



INTERSTATE COMMERCE COMMISSION  
 DIVISION OF VALUATION  
 PACIFIC DISTRICT  
 MAP OF  
**ARIZONA SOUTHERN RAILROAD**

TO ACCOMPANY REPORT OF MEMBER ENGINEERING BOARD  
 DATED JULY 18, 1917  
 SCALE 1 INCH = 12 MILES  
 Note: - Figures in circles indicate valuation sections

Serial No 75

EXPLANATORY TEXT.

1. HISTORY.

The Arizona Southern Railroad Company was incorporated January 20, 1904, under the revised statutes of the Territory of Arizona, for a period of fifty years. It was incorporated for the purpose of constructing a railroad from the mining property of the Imperial Copper Company to a connection with the Southern Pacific Railroad.

The carrier depends almost entirely upon revenues derived from ore shipments made by the Imperial Copper Company, and as the latter Company was forced into the hands of a receiver about July 3, 1911, and the mining of ore practically abandoned, the operations of the carrier from that date to the Date of Valuation (June 30, 1915) have been at a loss.

2. DESCRIPTION OF ROAD.

The Arizona Southern Railroad, a standard gauge line, extends from Red Rock, Arizona, on the Southern Pacific Railroad, in a southwesterly direction a distance of about 21 miles to Silverbell, Arizona, where the mines of the Imperial Copper Company are located.

3. MILEAGE AND VALUATION SECTIONS.

OWNED AND USED

Valuation Section	Description	Main Line (Miles)		Branch Line	Other Tracks	Total (Miles)
		1st	2nd	(Miles)	(Miles)	
Aris. 1	Red Rock to Silverbell	21.811			1.756	23.567
	OWNED BUT NOT USED - None					
	USED BUT NOT OWNED - None					
	JOINTLY OWNED - None					

23.567  
24  
23.567  
23.567

4. TERMINI.

There are no terminal facilities as such, which are either owned or used by this carrier.

5. CONNECTIONS WITH OTHER ROADS.

The only connection with another carrier is at Red Rock with the Southern Pacific Railroad.

6. IMPORTANT JOINT FACILITIES.

The carrier has no joint facilities.

7. CHARACTERISTICS OF COUNTRY.

The topography of the country varies from prairie to mountainous; the first nine miles from Red Rock is across an open prairie, the balance of the line being in a hilly or mountainous country.

The climate is dry and arid, with temperature ranging from zero to 110 degrees. There is nothing in the way of farm development along the line of the carrier. The only industrial development is that of mining.

8. PHYSICAL CHARACTERISTICS OF ROAD.

The maximum grade of 3.4 per cent. is encountered on the switchback at Silverbell, and the maximum curvature of 15 degrees is found here also. Over the greater portion of the line the grade is not more than 2 per cent., and the curvature not more than 5 degrees.

9. ROAD.

Account 3. Grading.

Grading has been priced on the pay-one-way basis, with 300 feet free haul, and 2,000 feet the limit of team haul. Pay quantities of grading include, where found, an additional width of excavation and embankment sufficient for one track based on the carrier's standard section.

The grading quantities consist of about an equal amount of common and classified material.

A swell of 25 per cent. was allowed on solid rock. Ten per cent. was added to embankment quantities to cover shrinkage.

Account 8. Ties.

The ties consist of 7" x 9" x 8' Texas Pine and 6" x 8" x 8' Oregon Pine. None of the ties are treated.

Account 9. Rails.

The main line and other tracks are laid with relay Bessemer rails 30¢ and 60¢ per yard.

Account 11. Ballast.

Ballast is all native material obtained from the sides of the track.

10. EQUIPMENT.

The Arizona Southern Railroad Company owns 4 locomotives and 25 freight cars.

11. ALLOWANCES FOR ENGINEERING, GENERAL EXPENDITURES AND INTEREST DURING CONSTRUCTION.

Account 1. Engineering.

Engineering has been estimated at 4 per cent. of Accounts 3 to 48, inclusive. Engineering has not been subdivided or depreciated.

Accounts 71 to 77, inclusive (except 76).

General expenditures are estimated at 1-1/2 per cent. of amounts given under Accounts 1 to 48, inclusive (except Account 2). General expenditures have been depreciated upon the basis of the depreciation assigned to those accounts from which they are derived.

Account 76.

Interest during construction has been estimated on the basis of 6 per cent. per annum, for one-half of the construction period, plus 3 months upon amounts shown under Accounts 1

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Sheet No. \_\_\_\_\_ of this valuation section.

Owner Arizona Southern R.R. Co.

Approved: C. H. Kessler,  
Senior Mechanical Engineer.

Val. Section No. \_\_\_\_\_ Miles Main Line, \_\_\_\_\_ Miles all Tracks.\*

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 Depreciate. (6)

Acct. No. 51 Title STEEL LOCOMOTIVES

Locomotives:

No. 1; builder and date unknown; mixed service; type 2-8-0; cylinder 20" x 24"; total light weight 77 tons; purchased second hand from Hicks in 1904; out of service. Scrap \$771	0 11	One	1	6,976.	6,976.	771.
No. 2; builder and date unknown; mixed service; type 2-8-0; cylinders 20" x 24"; total light weight 75 tons; purchased second hand from the Tombstone Mine and Milling Co. in 1904; out of service. Scrap \$750	0 14	"	1	5,500.	5,500.	750.
No. 3; builder and date unknown; mixed service; type 2-8-0; cylinders 20" x 24"; total light weight 76 tons; purchased second hand from Hicks in 1908; out of service. Scrap \$762	13 22	"	1	7,646.	7,646.	1,657.
No. 101; builder, Southern Pacific; 1887; mixed service; type 2-8-0; cylinders 19" x 30"; total light weight 80 tons; purchased second hand from the S. P. Co. in 1910; out of service. Scrap \$796	29 40	"	1	5,157.	5,157.	2,061.
Total for Account No. 51			4		25,279.	5,239.

ACCOUNT NO. 52 - STEEL LOCOMOTIVES

None.

ACCOUNT NO. 53 - FLIGHT TRAIN CARS

Subcoaches:

No. 1; builder and date unknown; box car type; capacity 60,000; wood body and underframe; purchased second hand in 1904. Scrap \$75	0 15	One	1	500.	500.	75.
No. 2; builder and date unknown; old passenger car; capacity 60,000; wood body and underframe; purchased second hand in 1906. Scrap \$110	10 16	"	1	1,649.	1,649.	264.

Tank Cars:

Nos. 101 and 103; builder and date unknown; capacity 60,000; steel tank and wood underframe; purchased second hand from Hicks in 1904 as a flat car; steel tank applied by Arizona Southern R.R. Co. Scrap \$125 each	21 31	"	2	940.	1,880.	592.
No. 102; builder and date unknown; capacity 60,000; two wood tanks and wood underframe; purchased second hand from Hicks in 1904. Scrap \$115	0 23	"	1	492.	492.	115.

Steel Hooper Cars:

Nos. 201-220; A.C. & P. Co.; 1908; Ingoldsbey Dump Cars; capacity 100,000; steel body and underframe. Scrap \$148 each	77 79	"	20	1,554.	31,080.	24,612.
Total for Account No. 53			25		35,601.	25,658.