved _____



THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No.

Chief Engineer's No. **1583**

General Auditor's No. **0-2442**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **73,398.60** is requested for the purpose of **an addition**
(Character of Change)

to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Owner)

that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Operating Company)

Pittsburgh, Pa. **Dec. 16, 1959** **D. L. Jerman** **Chief Engineer**
(Place and Date) (Name) (Title)

Location of proposed project: State **Ohio** Valuation Section **3-Ohio**

Station or M. P. **Pittsburgh Junction** Division **Pittsburgh**

Description of Project: **Pittsburgh Junction, Ohio - Addition of liner plates, bench walls and grouting at Pittsburgh Junction Tunnel.**

Reasons and necessity for the extension, improvement, or other change: **This authority is requested to strengthen the tunnel arch in Pittsburgh Junction Tunnel.**

SUMMARY OF ESTIMATE

| | | |
|---|----|------------------|
| Estimated gross cost of project..... | \$ | |
| Amount chargeable to operating expenses for property retired..... | \$ | 73,398.60 |
| Amount chargeable to accrued depreciation for property retired..... | \$ | |
| Value of salvage recovered..... | \$ | |
| Cost of property retired..... | \$ | |
| Incidental costs chargeable to operating expenses..... | \$ | |
| To other accounts..... | \$ | |

Net debit or credit to property investment account..... **73,398.60**

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Company)

or participated in by _____
(Names of all participants and amount borne by each)

Recommended: **D. L. Jerman** Distribution approved: **Ed. Shuckson**
(General Auditor)

Expenditure and Change approved and authorized:

Albert H. Graham

Recorded and Registered:
Approved at Board Meeting Jan. 5, 1960
J. B. Parsons, Sec'y

| REFERENCES | | | |
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| Date | Number | State | Val. Sec. |
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THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

Division Pittsburgh Sheet No. 1 of Sheets

Office of Chief Engineer Date December 16, 19 59

Location and description of project Pittsburgh Jct., Ohio - Addition of Liner Plates, Bench Walls, and Grouting at Pittsburgh Junction Tunnel.

Based on Plan Dated 19

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | ITEMS (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|--|------------------------------|-----------------|--------------------------------|----------------|
| | | <p><u>ADDITION</u> <u>Val. Sect. 3-Ohio</u> <u>TUNNELS & SUBWAYS</u></p> <p>This estimate provides for concrete bench walls, steel liner plates and grouting behind liner plates in Pittsburgh Junction Tunnel</p> | | | | |
| 100 C.Y. | 75.00 | Concrete bench walls in place | 7500.00 | | | |
| 300 Lin. Ft. | 104.34 | Steel liner plates | 31302.00 | | | |
| 600 Lin. Ft. | .79 | Channel base plate | 474.00 | | | |
| 500 Ea. | 4.90 | Grout plugs | 2450.00 | | | |
| | | Labor placing liner plates | 15000.00 | | | |
| | | Labor and material grouting behind liner plates | 10000.00 | | | |
| | | Omissions & Contingencies | 6672.60 | | | |
| TOTALS | | | | | | |



\$ 73398.60

Estimated by A. W. Herrington Approved

THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

President's Record No. **A.F.E. 2449**

Chief Engineer's No. **1585**

General Auditor's No. **W-2444**

AUTHORITY FOR EXPENDITURE

Authority for an expenditure of \$ **98,045.86** is requested for the purpose of **an addition**
(Character of Change)

to the property of **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Owner)

that is now operated by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Operating Company)

Pittsburgh, Pa. December 22, 1959
(Place and Date)

D. L. Jerman
(Name)

Chief Engineer
(Title)

Location of proposed project: State **Penna. W. Va.** Valuation Section **1-Pa. 2-W. Va.**

Station or M. P. **Penowa** Division **Pittsburgh**

Description of Project: **Penowa, Pa. - Proposed daylighting of 210 feet of State Line Tunnel and addition of concrete lining.**

Reasons and necessity for the extension, improvement, or other change: **This authority is requested to eliminate that part of State Line Tunnel destroyed by cave-in of October 7, 1959.**

SUMMARY OF ESTIMATE

| | | |
|--|----|--------------|
| Estimated gross cost of project | | \$ 98,045.86 |
| Amount chargeable to operating expenses for property retired | \$ | |
| Amount chargeable to accrued depreciation for property retired | \$ | |
| Value of salvage recovered | \$ | |
| Cost of property retired | \$ | |
| Incidental costs chargeable to operating expenses | \$ | |
| To other accounts | \$ | |

Net debit ~~or credit~~ to property investment account **98,045.86**

Total cost to be borne by **THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY**
(Name of Company)

or participated in by _____
(Names of all participants and amount borne by each)

Recommended: **D. L. Jerman**

Distribution approved: **Ed. Blackwood**
(General Auditor)

Expenditure and Change approved and authorized:

Wm. H. Graham
Executive Vice President

Recorded and Registered:

Approved at Board Meeting Jan. 5, 1960
J. A. Parsons, Secy.

| REFERENCES | | | |
|------------|--------|-------|-----------|
| Date | Number | State | Val. Sec. |
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THE PITTSBURGH & WEST VIRGINIA RAILWAY COMPANY

DETAILED STATEMENT

 Division Pittsburgh Sheet No. 1 of 1 Sheets

 Office of Chief Engineer Date December 22, 1959

 Location and description of project Penowa, Pa. - Proposed daylighting of 210 feet of State Line Tunnel and addition of concrete lining

Based on Plan _____ Dated _____ 19____

DETAILED ESTIMATE OF LABOR AND MATERIAL

| Quantity (1) | Unit Price (2) | I T E M S (3) | Road and Equipment (4) | Expenses (5) | Accrued Depreciation (6) | Salvage (7) |
|-----------------|-------------------|---|------------------------------|-----------------|--------------------------------|----------------|
| | | <u>ADDITION</u> | | | | |
| | | <u>Val. Sect. 1-Pa.</u> | | | | |
| | | <u>Land for Transportation Purposes</u> | | | | |
| 1.635 Ac. | 220.18 | Acquired from Rotellini | 360.00 | | | |
| 13. ± Ac. | 202.31 | Acquired from Sasso | 2630.00 | | | |
| 1.818 Ac. | 202.09 | Acquired from Fowler Heirs | 367.40 | | | |
| | | The above property is acquired in order to daylight State Line Tunnel and to spoil the excavation | | | | |
| | | <u>Grading</u> | | | | |
| 47081 C.Y. | 1.00 | Broken sandstone excavation | 47081.00 | | | |
| 37988 C.Y. | .70 | Shale excavation | 26591.60 | | | |
| | | <u>Tunnels & Subways</u> | | | | |
| 150 C.Y. | 75.00 | Additional concrete portal in place | 11250.00 | | | |
| | | <u>Val. Sect. 2-W. Va.</u> | | | | |
| | | <u>Land for Transportation Purposes</u> | | | | |
| 4.219 Acres | 202.09 | Acquired from Fowler Heirs | 852.60 | | | |
| | | Omissions & Contingencies | 8913.26 | | | |
| TOTALS | | | 98045.86 | | | |

