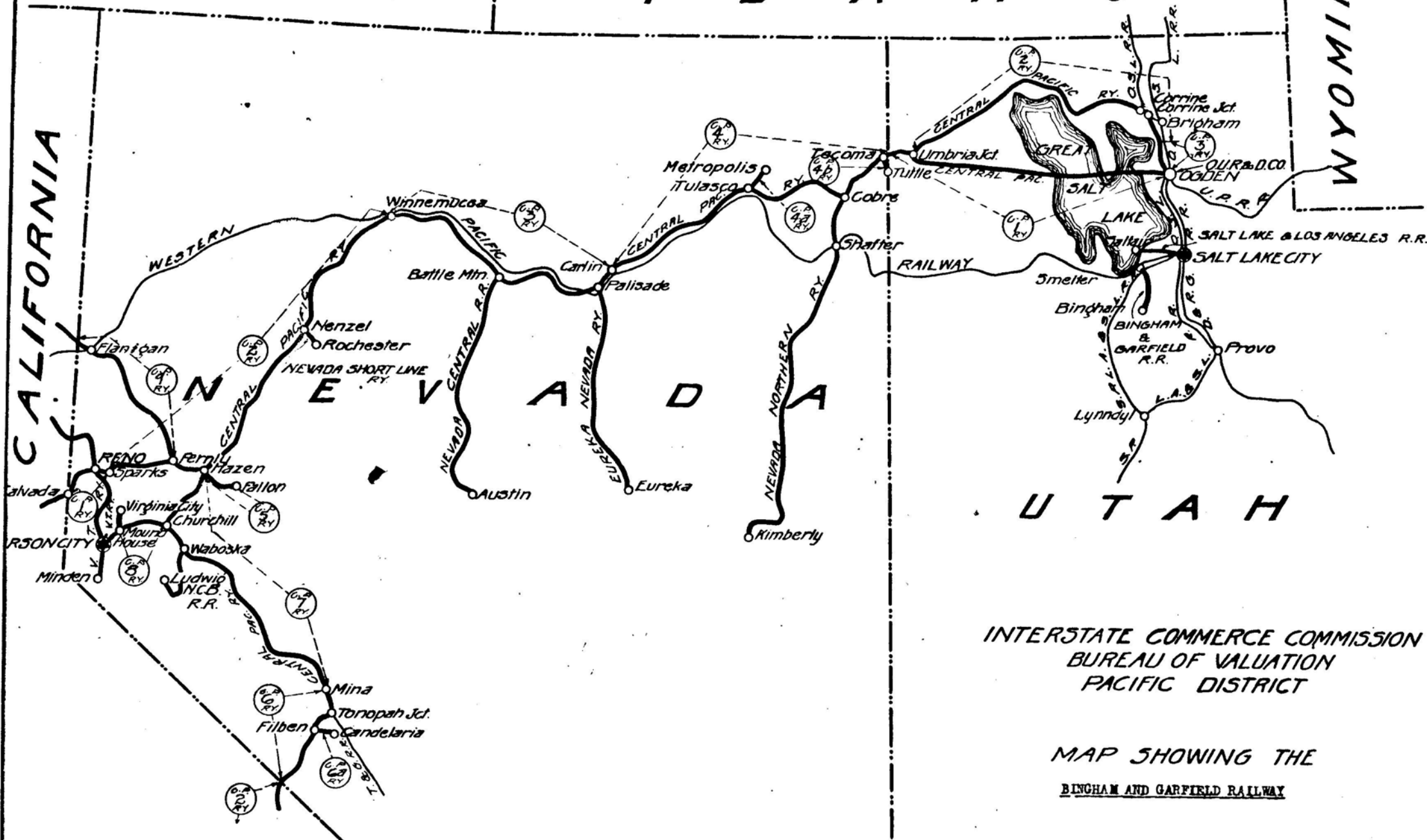


O R E G O N I D A H O

W Y O M I N G

C A L I F O R N I A



INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION  
PACIFIC DISTRICT

MAP SHOWING THE  
BINGHAM AND GARFIELD RAILWAY

Scale - 1 inch = 37 miles June 30 - 1916

Serial No 109 H.L.M.

OWNED BUT NOT USED

JOINTLY OWNED AND USED

OWNED AND USED

12/14/20

**EXPLANATORY TEXT**

There are three high steel viaducts at crossings of narrow and deep canyons. The drainage is generally by rough concrete arches and pipe culverts.

**VI. DESCRIPTION OF ROAD.**  
 The Bingham & Garfield Railway is a standard gauge steam railroad extending in a southerly direction from a connection with San Pedro, Los Angeles & Salt Lake Railroad and Denver & Rio Grande Railway at Garfield, Utah, to Bingham, Utah. The railway is controlled through stock ownership by the Utah Copper Company. It was built principally to develop the mines of the Copper Company at Bingham and transport the ore to the smelter at Garfield. It also owns 47 ore cars, 170 other freight train cars, 2 passenger cars and 25 pieces of track equipment.

**VII. MILEAGE AND VALUATION SECTION.**

| Valuation Section:   | Description                      | Miles         |               |               |
|--|----------------------------------|---------------|---------------|---------------|
|  |                                  | Main Line     | Other         | Total         |
| <b>A - OWNED AND USED</b>                                      |                                  |               |               |               |
| General Amortization   | Garfield to Bingham              | 19.613        | 14.483        | 34.096        |
| 1a   | Dyke Spur                        | 4.448         | 0.633         | 5.081         |
| 1b   | Smelter Spur                     | 1.659         | 0.067         | 1.726         |
| 1c   | Sand Spur                        | 3.754         | 0.067         | 3.821         |
| 1d   | Hercules Powder Spur             | 1.847         | 0.354         | 2.201         |
| 1e   | Yard and Other Tracks at Bingham | 0             | 13.604        | 13.604        |
| <b>Total - Owned and Used</b>                                  |                                  | <b>31.321</b> | <b>29.208</b> | <b>60.529</b> |
| <b>B-1. JOINTLY OWNED AND USED</b>                             |                                  |               |               |               |
| At Garfield, Utah:   |                                  |               |               |               |
| Jointly Owned with San Pedro, Los Angeles & Salt Lake Railroad |                                  |               |               |               |
|  |                                  | 0             | 0.777         | 0.777         |
| <b>Total-Jointly Owned and Used:</b>                           |                                  | <b>0</b>      | <b>0.777</b>  | <b>0.777</b>  |

**III. CONNECTIONS WITH OTHER CARRIERS.**  
 At Garfield, Utah: Denver & Rio Grande Railway, Western Pacific Railway, San Pedro, Los Angeles & Salt Lake Railroad.  
 At Bingham, Utah: Denver & Rio Grande Railway.

**IV. CHARACTERISTICS OF COUNTRY.**  
 From Garfield, Utah, the elevation of which is only a few feet above the level of Great Salt Lake, the line ascends the foothills and canyons of Quirk Mountains, and reaches the mines at Bingham, in Bingham Canyon, where are located immensely rich deposits of copper ore. The country is rough and broken, requiring the building of several tunnels and high viaducts.

**V. ROAD.**  
 The grading for a short distance out of Garfield is light. When the foothills are reached the grading becomes heavy with much classified material.

ESTIMATED COST

There are three high steel viaducts at crossings of narrow and deep canyons. The drainage generally is disposed of through concrete arches and pipe culverts.

The main track is laid with 65 lb., 85 lb. and 90 lb. rail. The sidings and switch back tracks are laid with 60 lb., 85 lb., 90 lb. and 100 lb. rail.

VI. EQUIPMENT

The Carrier owns 19 steam locomotives, 6 of which are leased to the Utah Copper Company. It also owns 437 ore cars, 170 other freight train cars, 2 passenger cars and 27 pieces of work equipment.

VII. ENGINEERING AND GENERAL EXPENDITURES

Engineering is estimated upon the basis of 4-1/2% on Road Accounts Nos. 3 to 47, inclusive, and is not depreciated.

General Expenditures are estimated upon the basis of 1-1/2% of amounts given under Accounts Nos. 1 to 47 (except Account 2), and are depreciated upon the basis of the depreciation assigned to those accounts from which derived.

Interest during construction upon amounts shown under Accounts 1 to 47, inclusive, (except Account 2) and Accounts 71 to 75 and 77 is estimated on the basis of 6% per annum for one-half of the construction period of twenty-four months, plus three months, or a total of fifteen months.

Interest on amounts shown under Accounts 51 to 55, inclusive, is estimated on the basis of 6% per annum for a period of three months.

Account 76 has been depreciated on the basis of the depreciation assigned to those accounts from which derived.

VIII. GENERAL INFORMATION

(a) Grading has been computed on the one-way basis with 500 feet free haul. In general a maximum team haul of 2,500 feet has been used.

A shrinkage of 10% has been added to all equipment quantities. A maximum swell of 25% has been added to solid rock excavation.

A swell of 10% has been added to loose rock excavation.

(b) The following percentages have been added to the inventoried quantities to cover loss and waste:

|            |    |
|------------|----|
| Spikes     | 3% |
| Track      | 7% |
| Wallocks   | 2% |
| Angle Bars | 2% |

Note: The track mileage shown for Joint Road is 7.19 miles. Mileage not put into service is 0.00 miles.

Handwritten note: 1000 561 details... 665 det. cars and... 437 ore cars... 170 other freight train cars... 2 passenger cars and 27 pieces of work equipment.

Checked by... Correct... District Engineer

Handwritten: 12/15/20 (H. J. ...)



| LOCATION.<br>(1)    | CHARACTER OF PROPERTY AND DESCRIPTION.<br>- OWNED AND USED  | Condition<br>Per Cent. | Per Cent.<br>New. | UNIT.<br>(2) | NUMBER OF<br>UNITS.<br>(3) | COST OF REPRODUCTION. |                    |                       |
|---------------------|---|------------------------|-------------------|--------------|----------------------------|-----------------------|--------------------|-----------------------|
|                     |   |                        |                   |              |                            | Per Unit.<br>(4)      | New, Total.<br>(5) | Less Depreciat<br>(6) |
| Acct. No. <u>51</u> | Title <u>STEAM LOCOMOTIVES</u><br>(I. C. classification.)   |                        |                   |              |                            |                       |                    |                       |
|                     | <u>Type 0-5-0- Mallet Articulated</u>   |                        |                   |              |                            |                       |                    |                       |
|                     | No. 100 to 103; American; 1911; cylinders 26" & 41"x 28"; total light weight 238 tons; coal burning; superheater; freight service | 80                     | 81                | Each         | 4                          | 41094.                | 164,376.           | 133,21                |
|                     | Total (0-5-0)   |                        | 81                |              |                            |                       | 164,376.           | 133,21                |
|                     | <u>Type 2-6-0- Consolidation</u>  |                        |                   |              |                            |                       |                    |                       |
|                     | No. 200, American; 1914; cylinders 21"x 30"; total light weight 122 tons; coal burning; superheater                               | 92                     | 92                | "            | 1                          | 19551.                | 19,551.            | 18,07                 |
|                     | Total (2-6-0)   |                        | 92                |              |                            |                       | 19,551.            | 18,07                 |
|                     | <u>Type 0-6-0- 6 Wheel Switch</u>   |                        |                   |              |                            |                       |                    |                       |
|                     | No. 300 to 301; Baldwin; 1911; cylinder 21"x 26"; total light weight 86 tons; coal burning; switch service                        | 85                     | 86                | "            | 2                          | 13585.                | 27,170.            | 23,32                 |
|                     | No. 302 to 305; Baldwin; 1912; cylinders 21"x 26"; total weight 92 tons; coal burning; switch service                             | 85                     | 86                | "            | 4                          | 13840.                | 55,360.            | 47,55                 |
|                     | No. 306 and 307; Baldwin; 1913; cylinders 22"x 26"; total light weight 93 tons; coal burning; switch service                      | 90                     | 91                | "            | 2                          | 14286.                | 28,572.            | 25,82                 |
|                     | Total (0-6-0)   |                        | 87                |              |                            |                       | 111,102.           | 96,75                 |
|                     | Total for Steam Locomotives   |                        | 84                |              |                            |                       | 295,029.           | 248,04                |

ACCOUNT 53 - FREIGHT TRAIN CARS

Caboose Cars-

No. 010 to 013; rebuilt by B. & G. Ry. Co.; wood body and underframe; no platforms; purchased second hand

|    |    |      |   |       |        |      |
|----|----|------|---|-------|--------|------|
| 77 | 78 | Each | 4 | 1291. | 5,164. | 4,03 |
|----|----|------|---|-------|--------|------|

Box Cars-

No. 4000 to 4003; Pressed Steel Car Co.; 1914; Composite body; metal underframe; 100,000# capacity; single sheathed

|    |    |   |   |       |        |      |
|----|----|---|---|-------|--------|------|
| 95 | 95 | " | 4 | 1493. | 5,972. | 5,69 |
|----|----|---|---|-------|--------|------|

No. 5000; rebuilt by B. & G. Ry. Co.; wood body and underframe; 60,000# capacity; purchased second hand 1912

|    |    |   |   |      |      |    |
|----|----|---|---|------|------|----|
| 79 | 82 | " | 1 | 553. | 553. | 45 |
|----|----|---|---|------|------|----|

Flat Cars-

No. 40; rebuilt by B. & G. Ry. Co.; wood underframe; 50,000# capacity; purchased second hand 1911

|    |    |   |   |      |      |    |
|----|----|---|---|------|------|----|
| 83 | 86 | " | 1 | 388. | 388. | 33 |
|----|----|---|---|------|------|----|

No. 41 to 44; rebuilt by B. & G. Ry. Co.; wood underframe; 50,000# capacity; purchased second hand 1912

|    |    |   |   |      |        |      |
|----|----|---|---|------|--------|------|
| 84 | 86 | " | 4 | 451. | 1,804. | 1,55 |
|----|----|---|---|------|--------|------|

No. 50 and 52 to 55; Pressed Steel Car Co.; 1912 and 1914; wood underframe; 100,000# capacity

|    |    |   |   |      |        |      |
|----|----|---|---|------|--------|------|
| 87 | 89 | " | 5 | 952. | 4,760. | 4,22 |
|----|----|---|---|------|--------|------|

Ore Cars-

No. 1000 to 1399; Pressed Steel Car Co.; 1911 to 1914; all metal construction; 120,000# capacity

|    |    |   |     |       |          |        |
|----|----|---|-----|-------|----------|--------|
| 85 | 86 | " | 400 | 1330. | 532,000. | 459,88 |
|----|----|---|-----|-------|----------|--------|

No. 1400 to 1436; Pressed Steel Car Co.; 1915; all metal construction; 120,000# capacity

|     |     |   |    |       |         |       |
|-----|-----|---|----|-------|---------|-------|
| 100 | 100 | " | 37 | 1330. | 49,210. | 49,21 |
|-----|-----|---|----|-------|---------|-------|

Concentrate Cars-

No. 2000 to 2042 and 2044 to 2099; Standard Steel Car Co.; 1912 and 1914; metal body and underframe; wood floor and lining; 120,000# capacity

|    |    |   |    |       |          |       |
|----|----|---|----|-------|----------|-------|
| 78 | 81 | " | 99 | 1100. | 108,900. | 87,73 |
|----|----|---|----|-------|----------|-------|

INTERSTATE COMMERCE COMMISSION

Owner **Bingham and Garfield Railway Company**

BUREAU OF VALUATION

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

Val. Section No. **Non-allocated**

Miles Main Line, \_\_\_\_\_

Miles all Tracks, \_\_\_\_\_

Approved: **W. W. Johnston**  
Senior Mechanical Engineer

| LOCATION.<br>(1)   | CHARACTER OF PROPERTY AND DESCRIPTION.<br>Where but a single percentage is stated it represents both per cents.  | Condition<br>Per Cent. | Per Cent<br>of Cost<br>New. | UNIT. | NUMBER OF<br>UNITS. | COST OF REPRODUCTION. |                    |                       |
|--|--|------------------------|-----------------------------|-------|---------------------|-----------------------|--------------------|-----------------------|
|  |  |                        |                             |       |                     | Per Unit.<br>(4)      | New, Total.<br>(5) | Less Depreciat<br>(6) |
| <b>ACCT. No. 53 Title FREIGHT TRAIN CARS (CONTINUED)</b><br>(I. C. C. Classification.) |  |                        |                             |       |                     |                       |                    |                       |
| <b>Gondola Cars-</b>   |  |                        |                             |       |                     |                       |                    |                       |
|  | No. 3000 to 3049; Pressed Steel Car Co.; 1911 and 1912; all metal construction; 120,000 <sup>lb</sup> capacity   | 85                     | 86                          | Each  | 50                  | 1408.                 | 70,400.            | 60.                   |
|  | <b>Total for Freight Train Cars</b>  |                        | 86                          |       |                     |                       | \$779,351.         | \$673.                |
| <b>ACCOUNT 54 - PASSENGER TRAIN CARS</b>   |  |                        |                             |       |                     |                       |                    |                       |
| <b>Coaches-</b>  |  |                        |                             |       |                     |                       |                    |                       |
|  | No. 101 and 102; wood body and underframe; length over end sills 45'-1"; 4 wheel wood frame trucks, with 33" cast iron wheels; 3-3/4"x 7" journals; stove; oil light; open platforms; purchased second hand; 1911  | 67                     | 69                          | Each  | 2                   | 2041.                 | 4,082.             | 2.5                   |
|  | <b>Total for Passenger Train Cars</b>  |                        | 69                          |       |                     |                       | \$4,082.           | \$2.5                 |
| <b>ACCOUNT 57 - WORK EQUIPMENT</b>   |  |                        |                             |       |                     |                       |                    |                       |
| <b>Business Cars-</b>  |  |                        |                             |       |                     |                       |                    |                       |
|  | "Mather"; Pullman 1911; wood body and metal underframe; length over end sills 78'-10"; 6 wheel all metal trucks with 36" steel wheels; 5"x 9" journals; electric light; steam heat; and axle lighting system; observation and heater; The above car owned 50% each by Bingham & Garfield Ry. Co. and Mr. C. W. MacNeill; amount shown represents Bingham & Garfield Ry. Co's proportion. | 83                     | 83                          | Each  | 1                   | 12500.                | 12,500.            | 10,40                 |
|  | "Bingham" (No. 100); wood body and underframe; length over end sills 45'-1"; 4 wheel wood frame trucks with 33" cast iron wheels; 3-3/4"x 7" journals; oil lights; Baker heater; open platforms; purchased second hand 1911  | 67                     | 68                          | "     | 1                   | 4118.                 | 4,118.             | 2,75                  |
| <b>Outfit Cars-</b>  |  |                        |                             |       |                     |                       |                    |                       |
|  | No. 04; rebuilt by B. & G. Ry. Co.; wood body and underframe; 50,000 <sup>lb</sup> capacity; purchased second hand 1912  | 75                     | 78                          | "     | 1                   | 462.                  | 462.               | 36                    |
|  | No. 504, 507 to 517 and 519 to 523; wood body and underframe; 50,000 <sup>lb</sup> capacity; purchased second hand 1912 to 1914  | 75                     | 83                          | "     | 17                  | 185.                  | 3,145.             | 2,6                   |
|  | No. 03; rebuilt by B. & G. Ry. Co.; wood body and underframe; 50,000 <sup>lb</sup> capacity; purchased second hand 1912  | 80                     | 81                          | "     | 1                   | 2757.                 | 2,757.             | 2,25                  |
| <b>Flat Cars-</b>  |  |                        |                             |       |                     |                       |                    |                       |
|  | No. 05 and 06; rebuilt by B. & G. Ry. Co.; wood body and underframe; 50,000 <sup>lb</sup> capacity; purchased second hand 1911   | 77                     | 82                          | "     | 2                   | 295.                  | 590.               | 48                    |
|  | No. 51; Pressed Steel Car Co.; 1912; wood body and steel underframe; 100,000 <sup>lb</sup> capacity  | 87                     | 88                          | "     | 1                   | 2472.                 | 2,472.             | 2,11                  |
| <b>Scale Test Car-</b>   |  |                        |                             |       |                     |                       |                    |                       |
|  | No. 2043; Standard Steel Car Co.; 1912; steel body and underframe; 120,000 <sup>lb</sup> capacity; weight 150,080 <sup>lb</sup>  | 85                     | 92                          | "     | 1                   | 1927.                 | 1,927.             | 1,75                  |
| <b>Wrecking Crane-</b>   |  |                        |                             |       |                     |                       |                    |                       |
|  | No. 01; Industrial Works; 1911; capacity 120 tons; steel underframe  | 85                     | 85                          | "     | 1                   | 15457.                | 15,457.            | 13,2                  |
| <b>Ballast Spreader-</b>   |  |                        |                             |       |                     |                       |                    |                       |
|  | No. 02; Jordan; 1915; steel underframe   | 97                     | 97                          | "     | 1                   | 5168.                 | 5,168.             | 5,0                   |
|  | <b>Total for Work Equipment</b>  |                        | 84                          |       |                     |                       | \$48,596.          | \$41,0                |