

A R I Z O N A

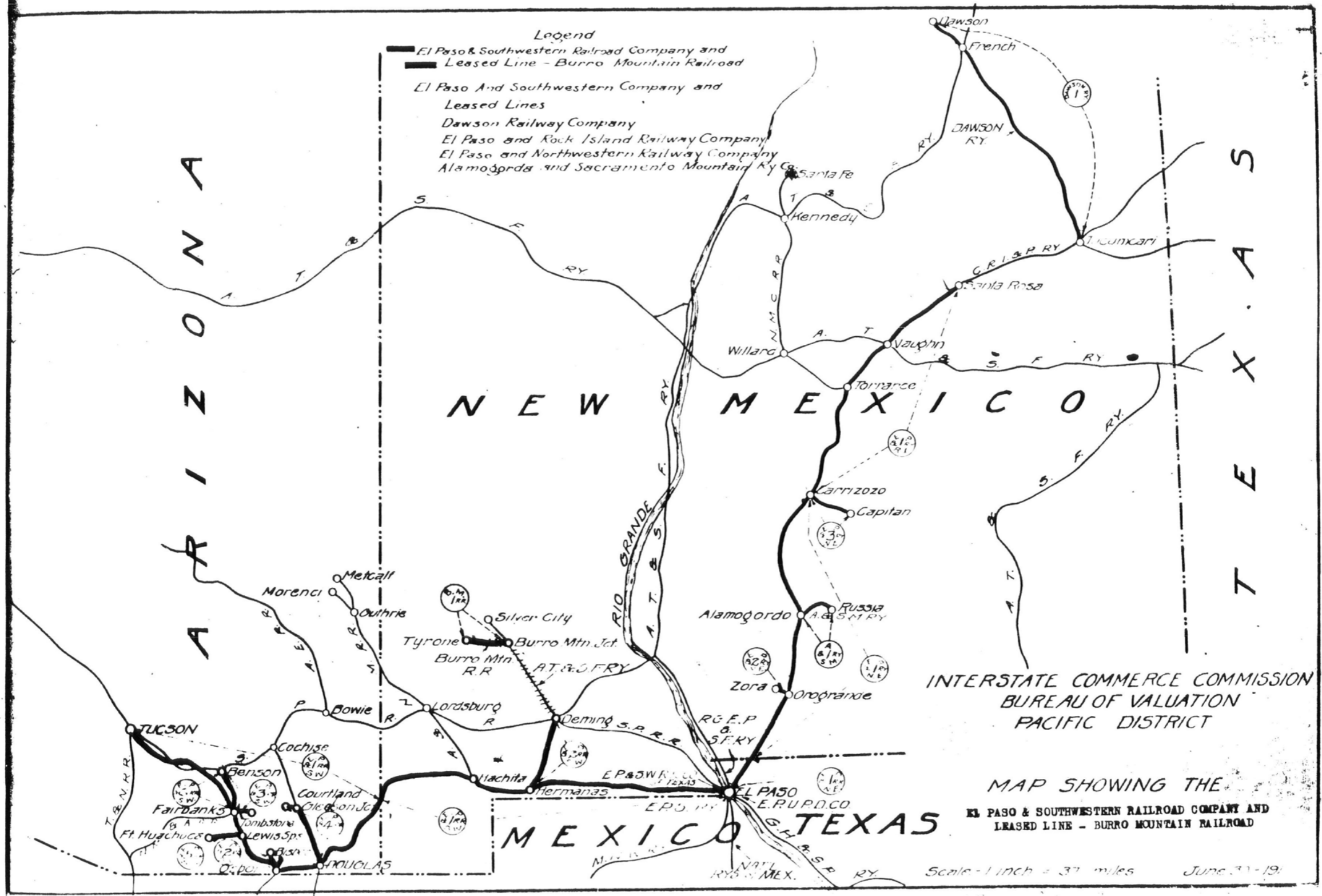
T E X A S

N E W M E X I C O

M E X I C O T E X A S

Legend

- El Paso & Southwestern Railroad Company and Leased Line - Burro Mountain Railroad
- El Paso And Southwestern Company and Leased Lines
- Dawson Railway Company
- El Paso and Rock Island Railway Company
- El Paso and Northwestern Railway Company
- Alamoqorda and Sacramento Mountain Ry Co.



INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
PACIFIC DISTRICT

MAP SHOWING THE
EL PASO & SOUTHWESTERN RAILROAD COMPANY AND
LEASED LINE - BURRO MOUNTAIN RAILROAD

Scale - 1 inch = 37 miles June 31 - 1911

EXPLANATORY NOTES

EL PASO & SOUTHWESTERN RAILROAD COMPANY

1. DESCRIPTION OF ROAD.

The El Paso & Southwestern Railroad Company hereinafter designated the carrier, was incorporated under the laws of the then territory of Arizona, October 19, 1900, as the Southwestern Railroad of Arizona, the name being changed to that of its present corporate title July 8, 1901.

WHOLLY OWNED AND USED.

The railroad owned by the carrier is single track, standard gauge and steam operated extending from a connection with The El Paso and Southwestern Railroad of Texas at the Texas - New Mexico State Line westerly to a connection with the Southern Pacific Railroad at Tucson, Arizona together with branch lines to Deming, New Mexico, and Benson, Bisbee, Courtland, Fort Huachuca and Tombstone, Arizona.

The total mileage owned and used by the carrier in date of valuation was 457,089 miles of main track and 570,905 miles of all tracks.

USED BUT NOT OWNED.

The carrier uses under exclusive lease all the property of the Burro Mountain Railroad Company, extending from a connection with the Atchison, Topoka and Santa Fe Railroad at Burro Mountain Junction, N.M., to Tyrone, N.M., a distance of 13,088 miles.

In addition to the property wholly owned or used, the carrier also enjoys trackage rights over the Atchison, Topoka and Santa Fe Railroad from Deming, N.M., to Burro Mountain Junction, N.M., a distance of 33,270 miles.

The principal cities reached by the railroad of the carrier are Deming, N.M., and Bisbee, Douglas and Tucson, Arizona.

2. MILEAGE AND VALUATION SECTIONS.

El Paso & Southwestern Railroad Company - Wholly Owned and Used - New Mexico									
Val.	Sec.	From	To	M.P. to M.P.	1st	2nd	Yard	All	
					Main Tracks	Main Tracks	Sidings	Tracks	Tracks
100-1		Tex.-N.M. State Line	N.M.-Ariz. State Line	3,690 -167,334	163,684			18,466	152,150
" 2		Hermosillo	Deming	93,397 -124,954	31,556			4,538	36,154
		Total Wholly Owned and Used - New Mexico			195,240			23,004	218,304
El Paso & Southwestern Railroad Company - Wholly Owned and Used - Arizona									
Ariz. 1		Ariz.-N.M. State Line	Tucson	167,334 -341,527	174,158			52,242	236,400
" 2		Osborne	Bisbee	239,045 -246,512	11,158			18,614	29,772
" 3		Fairbanks	Tombstone	275,751 -285,686	9,936			1,547	11,483
" 4		Douglas	Courtland	216,107 -230,851	34,742			5,691	40,433
" 5		Lewis Springs	Fort Huachuca	265,331 -279,630	14,299			1,311	15,810
" 6		Fairbanks	Benson	277,719 -295,276	17,556			1,147	18,703
		Total - Wholly Owned and Used - Arizona			261,849			30,752	352,601
		Total - Wholly Owned and Used - All States			457,089			113,816	570,905
El Paso & Southwestern Railroad Company - Used Exclusively Under Lease									
Owned: Burro Mountain Railroad Company - New Mexico									
New Mex-									
100-1		Burro Mountain Jct.	Tyrone	13,088 -171,32	13,088			4,562	17,650
		Grand Total - Wholly Owned and Wholly Leased by the El Paso & Southwestern Railroad Company and Used by it			470,177			118,378	588,555

Revised page prepared by direction of the Commission June 16, 1934

3. TERMINALS.

The location and basis of use of the principal terminals are as follows:

Location	Basis of Use		Remarks
	Freight Terminal	Passenger Terminal	
Deming, New Mexico	Rental	Rental	S. P. C.
Tucson, Arizona	Ownership	Ownership	

4. CONNECTIONS WITH OTHER ROADS.

The principal connections with other carrier's for the interchange of business is as follows:

Benson, Arizona	New Mexico and Arizona Railroad Company
"	Southern Pacific Railroad
Deming, New Mexico	Atchison, Topeka and Santa Fe Railway Company - The Southern Pacific Railroad
"	Hacosari Railroad (Mexico)
Douglas, Arizona	New Mexico and Arizona Railroad Company
Fairbanks, "	Arizona and New Mexico Railway Company - The Arizona Eastern Railroad Company
Hachita, New Mexico	Southern Pacific Railroad of Mexico
Kelton Junction, Arizona	El Paso and Southwestern Railroad Company of Texas - The Southern Pacific Railroad
Naco, Arizona	Tucson and Nogales Railroad Company
Texas - New Mexico State Line	
Tucson, Arizona	

5. IMPORTANT JOINT FACILITIES.

The carrier has no joint facilities.

6. CHARACTERISTICS OF COUNTRY.

(a) Topography.

The region traversed by the railroad of the carrier is an arid and rocky desert plateau varying in elevation from 2339 feet above sea level at Tucson, Arizona, its western terminus, to an elevation of 4687 feet at Hachita, New Mexico where it crosses the continental divide.

(b) Geology.

In excavation between the Rio Grande and Douglas considerable "malpais" or lava rock was encountered. "Caliche" a soft or indurated limestone, is also of frequent occurrence and is classified as "hard pan" and sometimes as solid rock.

(c) Climate.

The climate of the country has the usual characteristics of the desert, being hot and dry during the summer months and mild in winter, except that freezing weather with light snow falls, occasionally occurs in the higher altitudes.

The rainfall is light averaging from 10 to 12 inches per annum usually coming precipitously in the form of sleet bursts.

(d) Development - Farm.

There is little agricultural development, stock raising being the principal industry.

(e) Development - Industrial.

Mining furnishes 68% of the revenue tonnage, the copper mines in the vicinity of Bisbee and Tombstone, Arizona being among the richest in the world. Large smelters are located at Douglas, Arizona and El Paso, Texas for treating the ore.

VII. PHYSICAL CHARACTERISTICS OF ROAD.

The ruling grades and maximum curvatures for the different valuation sections are as follows:

Val. Seg.	Description	Ruling Grade		Maximum Curvature
		West	East	
New Mexico	1 : Texas-New Mexico State Line to Arizona			
	New Mexico State Line	1.00%	1.00%	5°
" "	2 : Hermans to Deming	0.80%	0.48%	8° - 45'
	Arizona			
1	Arizona-New Mexico State Line to Tucson	1.00%	1.00%	7°
"	2 : Osborn to Bisbee	2.50%	1.86%	10°
"	3 : Fairbank to Tombstone	0.23%	2.50%	10°
"	4 : Douglas to Courtland	2.50%	0.30%	10°
"	5 : Lewis Springs to Ft. Huachuca	2.86%	0.20%	10°
"	6 : Fairbanks to Benson	1.36%	1.56%	8°

VIII. ROAD.

Account 1 - Grading.

In general the grading of the line may be considered as light. In a number of localities, however, heavy work was encountered, particularly near the Rio Grande, and between Douglas and Tucson. A considerable amount of "malpais" or lava is found between Rio Grande and Douglas. Another form of material of frequent occurrence is "salicho", which is a very soft or indurated limestone, and is classified as difficult "hard pan", and sometimes as solid rock.

Account 5 - Tunnels.

There are two tunnels on the line, one immediately west of the Rio Grande, which is 997 feet long and timber lined throughout. The other is located between Douglas and Waco and is 906 feet long, 324 feet of which is lined with concrete.

Account 6 - Bridges, Trestles, and Culverts.

Permanent steel bridges, pile trestles, concrete arches, various kinds of pipe culverts and wooden boxes are used at the crossings of streams. The carrier owns a one-half interest in the high steel viaduct across the Rio Grande just west of El Paso.

Account 8 - Ties.

Oak ties are obtained from East Texas and Louisiana points. Treated pine ties are from East Texas and Alameda, New Mexico. Redwood ties from California are used to some extent.

Account 9 - Rails.

Main tracks are laid with 65 to 90 pound new rail, and 60 to 65 pound relay rail. Other tracks are laid with 60 to 90 pound new rail and 40 to 75 pound relay rail. Cwing to the heavy ore traffic on the branch line to the mines at Bisbee, Courtland and Tombstone, these are laid with the heavier rail.

Account 10 - Other Track Material.

On the rail used under heavy traffic, modern fastenings, such as continuous joints, are used. On the lighter rails plain angle bars are used. Nearly all lines are tie plated. Other classes of material, such as switches and frogs, are modern and well maintained.

Account 11 - Ballast.

Granulated slag from the smelters at El Paso and Douglas is used to ballast the greater part of the main lines. Some gravel and crushed rock ballast is also used. Branch lines are generally surfaced with native material. Cinder ballast is found in station grounds.

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Account 15 - Right of Way Fences.

Barb wire fences are used where required. Posts are cedar, redwood, treated pine, Boise de Arc and old ties. Cattle guards of various patented types are installed at crossings.

Account 16 - Station and Office Buildings.

Adequate and suitable station facilities, generally of frame construction, are provided at all points.

Account 17 - Roadway Buildings.

Section, bunk, tool and other houses are adequate and generally of frame construction.

Account 18 - Water Stations.

Steel and wooden tanks have been erected at convenient points for supplying locomotives with water. Pumping is necessary at all stations.

Account 19 - Fuel Stations.

Coaling stations for the storage and handling of coal for locomotives are provided at all division points.

Account 20 - Shops and Engine Houses.

The carriers shops are located at Douglas and are well equipped to repair and maintain equipment. At Tucson and other engine terminals only small shops for making temporary repairs are provided.

Account 26 - Telegraph and Telephone Lines.

The telegraph lines are operated under an agreement made February 25, 1912, between the Western Union Telegraph Company and the El Paso and New Mexican Company and its holding companies. By this agreement, all the poles, wires, instruments and other property, excepting certain wires and instruments required by the Railway Companies for the handling of their own business, are leased to the Telegraph company at a fixed annual rental with the option to purchase for a fixed sum at any time during the life of the agreement. The Railway companies retain the right in emergencies to use the property leased to the Telegraph company.

In the reconstruction of present lines or in new construction by the Telegraph company, the Railway companies are required to furnish free, certain items of transportation over their own lines.

The pole lines in Arizona, 30.44 miles, and in New Mexico, 130.35 miles, are all owned by the Railroad company.

Account 27 - Signals and Interlockers.

At certain necessary points on the main line in New Mexico and the Bisbee branch in Arizona, automatic block signals have been installed.

Account 32 - Power Distribution Systems.

Electric, air and steam distribution systems are provided at Douglas to meet the needs of the shops at that point.

Account 44 - Shop Machinery.

At Douglas, Arizona, the shops of the carrier are well equipped with machinery to maintain all equipment.

IX. EQUIPMENT.

Account 51 - Steam Locomotives.

The carrier owns and uses the following coal-burning steam locomotives:

<u>Type</u>	<u>Number</u>
8 Wheel Switch (Type 0-6-0)	8
8 " (Type 0-6-0)	3
10 " (" 0-10-0)	1
Hoguel (" 2-6-0)	1
10 Wheel (" 4-6-0)	7
Pacific (" 4-6-2)	11
Consolidation (" 2-8-0)	14
Decapod (" 2-10-0)	2

Total

47

5 4 5

Account 53 - Freight Train Cars.

The carrier owns 1690 freight train cars of various types. A large number of these are used in the hauling of ore from the mines to the smelters.

Account 54 - Passenger Train Cars.

The carrier owns 20 passenger train cars.

Account 57 - Work Equipment.

The carrier owns 2 business cars, 1 wrecking crane, 1 tank car, 3 gondola cars, 2 steam shovels, 1 pile driver, 3 steam shovel tenders, 2 plow cars, 1 ballast spreader and grader, 5 flat cars, 6 tool and outfit cars and 10 cinier cars.

On equipment purchased secondhand, the cost of reproduction new herein is its secondhand reproduction cost. The cost of reproduction less depreciation for such equipment was computed by applying a condition per cent of the property in its second cycle of use to its secondhand cost.

X. ENGINEERING AND GENERAL EXPENDITURES.

Account 1 - Engineering.

Engineering has been estimated at 4% on Road Accounts 3 to 47 inclusive.

Accounts 71 to 75 and 77 - General Expenditures.

General Expenditures, Accounts 71 to 77 exclusive of Account 76 have been estimated at 1 1/2 per cent upon Road Accounts 1 to 47 exclusive of Account 2 - Land.

Account 76 - Interest During Construction.

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 to 77 exclusive of Account 76, and for 3 months upon Equipment Accounts 51 to 58 inclusive.

XI. INVENTORY OF PHYSICAL PROPERTY.

The inventory of industry tracks includes whatever property of a movable character such as rails and fastenings that the carrier could recover, if the tracks were discontinued, provided its title to same is acknowledged by the industry. Grading, bridging and culverts and similar improvements connected with the land have been included only in those instances where they were paid for by the carrier.

XII. GENERAL INFORMATION.

The carrier owns no joint property.

(a) Grading - Shrink and swell.

In computing grading, the one way method has been used with a free haul of 100 feet for team work. In general, a maximum team haul of 2,500 feet was used.

Train haul has been divided into two classes, viz. Class 1, which covers haul by contractor's or "dinky" equipment up to 1.4 miles; and Class 2, which covers haul by standard equipment using carrier's tracks, varying from 30 to 90 miles.

(b) Shrinkage.

To the measured volume of all embankment 10% has been added for shrinkage including loss and waste of excavation materials during construction.

The change in volume from original excavation to present embankment has been estimated as follows:

Common excavation	10% shrinkage
Loose rock "	no change
Solid " "	25% maximum

To the measured volume of ballast in truck, 10% has been added for shrinkage to obtain pay quantities.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner El Paso & Southwestern Railroad Company

Approved: J. B. Schetz

Station No. Unallocated

Miles Main Line _____

Miles all Tracks* _____

LOCATION _____

Where but a single percentage is stated it represents both per cents.

CHARACTER OF PROPERTY AND DESCRIPTION

Condition
Per Cent
of Unit
New
(2)

UNIT

NUMBER OF
UNITS
(3)

COST OF REPRODUCTION

Per Unit \$ New Total \$ Less Depreciation \$

Acct. No. 16 Title STATION AND OFFICE BUILDINGS

Chicago, Ill.

Furniture in Edison Building

50

3,190

1,595

Cleveland, Ohio

Furniture in Williamson Building

50

375

193

Detroit, Michigan

Furniture in Majestic Building

50

459

220

Kansas City, Mo.

Furniture in Waldheim Building

50

345

173

Los Angeles, Calif.

Furniture in Cross Building

50

457

229

Memphis, Tenn.

Furniture in Exchange Building

50

428

214

New York, N.Y.

Furniture in 99 John St.

50

2,530

1,305

Furniture in E. River Savings Bank Building

50

664

327

Pittsburg, Pa.

Furniture in E.W. Oliver Building

50

304

302

St. Louis, Mo.

Furniture in Pierce Building

50

371

436

San Francisco, Calif.

Furniture in Monahan Building

50

727

364

Total for Unallocated Property

50

10,520

5,313

Acct. 51 - STEAM LOCOMOTIVES

Approved: John P. Thompson

Type 0-6-0 (6 wheel switch)

No. 3, Dickson, 1898, cylinders 20"x26", total light weight 83 tons, coal burning, switch service

52 53

Each

1

13,177

7,947

Nos. 6 to 9, American, 1901 and 1903, cylinders 19"x26" total light weight 75 tons, coal burning, switching service

51 54

"

4

13441

53,764

29,033

Nos. 10 to 12, American, 1907, cylinders 20"x26" total light weight 92 tons, coal burning switching service

67 68

"

3

14886

44,639

30,814

Total

60

111,599

67,894

Type 0-3-0 (8 wheel switch)

No. 50, 52 and 53, Baldwin, 1901, cylinders 21"x28" total light weight 102 tons, coal burning, switching service

55 59

"

3

15479

46,437

27,338

Type 0-10-0 (10 wheel switch)

No. 81, Baldwin, 1903, cylinders 23"x28", total light weight 128 tons, coal burning, switching service

60 62

"

1

19,033

11,090

Type 2-6-0 (Mogul)

No. 103, Baldwin, 1898, cylinders 16"x24" total light weight 47 tons, coal burning, freight service

17 22

"

1

9,033

1,767

Revised page prepared by direction of the Commission Aug. 12, 1934.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner: **El Paso & Southwestern Railroad Company**

Miles Main Line _____ Miles all Tracks *

Approved: **John P. Thompson**

Section No. **Remanufactured** _____

CHARACTER OF PROPERTY AND DESCRIPTION

UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
		Per Unit	New, Total	Less Depreciation (6)
(1)	(2)	(4)	(5)	(6)
		\$	\$	\$

Acct. No. **12** Title **STEAM LOCOMOTIVES**

Type 4-6-0 (10 Wheel)

Nos. 112 and 113, Schenectady, 1899 and 1900, cylinders 20"x26", total light weight 87 tons, coal burning, mixed service	42	45	Each	2	14027	28,054	12,684
Nos. 114 to 116, American, 1902, cylinders 20"x26", total light weight 89 tons, coal burning, passenger service	50	53	"	3	15252	45,756	24,251
Nos. 125 and 126, American, 1903, cylinders 24"x28", total light weight 113 tons, coal burning, superheaters, passenger service	65	67	"	2	21259	42,518	28,487
Total		56				116,328	65,422

Type 4-6-2 (Pacific)

Nos. 150 to 155, Baldwin, 1903-04, cylinders 22"x26", total light weight 128 tons, coal burning, mixed service	56	59	"	6	20066	120,396	71,034
Nos. 160 to 164, American Locomotive Co., 1917, cylinders 27"x28", total light weight 173 tons, super-heaters, passenger service	100		"	5	29031	145,155	145,155
Total		61				265,551	216,189

Type 2-8-0 (Consolidation)

Nos. 210 and 213, Baldwin, 1901, cylinders 21"x26", total light weight 103 tons, coal burning, switching service	48	52	"	2	15263	30,526	15,024
Nos. 215 and 216, Baldwin, 1903, cylinders 21"x26", total light weight 110 tons, coal burning, freight service	53	56	"	2	16706	33,412	18,713
Nos. 230 to 239, Baldwin, 1906-07, cylinders 25"x30", total light weight 130 tons, coal burning, super-heaters freight service	65	67	"	10	20970	209,700	140,499
Total		64				273,638	174,236

Type 2-10-0 (Decapod)

Nos. 360 and 362, Baldwin, 1903, cylinders 23"x28", total light weight 126 tons, coal burning, freight service	53	56	"	2	20977	41,954	23,494
Total for Steam Locomotives		66		47		377,922	233,400

Acct. 53 - FREIGHT TRAIN CARS

Box Cars

Nos. 1402 to 1413 and 1416 to 1419, builders, various, 1895, 1903, wood body and underframe 4"x7" and 4"x8" journals	53	57	Each	12	1071	12,852	7,326
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Open Cars

Nos. 1511 to 1520 P.S.C.Co. 1903 and 1904, all metal construction, 100,000# capy. side dumping, air operated	44	54	"	110	1787	141,570	76,448
Nos. 1521 to 1530, P.S.C.Co., all metal construction, 100,000# capy. side dumping, air operated	55	63	"	200	1323	264,600	166,698
Nos. 1531 to 1570 P.S.C.Co., 1914 all metal construction 100,000# capy. side dumping, air operated	86	88	"	50	1419	70,950	32,436
Nos. 1571 to 1920 T.S.C.& P.Co., all metal construction 100,000# capy., side dumping, air operated	95	96	"	50	1392	69,600	36,216

Tank Cars

Nos. 4501 to 4578, and 5230 to 5255, builders, various, wood underframe, steel tank, 60,000# capy. 6500 and 7000 gal. purchased second hand 1901 to 1903	54	61	"	42	700	29,400	20,240
Nos. 4600 to 4626 Bryan Co., all metal construction, 60,000# capy., 8000 gal., 1907	63	68	"	27	1331	35,937	24,437

Revised page prepared by direction of the Commission June 15, 1934.

INTERSTATE COMMERCE COMMISSION

Owner: **Ill. Case & Southwestern Railroad Company** BUREAU OF VALUATION

Sheet No. _____ of this valuation section

Approved: **John N. Thompson**

Section No. **Non-all cated** Miles Main Line. Miles All Tracks.*

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent Under New	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
						Per Unit	New Total	Less Depreciation
Aect. No.	Title	(1)	(2)	(3)	(4)	(5)	(6)	(7)
						\$	\$	\$
Freight Train Cars								
	Wood Cars							
	Nos. 7300 to 7549 P.S.C. Co., 1907, all metal construction 100,000% copy.	82	71	inch	349	871	303,879	153,264
	Nos. 12500 to 12548 and 12550 to 12569, Pullman, 1906, wood body and underframe, 80,000% copy. Ingleby type	50	56	"	80	1088	85,180	36,490
	Nos. 13008 to 13080 A.C. & F. Co., 1906, wood body and underf. 100,000% copy. Part convertible type	52	58	"	45	1172	52,740	30,569
	Nos. 13651 to 13800 A.C. & F. Co., 1912 and 1914, all metal construction, 100,000% copy., Part convertible type	85	87	"	15	1312	196,800	171,216
	Flat Cars							
	Nos. 14006 to 14097, builders, various, wood underframe, 50,000 and 60,000% copy., purchased secondhand	28	40	"	21	309	6,379	3,052
	Nos. 14321 and 14323, metal underframe, 80,000% copy., rebuilt from salvage of foreign car	60	66	"	2	750	1,500	990
	Nos. 14825, metal underframe, 100,000% copy.	80	66	"	1		808	586
	Box Cars							
	Nos. 17001 to 17500, P.S.C. Co., 1906, all metal construction 100,000% copy., side dumping	63	70	"	406	1187	481,186	408,816
	Box Cars							
	Nos. 22401 to 22475, Haskell & Barker 1901-1902, wood body, composite underframe, 80,000% copy. (rebuilt)	85	70	"	59	834	49,205	34,444
	Nos. 22476 to 22500, Co. Baltimore Car Works, 1902, wood body and underframe, 80,000% copy.	41	49	"	20	750	15,000	7,350
	Nos. 22501 A.C. & F. Co., 1902, wood body and underframe, 30,000% copy.	50	56	"	1		370	487
	Nos. 23001 to 23100 S.S.C. Co., 1907, wood body, metal underframe, 100,000% copy.	83	88	"	93	1125	104,625	71,145
	Total for Freight Train Cars		70		1690		1,921,301	1,341,350

Aect. 54 - PASSENGER TRAIN CARS

Passenger and Express Cars

Nos. 530, wood body and underframe, length over end sills 46'4", 4 wheel, wood frame trucks with 33" cast wheels 4"x8" journals, gas lights, stoves, stub platforms, purchased second hand 1902	33	36	inch	1		6,435	1,337
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Passenger, Mail and Express Cars

Nos. 550 to 552, Pullman, 1904, wood body composite underframe, length over end sills 65'-7", 6 wheel composite trucks with 36" steel wheels, 4"x8" journals, gas lights, stove and steam heat, stub platform	68	69	"	3	3507	25,701	17,734
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Revised page prepared by direction of the Commission June 15, 1934.

INTERSTATE COMMERCE COMMISSION

Owner **Chicago & Southwestern Railroad Company** BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Approved **John P. Thompson**

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	NUMBER OF UNITS	COST OF REPRODUCTION		
						Per Unit	New, Total	Less Depreciation
Acct. No.	Title				(4)	(5)	(6)	
					\$	\$	\$	

Acct. No. **54** Title **PASSENGER TRAIN CARS**

Passenger and Barge Cars

No. 601, 1888, wood body and underframe, length over end sills 51'5", 4 wheel wood frame truck with 33" cast wheels, 4"x8" journals, gas lights, Baker heater, open platforms, purchased second-hand	33	36	Each	1		3,875	1,395
Nos. 602 and 603, wood body and underframe, length over end sills 51'4", 6 wheel wood frame trucks with 33" cast wheels, 4"x7" journals, gas lights, Baker heaters, open platforms, purchased second-hand, 1908	33	37	"	2	3526	6,652	2,461
No. 604, Barney & Smith, wood body and underframe, length over end sills 51'11", 4 wheel wood frame trucks with 33" cast wheels, 4"x8" journals, gas lights, Baker heater, open platforms, purchased second-hand, 1901	55	55	"	1		3,653	2,009
No. 605, wood body and underframe, length over end sills, 51'5", 4 wheel wood frame trucks with 33" cast wheel, 4"x8" journals, gas lights, Baker heater, open platforms, purchased second hand, 1902	55	58	"	1		3,306	1,917
No. 610, Wagner, wood body and underframe, length over end sills 59'11", 6 wheel composite trucks with 33" cast wheels, 4"x8" journals, oil lights, Baker heater, open platforms, purchased second hand, 1902	60	62	"	1		4,711	2,321

Passenger Cars

Nos. 654 and 660, wood body and underframe, length over end sills 51', 6 wheel wood frame truck with 33" cast wheel 4"x7" journals, gas lights, Baker heater, open platforms, purchased second hand 1903	53	56	"	2	3338	7,276	4,075
No. 655, Harlan & Hillingsworth, 1897, wood body and underframe, length over end sills 49'10", 4 wheel wood frame trucks with 33" cast wheel, 4"x7" journals, gas lights, Baker heater, open platforms, purchased 2nd hand	40	42	"	1		3,842	1,614
No. 658, Barney & Smith, wood body and underframe, length over end sills, 51'4", 4 wheel wood frame trucks, with 33" cast wheels, 4"x8" journals, gas lights, Baker heater, open platforms, purchased secondhand, 1901	53	55	"	1		4,230	2,359
Nos. 608 to 670, Pullman, 1904, wood body and underframe, length over end sills 66', 6 wheel composite trucks with 36" steel wheels, 4"x8" journals, gas lights, Baker heater, wide vestibules	64	65	"	3	9318	27,954	13,170

Life Cars

Nos. 852 to 854, Pullman, 1904 and 1905, wood body and underframe, length over end sills 70', 6 wheel composite trucks, with 36" steel wheels, 4"x8" journals, gas lights, Pullman heater and steam heat, one wide vestibule, one observation platform	60	61	"	3	14400	43,200	26,352
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Equipment

Dinosa, etc., in R.I. Diner 8009, miscellaneous lot	75	75				3,171	2,378
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Total for Passenger Train Cars 80 20 141,065 24,622

Revised page prepared by direction of the Commission June 15, 1934

INTERSTATE COMMERCE COMMISSION

Case of **El Paso & Southwestern Railroad Company** BUREAU OF VALUATION

Sheet No. ... of this valuation section.

Approved **John R. Thompson**

Section No. **Non-allocated** Miles Main Line. Miles All Tracks.*

ACQUISITION	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
Acct. No.	Title					\$	\$	\$
Business Cars								
	No. 501, Pullman, 1904, wood body, metal sheathed, metal underframe, length over end sills, 72'4", 6 wheel all metal trucks, with 36" steel wheels, 5"x9" journals, gas and electric lights, axle lighting system, steam heat, one wide vestibule and one observation platform (rebuilt 1914)	82	83	Coach	1		35,027	20,772
	No. 505, agner, wood body and underframe, length over end sills 65'6", 6 wheel composite trucks, with 36" steel wheels, 4"x8" journals, gas and electric lights, axle lighting system, steam heat, one wide vestibule and one observation platform (rebuilt 1909)	98	98	"	1		9,233	8,497
Handcars								
	Nos. 1085-1087, various 1888, wood body and underframe, capy. 30,000, purchased secondhand	69	70	"	3	355	1,065	309
Truck Cars								
	No. 5228 A.C.& F.Co. wood underframe, steel tank, 30,000, capacity, 5,000 gallons	63	64	"	1		1,079	691
Refrigerators								
	No. 1002, Bucyrus, 1904, 100 ton, all metal construction	70	72	"	1		15,130	10,133
Steam shovels								
	No. 1006, Vulcan, Giant D-special, all metal construction dipper 1 1/2 cu.yd., purchased second hand, 1903	60	64	"	1		7,136	4,380
	No. 1007, Vulcan, Class C-70 ton, all metal construction, dipper 2 cu.yd., purchased second hand 1905	60	64	"	1		6,023	4,368
Pile Driver								
	No. 1014, wood body and underframe, 42"x96" vertical boiler, double drum, double engine, cylinders 8"x10", 40" leads, 2500, drop hammer	39	43	"	1		4,320	2,116
Water Storage Tanks								
	Nos. 1006 and 1008, wood underframe, rectangular tank, 3500 and 4000 gal., metal trucks with 33" cast wheel, 4"x7" journals, purchased second hand	100	100	"	2	500	1,000	1,000
	No. 1007, Baldwin, 1899, metal underframe, rectangular tank, 4500 gal., metal trucks with 33" cast wheel, 5"x9" journals	82	86	"	1		880	735
Low Cars								
	Nos. 1025 and 1026, A.C.F.Co., 1906, hand operated, wood underframe, 4"x8" journals (Rodgers type)	50	53	"	2	370	740	3,267
Ballast Spreader and Grader								
	No. 1030, Haskell & Barker, 1900, wood underframe, hand operated, 4"x8" journals	48	53	"	1		300	478
Flat Cars								
	Nos. 1036, 1 40 and 1052, Haskell & Barker, 1901, wood underframe, 30,000, capy.	64	68	"	3	309	1,107	1,053
	No. 1050 and 1053, wood underframe, 50,000, capy.	29	43	"	2	309	708	331

Revised page prepared by direction of the Commission June 15, 1934. 11

INTERSTATE COMMERCE COMMISSION

Name **El Paso & Southwestern Railroad Company** BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Classification **Non-Allocated** Miles Main Line _____ Miles all Tracks* _____

Approved: **John R. Thompson**

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent	Per Cent of Cost New	UNIT	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
						Per Unit (4) \$	New Total (5) \$	Less Depreciation (6) \$
Pool and outfit Cars								
Acct. No. 57	Title WORK EQUIPMENT							
	No. 1051, metal underframe, 80,000 ⁷ copy, rebuilt from salvaged foreign car	50	60	Each	1		600	360
	Nos. 1055, 1071, 1098, 1100 and 1101, builders various, 1908 to 1893, wood body and underframe, 80,000 ⁷ copy., purchased second-hand	50	60	"	5	447	2,235	1,741
Under Cars								
	Nos. 1090 to 1099, P.S.C. Co., 1902, all metal construction 190,000 ⁷ copy., side dumping	40	57	"	10	1230	12,300	7,011
	Total for work equipment		72		37		91,197	65,308

Acct. 1 - ENGINEERING

Approved: **G. L. Douglass**

4% of cost of reproduction new of Road Account 16	100				10,620	0.04	425	425
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ACCTS. 71 - 77 - GENERAL EXPENDITURES

Accounts 71 to 75 and 77 - General Expenditures

1% of cost of reproduction new of Road Accounts 1 to 26 inclusive, except Account 2, Land	52				11,045	.015	166	86
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Account 76 - Interest During Construction

6% per annum for 3 months on Accounts 1 and 16	52				11,211	.015	168	97
6% " " " " Equipment Accounts 51-58	68				3,032,075	.015	45,481	39,927
Total Account 76							45,649	40,014
Total			68				45,815	40,100

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