

STATEMENT
ARIZONA EASTERN RAILROAD COMPANY

1. DESCRIPTION OF ROAD.

The Arizona Eastern Railroad Company, hereinafter referred to as the carrier, was incorporated as a consolidated corporation under the general laws of the then territories of Arizona and New Mexico, the articles of incorporation being filed with the Secretary of the Territory at Santa Fe, New Mexico, January 29, 1910 and with the Auditor of the Territory at Phoenix, Arizona February 1, 1910. The railroad of the carrier is standard gauge and steam operated and is located entirely within the State of Arizona.

WHOLLY OWNED AND USED.

The railroad wholly owned and used by the carrier consists of three disconnected sections extending from Maricopa northerly via Phoenix to Bassayama; from Bowie northerly via Globe to Live Oak, and from Cochise southerly to Black Knob, a total main track mileage of 281.977 miles and an all track mileage of 348.131 miles.

JOINTLY OWNED AND USED.

At Maricopa, Arizona, the carrier jointly owns and uses 0.466 miles of yard tracks and sidings with the Southern Pacific Railroad Company. This mileage and property is shown in this report as minor joint property under wholly owned and used valuation section Arizona-1.

WHOLLY USED BUT NOT OWNED.

The carrier operates under exclusive lease all the property of the Phoenix and Eastern Railroad Company, a standard gauge steam operated railroad extending from Phoenix, Arizona easterly to Winkelman, Arizona together with a short branch line extending from Wey Junction to Hayden Junction and a short feeder line at Winkelman, a total main track mileage of 91.893 miles and an all track mileage of 102.270 miles.

In addition to the mileage wholly owned and used and wholly used but not owned, the carrier has track-
ing rights over the tracks of other carriers as follows:-

Way & Gilb Valley Railroad Company	At Hayden, Arizona	0.37 miles
Southern Pacific Railroad Company	At Bowie, "	0.54 "

The principal cities reached by the railroad of the carrier are Bowie, Christmas, Cochise, Glesson, Globe, Bassayama, Melton, Maricopa, and Phoenix.

2. MILEAGE AND TRACK-MILEAGE STATISTICS.

Arizona Eastern Railroad Company - Wholly Owned and Used - Arizona (All)					
		Let	Other	Yard Tracks	
Mileage:	From	Main Track	Main Track	and Sidings	All Tracks
Arizona-1	Maricopa	74.159		20.677	94.836
				0.466	0.466
" 2	Tucson	8.702		1.687	10.389
" 3	Chandler Jct.	11.901		1.798	13.699
" 4	Near Wey Junction	.777		0.000	.777
" 5	Burns Eye	.000		.458	.458
" 6	At Hayden Junction	.359		1.746	2.105
" 7	Hayden Junction	2.456		.405	2.861
" 8	Winkelman	7.681		.840	8.521
" 9	Christmas	28.936		5.607	34.543
" 10	Glesson	6.444		2.031	8.475
" 11	Bowie	136.083		29.734	165.817
" 12	A.C. Junction	4.879		1.171	6.050
Total - Wholly Owned and Used - Arizona - (All States)		281.977		66.154	348.131
				0.466	.466

2. MILEAGE AND VALUATION SECTIONS. (Cont'd.)

Arizona Eastern Railroad Company - Used exclusive under lease
 Owner: - Phoenix and Eastern Railroad Company

Val. Sec.:	From	To	1st	Other	Yard Tracks	
			Main Track	Main Track	and Sidings	All Tracks
Ariz.-1	Phoenix	Ray Junction	31.982		9.192	91.174
" 2	West of Ray Junction	Hayden Junction	9.141		1.065	10.206
" 3	Near Timbleman		.770		.080	.850
Total - Wholly Used But Not Owned - Arizona - (All States)			91.893		10.337	102.230
Grand Total - Wholly Owned and Wholly Lensed by the Arizona Eastern Railroad Company and Used by it			373.870		76.491	450.361
					0.466	.466

* Jointly owned tracks, the mileage and units of property of which are undivided, the cost being divided on the assembly sheets and the interest of the carrier under valuation carried into the cost columns as property wholly owned and used. Such property is contained in Valuation Section Arizona - 1.

3. TERMINALS.

There are no terminal facilities owned and used by the carrier, other than ordinary terminals at the ends of the various sections of railroad.

4. RELATIONS WITH OTHER CARRIERS.

Location	Name of Other Carrier
Arizona	
Bowie	Southern Pacific Railroad Company
Cochise	Southern Pacific Railroad Company
Felton	El Paso and Southwestern Railroad Company
Maricopa	Southern Pacific Railroad Company
Phoenix	California-Arizona and Santa Fe Railway Company
Ray Junction	Ray and Gila Valley Railroad Company

5. IMPORTANT JOINT FACILITIES.

The Arizona Eastern and Phoenix and Eastern Railroads have no important jointly owned facilities.

6. CHARACTERISTICS OF TERRITORY.

The country traversed is broad and undulating valleys, characteristic of Arizona deserts, except the Gila River Canyon from Florence to Christmas, and the rough mountainous section in the Globe mining district.

Mining is the principal industry of the country, the mines at Globe, Miami and Hayden being among the largest copper producers of the United States. These mines and the smelters at Hayden and Globe furnish a very profitable tonnage.

Near Phoenix the line traverses the famous Salt River Valley which is irrigated with water stored by the Roosevelt Dam. These lands are very fertile and are in a fairly high state of cultivation.

Between Bowie and Globe the line occupies, for a considerable distance, the Gila River Valley which under irrigation produces fine crops of alfalfa, grain and deciduous fruits. Cattle and sheep raising are also profitable industries in the territory occupied by this carrier.

The climate is typical of the Arizona Plateau and desert region. Temperatures range from 10 degrees in the winter to 115 degrees in summer. There is little rainfall and the annual precipitation, which usually amounts to from 5 to 10 inches, falls in cloudbursts and at unseasonable times to benefit crops.

7. PHYSICAL CHARACTERISTICS OF ROAD.

The maximum grade between Maricopa and Hassayama and from Phoenix to Christmas is 0.5 per cent, with a maximum curvature of 12 degrees. The maximum grade on the line from Cochise to Felton, as well as the greater part of the line from Bowie to Live Oak is 1 per cent. In the vicinity of Globe there are grades as high as 3.50 per cent.

8. ROAD

Account 3 - Grading.

Grading along the Arizona Eastern and Phoenix and Eastern Railroads varies from light valley work in the vicinity of Phoenix to rather heavy mountainous constructions in the Gila River Canyon, on the line to Christmas, and in the Globe mining district. Generally, however, the grading is neither heavy, nor difficult except for the abnormal construction conditions of the deserts.

Revised page prepared by direction of the Commission... May 25, 1938...

8. ROADS (Cont'd.)

Account 6 - Bridges, Trestles and Culverts.

Steel bridges and pile and frame trestles have been provided at the principal stream crossings. The culverts are used for minor openings.

Account 8 - Ties.

Ties are 6"x8" Pine and Redwood. A portion of the tie was obtained from Arizona sources of supply.

Account 9 - Rails.

The main lines are laid with 60^{lb}, 75^{lb} and 90^{lb} new rail - other tracks with 50^{lb} and 75^{lb} relay rail.

Account 10 - Other Track Material.

A great deal of the track material used conforms to the standard of the Southern Pacific Company. Fastenings and other articles conform to the weight of rail as required.

Account 11 - Ballast.

Main tracks are generally ballasted with gravel ballast secured from local pits. In some instances slag and crushed rock are used.

Account 13 - Right-of-Way fences.

Barbed wire fences of Southern Pacific standard types are generally used through the settled portion of the country traversed by the carrier's line.

Account 16 - Station and Office Buildings.

Account 17 - Roadway Buildings.

Account 18 - Water Stations.

Account 19 - Fuel Stations.

Account 20 - Shops and Engine Houses.

Suitable facilities have been provided at all important stations.

Account 26 - Telegraph and Telephone Lines.

Property of this carrier consists for the greater part of wires constructed under contract with the Western Union Telegraph Company on pole lines of that company along the lines of this carrier and of the Southern Pacific Railroad Company. The pole line between Tempe and Winkelman is the property of this carrier.

9. EQUIPMENT.

The Arizona Eastern Railroad Company owns 33 locomotives, 19 passenger train cars, and 91 freight train cars and leases from the Southern Pacific Company 5 locomotives, 12 passenger train cars and 100 freight train cars, and leases from the Phoenix Eastern R. R. Company 3 locomotives, 6 passenger train cars and 1 freight train car.

It also leases from the Southern Pacific Company 3 units of work equipment and from the Phoenix & Eastern Railroad Company 17 units.

10. ENGINEERING AND GENERAL EXPENDITURES.

Account 1 - Engineering.

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

Accounts 71-77 - General Expenditures.

General Expenditures, Accounts 71-75 and 77 have been estimated at 1 1/2 per cent upon Road Accounts 1 to 47, exclusive of Account 2, Land.

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

11. INVENTORY OF PHYSICAL PROPERTY.

On valuation date, the carrier owned a partially constructed line extending from Kelton to Black Knob, a distance of approximately 23 miles. None of this property is included in the engineering report.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

B. V. Form No. 561

Owner Arizona Eastern Railroad Co.

Approved: John R. Thompson

Val. Section No. Unallocated

Miles Main Line: _____ Miles all Tracks: *

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost of New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciation (6)
						\$	\$	\$
Acct. No. <u>51</u>	Title <u>STEAM LOCOMOTIVES</u> <small>(I. C. C. classification)</small>							
	No. 35-36, 38; American Locomotive Co.; 1908; type 0-6-0; switch service; cylinders 19"x26"; total light weight 85 tons.	77	78	Each	3	14018	42,054	32,802
	No. 37; Baldwin Locomotive Works; 1909; type 0-6-0; switch service; cylinders 19"x26"; total light weight 85 tons	81	82	Each	1		14,147	11,601
	No. 76; Baldwin Locomotive Works; 1894; type 4-4-0; passenger service; cylinders 17"x24"; total light weight 59 tons.	30	34	Each	1		10,738	8,651
	No. 77; Schenectady Locomotive Works; 1879; type 4-4-0; passenger service; cylinders 17"x24"; total light weight 59 tons; second hand; 1889	47	53	Each	1		4,947	2,622
	No. 170; Rogers Locomotive and Machine Works; 1889; type 4-4-0; passenger service; cylinders 18"x24"; total light weight 65 tons.	26	30	Each	1		11,475	3,443
	Nos. 171, 172; Baldwin Locomotive Works; 1897; type 4-4-0; passenger service; cylinders 18"x26"; total light weight 71 tons.	26	32	Each	2	13212	24,424	7,816
	No. 173; Schenectady Locomotive Works; 1898; type 4-4-0; passenger service; cylinders 20"x24"; total light weight 87 tons.	43	46	Each	1		14,138	6,526
	No. 174; Cooke Locomotive & Machine Works; 1900; type 4-4-0; passenger service; cylinders 20"x24"; total light weight 90 tons	50	53	Each	1		14,861	7,765
	No. 270; Baldwin Locomotive Works; 1898; type 4-6-0; freight service; cylinders 18"x24"; total light weight 75 tons	48	51	Each	1		17,521	6,336
	No. 366; Cooke Locomotive & Machine Works; 1895; type 4-6-0; freight service; cylinders 20"x26"; total light weight 86 tons.	67	69	Each	1		14,038	9,666
	No. 367; Baldwin Locomotive Works; 1902; type 4-6-0; freight service; cylinders 20"x26"; total light weight 88 tons; second hand; 1906	100	100	Each	1		8,336	8,306
	No. 560-561; Cooke Locomotive & Machine Works; 1900 & 1901; type 2-6-0; freight service; cylinders 20"x23"; total light weight 87 tons.	52	55	Each	2	14441	28,882	16,445
	Nos. 565-566; Cooke Locomotive & Machine Works; 1899-1900; type 2-6-0; freight service; cylinders 20"x23"; total light weight 87 tons.	50	53	Each	2	14341	28,682	16,095
	Nos. 567-569; American Locomotive Co.; 1908; type 2-6-0; freight service; cylinders 20"x28"; total light weight 103 tons	77	73	Each	3	15784	47,112	17,818
	No. 570; Baldwin Locomotive Works; 1909; type 2-6-0; freight service; cylinders 21"x28"; total light weight 103 tons; superheated	80	81	Each	1		10,176	10,751
	Nos. 571-574; Baldwin Locomotive Works; 1909; type 2-6-0; freight service; cylinders 21"x28"; total light weight 105 tons; superheated	80	81	Each	4	16961	67,844	35,018
	No. 575; Cooke Locomotive & Machine Works; 1901; type 2-6-0; freight service; cylinders 20"x23"; total light weight 87 tons	50	53	Each	1		11,741	7,233
	No. 577; Cooke Locomotive & Machine Works; 1899; type 2-6-0; freight service; cylinders 20"x23"; total light weight 79 tons	50	53	Each	1		11,327	6,714
	No. 588; American Locomotive Co.; 1908; type 2-6-0; freight service; cylinders 22"x30"; total light weight 118 tons	77	78	Each	1		16,240	14,227
	Nos. 589-570; Baldwin Locomotive Works; 1911; type 2-6-0; freight service; cylinders 22"x30"; total light weight 118 tons	87	98	Each	2	18207	36,414	32,044
	No. 571; American Locomotive Co.; 1908; type 2-6-0; freight service; cylinders 22"x30"; total light weight 123 tons; superheated	77	78	Each	1		19,750	15,405
	No. 572; American Locomotive Co.; 1908; type 2-6-0; freight service; cylinders 22"x30"; total light weight 118 tons	77	78	Each	1		18,240	14,227
	Total for Account 51	68			33		479,117	327,031

Revised Age prepared by direction
of the Commission May 25, 1934

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Arizona Eastern Railroad Company

Approved: J. R. Thompson

Val. Section No. Non-Allocated Miles Main Line _____ Miles all Tracks.*

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
						Per Unit (4)	New Total (5)	Less Depreciation (6)
Acct. No. <u>53</u>	Title <u>Freight Train Cars</u> <small>(I. C. Classification)</small>					\$	\$	\$
	<u>Box Cars</u>							
	Nos. 1000 to 1059; A. C. & F. Co.; 1910; capacity 100000#; wood body and steel underframe; Bettendorf trucks	80	83	Each	58	1,184	68,672	58,998
	<u>Flat Cars</u>							
	Nos. 3000 to 3015; Bettendorf; 1910; capacity 100000#; steel underframe; Bettendorf trucks	80	84	Each	16	931	14,896	12,513
	<u>Boose Cars</u>							
	Nos. 51 to 52; Standard S. C. Co.; 1910; wood body and underframe; 4-1/4"x8" journals; steel platforms	80	81	Each	2	1599	3,198	2,590
	Nos. 53 to 55; A. C. & F. Co.; 1911; wood body and underframe; 4-1/4"x8" journals; steel platforms	82	83	Each	3	1599	4,797	3,932
	Nos. 56 to 58; Standard S. C. Co.; wood body and underframe; 4-1/4"x8" journals; steel platforms; purchased second-hand 1909	75	78	Each	3	867	2,601	2,029
	No. 70; wood body and underframe; 4-1/4"x8" journals; wood platforms; purchased second-hand 1904	31	38	Each	1		1,014	685
	Nos. 71 to 74; S. C. Co.; 1906; wood body and underframe; 4-1/4"x8" axles; wood platforms	64	66	Each	4	1599	6,396	4,221
	Nos. 75 to 78; Standard S. C. Co.; 1909; wood body and underframe; 4-1/4"x8" journals; steel platforms	76	77	Each	4	1599	6,396	4,925
	Total for Freight Train Cars			81			107,970	87,643

Revised page prepared by direction
of the Commission May 21, 1934

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Arizona Eastern Railroad Company

Approved: J. A. Thompson

Val. Section No. Non-Allocated Miles Main Line, _____ Miles all Trunks* _____

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost New	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciation (6)

Acct. No. 54 Title PASSENGER & TRAIL CARS
(1) (2) classification

Passenger Cars

Nos. 1 and 2; McKee; 1908; gasoline motor type; all metal construction; length over car body 55'-0"; gas lights; hot water heat; side entrance; no platforms; 6-cylinder, 4 cycle gas engine; cylinders 10"x12", 200 H.P.; drive to front truck by silent chain, clutch and transmission gearing

68 69 Each 2 18928 37,856 28,121

Passenger & Baggage Cars

No. 3; McKee; 1911; gasoline motor type; all metal construction; length over car body 70'-0"; gas lights; hot water heat; side entrance; no platforms; 6-cylinder; 4 cycle gas engine, cylinders 10"x12", 200 H.P.; drive to front truck by silent chain, clutch and transmission gearing

81 81 Each 1 22,103 17,903

No. 4; McKee; 1910; gasoline motor type; all metal construction; length over car body 58'-0"; gas lights; hot water heat; side entrance; no platforms; 6 cylinder, 4 cycle gas engine, cylinders 10"x12", 200 H.P.; drive to front trucks by silent chain, clutch and transmission gearing

73 74 Each 1 18,918 18,999

Trailers (Motor Car)

Nos. 1 and 2; S. P. Co.; 1909; all metal construction; length over car body 31'-0"; side doors; no platforms; capacity 40000#; 4-wheel trucks with 33" rolled steel wheels; 3-3/4"x7" journals

65 66 Each 2 3040 7,530 5,369

Baggage & Mail Cars

No. 330; Pullman; 1909; wood body and underframe; length over end sills 60'-8"; 4-wheel all metal trucks with 36" steel tired wheels; 5"x9" journals; oil lights; steam heat; dummy vestibule

80 81 Each 1 5,961 4,328

No. 331; Wicks; 1908; wood body and underframe; length over end sills 59'-10"; 4-wheel composite trucks, with 33" steel tired wheels; 5"x9" journals; oil lights; steam heat; dummy vestibule

67 68 Each 1 5,837 3,799

Baggage Car

No. 300; Harlan & Hollingsworth; wood body and underframe; length over end sills 61'-9"; 4-wheel wood frame trucks, with 36" steel tired wheels; 5"x9" journals; oil lights; steam heat; dummy vestibules

25 29 Each 1 2,178 1,502

Baggage & Passenger Cars

No. 400; Pullman; wood body and underframe; length over end sills 50'-0"; 4-wheel wood frame trucks, with 33" steel tired wheels; 4-1/2"x8-1/2" journals; oil lights; stove; open platforms; purchased second-hand 1908

10 15 Each 1 4,003 005

No. 401; Pullman; 1910; wood body and underframe; length over end sills 59'-0"; 6-wheel metal trucks with 36" steel tired wheels; 5"x9" journals; gas and oil lights; steam heat; wide end dummy vestibules

86 87 Each 1 8,027 7,505

Revised page prepared by direction of the Commission May 25, 1934.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Arizona Eastern Railroad Company

Approved: J. R. Thompson

Val Section No. Non-allocated Miles Main Line, _____ Miles all Tracks,* _____

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

ACCT. NO.	TITLE	Condition Per. Cent	Per Cent of Cost New	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciation (6)
54	PASSENGER TRAIN CARS (Continued)					\$	\$	\$
<u>Baggage & Passenger Cars - Continued</u>								
	No. 449; Barney & Smith; wood body and underframe; length over end sills 52'-9"; 4-wheel wood frame trucks, with 33" steel tired wheels; 4"x7" journals; oil lights; stoves; open platforms; purchased second-hand 1913	83	84	Each	1		2,986	2,508
<u>Passenger, Baggage & Mail Car</u>								
	No. 451; Pullman; 1910; wood body and underframe; length over end sills 69'-7-1/2"; 6-wheel metal trucks, with 33" steel tired wheels; 5"x9" journals; oil lights; stoves; wide and dummy vestibules	82	83	Each	1		10,995	9,118
<u>Passenger Cars</u>								
	No. 502; Pullman; wood body and underframe; length over end sills 51'-3"; 4-wheel wood frame trucks, with 33" steel tired wheels; 4-1/4"x3-1/2" journals; oil lights; Baker heater; steel platform; wide vestibules; second-hand 1905	62	63	Each	1		5,180	4,251
	Nos. 531 and 631; rebuild Hicks; 1905; wood body and underframe; length over end sills 60'-2"; 4-wheel wood frame trucks, with 36" steel tired wheels; 5"x9" journals; oil lights; stoves; steel platforms; wide vestibules; purchased second-hand 1905	67	68	Each	2	5389	10,778	7,329
	Nos. 532 and 630; A. C. & F. Co.; 1902; length over end sills 60'-0"; 4-wheel composite trucks, with 36" steel tired wheels; 5"x9" journals; gas and oil lights; Baker heater; steel platforms; wide vestibules; purchased second-hand 1908	71	72	Each	2	6906	13,812	9,945
<u>Parlor Car</u>								
	Nos. 533; A. C. & F. Co.; 1902; length over end sills 59'-10"; 4-wheel composite trucks, with 36" steel tired wheels; 5"x9" journals; gas and oil lights; Baker heater; steel platforms; wide vestibule; purchased second-hand 1912; including equipment	35	36	Each	1		8,107	6,942
	Total for Passenger Train Cars		72				167,361	130,424

ACCOUNT 57 - RACKING TRACES

<u>Racking Traces</u>								
	No. 25; Industrial Works; 1910; 120 tons capacity; all metal construction; double engine, cylinders 12"x12"; 6-1/2"x11" journals; purchased second-hand 1912	83	84	Each	1		10,780	11,718
	No. 36; Industrial Works; 1909; 100 tons capacity; all metal construction; double engine, cylinders 9"x12"; 6-1/2"x11" journals	80	81	Each	1		1,319	10,738
<u>Crane Car</u>								
	No. 35; car built 1895; wood body and underframe; 60000# capacity; purchased second-hand 1905; double hoisting engine, cylinders 7"x10"; single drum; vertical boiler 36"x84"	75	77	Each	1		1,334	1,461
<u>Pile Drivers</u>								
	No. 01; M. & P.; 1905; wood body and underframe; double engine, cylinders 7"x10"; vertical boiler 36"x84"; 2000# hammer; 40 ft. loads; car 60000# capacity	60	62	Each	1		2,314	1,621

Revised page prepared by direction of the Commission May 25, 1934

INTERSTATE COMMERCE COMMISSION

Owner Arizona Eastern Railroad Company

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. Non-Allocated

Miles Main Line _____ Miles all Tracks *

Approved: J. H. Thompson

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciat (6)

Acct. No. 57 Title PILE DRIVERS (Continued)

Pile Drivers - Continued

No. 021; Industrial Works; 1910; type No. 3; steel body and underframe; double engine, cylinders 12"x12"; double drum; 2750/hammer; 48 ft. leads; journals 5-1/2"x10"; self-propelling

86 87 Each 1 12,284 11,557

Pile Driver Tenders

No. 01-A; 2500 Gal. water; 6 tons coal; wood underframe; 3-1/2"x7" journals; purchased second-hand 1906

50 58 " 1 500 290

No. 01-B; 4500 Gal. water; 8 tons coal; composite underframe; 4-1/4"x8" journals; purchased second-hand 1908

65 75 " 1 413 310

No. 01-C; 2500 gal. water; 7 tons coal; wood underframe; 4"x7" journals; purchased second-hand 1913

75 79 " 1 300 395

Tool Cars

No. 25-A; wood body and underframe; 400 0# capacity; purchased second-hand 1907; including equipment

50 61 " 1 302 194

No. 35-B; wood body and underframe; 60000# capacity; purchased second-hand 1908

64 72 " 1 375 270

No. 429; wood body and underframe; 40000# capacity; purchased second-hand 1908

75 80 " 1 380 280

No. 430; wood body and underframe; 60000# capacity

68 70 " 1 350 335

Boarding Cars

No. 35-A; wood body and underframe; 50000# capacity; purchased second-hand 1906

53 58 " 1 700 406

Nos. 200 to 206; wood body and underframe; 40000# capacity; purchased second-hand 1907

47 60 " 7 315 2,205 1,339

No. 207; wood body and underframe; 50000# capacity; (old passenger coach); purchased second-hand 1907

47 50 " 1 2,000 1,000

Nos. 208 and 209; wood body and underframe; 40000# capacity; purchased second-hand 1907

50 61 " 2 325 650 337

Nos. 210 to 213; wood body and underframe; 40000# capacity; purchased second-hand 1909

63 72 " 4 250 1,000 720

Nos. 214 and 215; wood body and underframe; 50000# capacity; purchased second-hand 1909

63 72 " 2 302 604 405

Nos. 217 to 221; 1908; wood body and underframe; 40000# capacity; purchased second-hand 1911

55 62 " 5 451 2,255 1,338

No. 225; wood body and underframe; 50000# capacity; (old baggage car); purchased second-hand 1904

31 37 " 1 1,500 855

Nos. 226 to 315; wood body and underframe; 30000 to 50000# capacity; purchased second-hand 1915 (except 315)

100 100 " 16 280 3,520 3,520

No. 317; wood body and underframe; 60000# capacity; purchased second hand 1913

56 64 " 1 484 271

Nos. 400 to 425; wood body and underframe; 40000# to 60000# capacity; purchased second-hand 1907

33 49 " 25 309 7,725 3,735

No. 427; wood body and underframe; 30000# capacity; (old coach); purchased second-hand 1907

50 57 " 1 1,200 634

No. 428; wood body and underframe; 60000# capacity; (old coach); purchased second-hand 1906

53 64 " 1 700 448

Revised page prepared by direction of the Commission May 28, 1934.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Arizona Eastern Railroad Company

Approved: J. R. Thompson

Val. Section No. Non-allocated Miles Main Line _____ Miles all Tracks.* _____

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciat (6)

Acct. No. 57 Title WORK EQUIPMENT (Continued)
(U. S. C. Classification)

Roadway Flat Cars

Nos. 1 to 8; 1937; wood body and underframe; 40000# capacity; purchased second-hand 1911	64	83	Each	7	150	1,050	87
No. 9; 1902; wood body and underframe; 50000# capacity; purchased second-hand 1911	56	69	"	1		379	19
No. 10; 1907; wood body and underframe; 60000# capacity; purchased second-hand 1913	90	92	"	1		368	33
Nos. 11 and 12; 1901; wood body and underframe; 60000# capacity; purchased second-hand 1914	93	94	"	2	376	752	70
No. 13; wood body and underframe; 40000# capacity; purchased second-hand 1905	50	64	"	1		300	19
No. 431; wood body and underframe; 80000# capacity; purchased second-hand 1905	64	69	"	1		726	501
No. 432; wood body; steel underframe; 80000# capacity; purchased second-hand 1903	56	63	"	1		305	52
No. 433; wood body and underframe; 80000# capacity; purchased second-hand 1911	82	85	"	1		330	49
No. 434; wood body and underframe; 60000# capacity; purchased second-hand 1911	82	86	"	1		423	304
No. 435; 1905; wood body and underframe; 60000# capacity	60	68	"	1		322	314
Nos. 436 and 437; 1911; wood body and underframe; 60000# capacity	84	86	"	2	325	1,350	1,075
No. 438; rebuilt 1911; wood body; steel underframe; 60000# capacity	84	87	"	1		317	52

Water and Roadway Cars

Nos. 100 to 102, and 140 to 143; 1907 and 1901; wood underframe; 60000# capacity; steel tanks; 6300 gallons capacity; purchased second-hand 1907 & 1909	50	67	"	7	677	4,739	3,17
Nos. 103 and 104; wood underframe; 60000# capacity; steel tanks; 6300 gallons capacity; purchased second-hand 1910	62	72	"	2	542	1,084	752
Nos. 144 to 146 and 150; wood underframe; 50000# capacity; steel tanks; 5368 gallons capacity; purchased second-hand 1905 to 1909	47	66	"	4	306	1,224	300

Trailer Cars

No. 223; A. S. & P. Co.; 1910; wood body; steel underframe; 15000# capacity	80	82	"	1		1,110	1,076	
No. 324; 1907; wood body and underframe; 4-wheel wood frame trucks, with 36" steel tired wheels; (old baggage car); purchased second-hand 1905	41	45	"	1		20,504	17,112	
Total Work Equipment				74		114	91,304	67,110

EXHIBIT 68 - MISCELLANEOUS EQUIPMENT

Car; gray; 15 hands high; 1200 pounds weight; 9 years old; purchased 1913	100	100	Each	1		150	150
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Revised page prepared by direction of the Commission May 25, 1934.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Arizona Eastern Railroad Company

Approved: J. R. THOMPSON

Val. Section No. Non-allocated Miles Main Line _____ Miles all Tracks* _____

12-960

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciat (6)
						\$	\$	\$
Acct. No. <u>58</u>	Title <u>MISCELLANEOUS EQUIPMENT (continued)</u> (I. C. C. Classification)							
	Mare; dun; 15 hands high; 1225 pounds weight; 9 years old; purchased 1913	100	100	Each	1		150	150
	Mare; grey; 14-1/2 hands high; 1050 pounds weight; 14-1/2 years old; purchased 1909	100	100	"	1		83	83
	Mare; mouse; 14-1/2 hands high; 1075 pounds weight; 10 years old; purchased 1909	100	100	"	1		125	125
	Jack; bay; 15 hands high; 1250 pounds weight; 11 years old; purchased 1914	100	100	"	1		175	175
	Jack; brown; 14-1/2 hands high; 1250 pounds weight; 9 years old; purchased 1914	100	100	"	1		175	175
	Horse; brown; 16-1/2 hands high; 1350 pounds weight; 14 years old; purchased 1910	100	100	"	1		100	100
	Wagon; two-horse; heavy type; main	25	25	"	1		50	25
	Wagon; two-horse, heavy type; Studebaker; purchased 1909	25	25	"	2	148	296	74
	Wagon; one-horse type; Studebaker	10	10	"	1		75	5
	Total Miscellaneous Equipment		75				1,409	1,000

Revised page prepared by direction
of the Commission May 29, 1934.

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INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

B. V. Form No. 561

Sheet No. _____ of this valuation section.

Owner Southern Pacific Company

Approved: John R. Thompson

V.L. Section No. Non-Allocated

Miles Main Line _____ Miles all Tracks* _____

12-960

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION						
						Per Unit (4)	New, Total (5)	Less Depreciation (6)				
						\$	\$	\$				
Acct. No. <u>51</u>	Title <u>STEAM LOCOMOTIVES</u> (I. C. C. classification)											
<u>Type 2-8-2</u>												
Nos. 901 to 905; Baldwin; 1913; cylinders 23-3/4"x30"; total light weight 146 tons; oil burning; super-heater; freight service						92	92	Each	5	24301	134,005	114,085
Total for Steam Locomotives						92					134,005	114,085
<u>ACCOUNT 53 - FREIGHT TRAIN CARS.</u>												
<u>Box Cars</u>												
Nos. 1060 to 1159; A.C. & F. Co.; 1913; 100000' capacity; wood body and steel underframe; Bettendorf trucks and underframe						92	93	Each	100	1215	121,500	112,995
Total for Freight Train Cars						92					121,500	112,995
<u>ACCOUNT 54 - PASSENGER TRAIN CARS.</u>												
<u>Baggage & Mail Cars</u>												
No. 200; Pullman; 1912; steel body and underframe; length over end sills 61'-0"; 4-wheel metal trucks with 36" steel tired wheels; 5"x9" journals; gas and electric lights; steam heat and stoves; dummy vestibules.						93	93	Each	1		7,913	7,302
No. 201; Pullman; 1914; steel body and underframe; length over end sills 69' - 7/8"; 6-wheel metal trucks, with 36" steel tired wheels; 5"x9" journals; electric lights; axle generator; steam heat; dummy vestibules.						97	97	"	1		10,450	10,159
No. 202 and 203; Pullman; 1914; steel body and underframe; length over end sills 69'-9"; 6-wheel metal trucks with 36" steel tired wheels; 5"x9" journals; electric lights; axle generator; steam heat; dummy vestibules						97	97	"	2	10753	21,506	20,361
<u>Parcels Cars</u>												
No. 302; Pullman; 1912; steel body and underframe; length over end sills 61'-0"; 6-wheel metal trucks with 36" steel tired wheels; 5"x9" journals; gas lights; steam heat; dummy vestibules						93	93	"	1	6839	6,389	6,081
No. 303; Pullman; 1914; steel body and underframe; length over end sills 60'-9"; 6-wheel metal trucks, with 36" steel tired wheels; 5"x9" journals; electric and oil lights; steam heat; dummy vestibules						97	97	"	1	6306	5,900	6,602
<u>Coaches</u>												
Nos. 504 to 509; Pullman; 1914; steel body and underframe; length over end sills 60'-2"; 4-wheel metal trucks, with 36" steel tired wheels; 5"x9" journals; electric lights; axle generator; steam heat; wide vestibules						97	97	"	6	11422	68,532	66,476
Total for Passenger Train Cars						96					131,964	117,571

Revised page prepared by direction of the Commission on 05, 1934.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Southern Pacific Company

Approved: John R. Thompson

Val. Section No. Non-allocated Miles Main Line, _____ Miles all Tracks.*

12-260

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost New	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
						Per Unit	New, Total	Less Depreciation
		(1)	(2)	(3)	(4)	(5)	(6)	
Acct. No. <u>57</u>	Title <u>WORK EQUIPMENT</u> <small>(I. C. C. classification)</small>					\$	\$	\$
Inter Cars								
	Nos. 105 to 107; Pressed Steel Car Co.; 1913; all metal construction; 100000# capacity; 12500 gallons capacity	93	94	Each	3	1621	4,863	4,571
	Total for Work Equipment		94				<u>4,863</u>	<u>4,571</u>

ACCOUNT 76 - INTEREST DURING CONSTRUCTION

Approved: G. S. Douglass

6% per annum for 3 months on Accounts 51-58

94	\$	372172	.015	5,583	5,348
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Revised page prepared by direction of the Commission May 25, 1904.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Phoenix and Eastern Railroad CompanyApproved: J. R. ThompsonVal. Section No. Non-Allocated

Miles Main Line, _____ Miles all Tracks.*

12-980

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost of New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciation (6)
<p>Acct. No. <u>51</u> Title <u>STEAM LOCOMOTIVES</u> (I. C. C. classification)</p> <p>Used by Arizona Eastern Railroad Co.</p>								
	No's. 293-294; Schenectady Locomotive Works; 1881; type 4-6-0; freight service; cylinders 18"x24"; total light weight 53 tons	43	46	Each	2	10833	21,666	9,936
	No. 585; Cooke Locomotive & Machine Works; 1901; type 2-6-0; freight service; cylinders 20"x28"; total light weight 89 tons.	47	50	Each	1		14,247	7,124
	Total for Account 51		43		3		35,913	17,060
<p>Account 53 - <u>FREIGHT TRAIN CARS</u></p>								
<p><u>Booose Car</u></p>								
	No. 61; Standard Steel Car Co.; 1909; 4-1/4"x8" journals; wood body and underframe; steel platforms	75	76	Each	1		1,543	1,161
	Booose Equipment; miscellaneous lot	75	75				100	124
	Total for Freight Train Cars		76		1		1,714	1,305
<p>Account 54 - <u>PASSENGER TRAIN CARS</u></p>								
<p><u>Baggage & Mail Cars</u></p>								
	Nos. 211 and 212; Pullman; 1909; length over end sills 30'-6"; wood body and underframe; steel platforms; dummy vestibule; composite trucks, with 4-36" steel wheels; 5"x9" journals; stove and vapor heat; oil lights	80	81	Each	2	6046	12,092	9,795
<p><u>Passenger Cars</u></p>								
	Nos. 510, 511 and 511; A. E. & C. Co.; 1902; length over end sills 30'-0"; wood body and underframe; steel platforms; wide vestibule; composite trucks with 4-36" steel tired wheels; 5"x9" journals; Baker heater and steam heat; gas lights; purchased second-hand 1903	71	72	Each	3	6601	19,803	14,258
	No. 613; Barney & Smith; length over end sills 43'-0"; wood body and underframe; 4-wheel wood frame trucks with 33" steel tired wheels; 4-1"x8" journals; open platforms; stove; oil lights; purchased second- hand 1907	53	56	Each	1		6,000	1,110
	Total for Passenger Train Cars		72		3		24,803	15,368
<p>Account 57 - <u>COACH EQUIPMENT</u></p>								
<p><u>Boarding Cars</u></p>								
	Nos. 300 and 301; 1885 and 1881; capacity 40000#; wood body and underframe; purchased second-hand 1907	50	64	Each	2	275	550	382
	No. 305; 1884; capacity 50000#; wood body and underframe; purchased second-hand 1907	53	56	Each	1		1,210	717

Revised page prepared by direction
of the Commission July 22, 1934.

**INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION**

Sheet No. _____ of this valuation section.

Owner Phoenix & Eastern Railroad Company

Approved: J. R. Thompson

Val. Section No. Non-allocated Miles Main Line _____ Miles all Tracks* _____

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Pct. Cont. of Cost New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
						Per Unit (4)	New, Total (5)	Less Depreciation (6)
Acct. No. <u>57</u>	Title <u>WORK EQUIPMENT (Continued)</u>					\$	\$	\$
<u>Rolling Cars (Cont'd)</u>								
	No. 302 to 304 and 306 to 308; 1984; capacity 50000#; wood body and underframe; purchased second-hand 1907	53	66	each	6	207	1,242	1,216
	No. , 309 to 314; 1984; capacity 50000#; wood body and underframe; purchased second-hand 1909	60	70	"	6	301	1,806	1,284
	No. 315; 1984; capacity 50000#; wood body and underframe; purchased second-hand 1909	60	73	"	1		837	156
<u>Tool Car</u>								
	No. 313; old 50 ft. baggage car; length over end sills 50'-0"; wood body and underframe; 4-wheel wood frame truck, with 33" steel tired wheels; 4-1/4"x8" journals; purchased second-hand 1915	95	95	"	1		1,652	1,569
	Total for Work Equipment		72		17		7,357	5,284

Revised form prepared by direction of the Commission July 20, 1923.