

county and/or city in which it is located. (2) The following improvements on land shall be valued separately by the Commission and directly apportioned to the county and/or city in which they are respectively located: (A) station and office buildings, shops, enginehouses, carhouses, grain elevators, wharves, piers, slips, storage warehouses and other houses, except roadway buildings, and (B) power-transmission systems for electric railway operation. (3) The Commission shall deduct the assessed value of the operating land and the value of improvements on land directly apportioned as aforesaid, from the value to be apportioned and shall apportion the remaining part of such value to the counties and/or cities in which the railroad or part thereof to be apportioned is located, according to the proportion which the all track mileage (not including trackage rights) of such railroad, or part thereof, in each such county or city bears to the total all track mileage (not including trackage rights) of such railroad, or part thereof, the value of which is being apportioned. In computing the assessment for purposes of county or city taxation of the operating property, except land, of a railroad located in any county or city, the Commission shall deduct from so much of the aggregate value of the operating property of such railroad as is apportioned to such county or city under (2) and (3) above, such part or parts thereof as are exempt from county or city taxation under Section 7 or any special act or acts and separately valued under paragraph (c).

(f) Such rolling stock of express or transportation, parlor car and sleeping car companies as is deemed tangible personal property located in this State under Section 8 (a), shall be valued and assessed separately to the owners of such rolling stock and the assessment thereof shall be apportioned to the several counties and cities of this State according to the proportion which the main track mileage of the railroad or railroads in such counties and cities over which such rolling stock is habitually operated bears to the total main track mileage of the railroad or railroads in this State over which such rolling stock is so used.

(g) In apportioning values of operating property, other than values of operating property apportioned under paragraphs (e) and (f), to counties and cities as required by paragraph (d), the Commission shall proceed as follows: (1) operating land at its assessed value shall be directly apportioned to the county and/or city in which it is located. (2) The Commission shall value separately and directly apportion to the county and/or city in which they are respectively located only such other items of operating property permanently