



NEW  
MEXICO

ARIZONA

INTERSTATE COMMERCE COMMISSION  
BUREAU OF VALUATION  
PACIFIC DISTRICT

MAP SHOWING THE  
MAGMA ARIZONA RAILROAD

EXPLANATORY TEXT

I. DESCRIPTION OF ROAD.

The Magna Arizona Railroad owns and operates a single track ~~narrow gauge~~ steam railroad extending from Magna, Arizona, a station located on the Arizona Eastern Railroad between Phoenix and Christmas, northeasterly to Superior, Arizona.

II. MILEAGE AND VALUATION SECTIONS.

Valuation Section	Description	Miles		
		Main Line	Other	Total
	<u>A - Owned and Used</u>			
Arizona 1	Magna to Superior	30.36	1.317	31.678

III. CHARACTERISTICS OF COUNTRY.

The country traversed is an arid desert. The first fifteen miles northeast of Magna is quite level, but the remaining distance to Superior is situated in hills which are rolling and mountainous, and over which maximum grades of 4 per cent and maximum curves of 50 degrees are used.

The railroad was constructed for the purpose of handling ore from the copper mines at Superior, and almost the entire revenue of the carrier is derived from this business, including the handling of supplies.

On account of the country being dry and barren there is no agricultural development. There is, however, some cattle raising, the higher lands in this vicinity furnishing fairly good grazing.

The climate is temperate with light snow falls and temperature as low as zero in the winter, high winds and heavy periodic rains being special features. The rainfall is light and as is typical of these desert countries, comes suddenly and at unreasonable periods in the form of torrents, which frequently severely damage the roadbed.

IV. ROAD.

Grading for the first fifteen miles out of Magna is very light. The grading for remaining portion of the line in the hills is heavier with considerable classification. Steep grades and sharp curvatures have been used freely to reduce the size of cuts and fills to a minimum.

Main and side tracks are laid with 30 pound new Bessemer steel rail.

Pile trestles and wooden box culverts are used exclusively to take care of the drainage.

The gauge of the track is 36", which makes it necessary to transfer all shipments at Magna from and to the standard equipment of the Arizona Eastern Railroad.

V. EQUIPMENT.

The Magna Arizona owns 4 oil burning locomotives, 44 freight cars of various kinds and 3 passenger cars.

VI. ENGINEERING AND GENERAL EXPENDITURES.

Engineering is estimated upon the basis of 4% on Road Accounts Nos. 3 to 47, inclusive,

INTERSTATE COMMERCE COMMISSION

Owner **Nagca Arizona Railroad Company**

BUREAU OF VALUATION

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

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

Miles Main Line, \_\_\_\_\_ Miles all Tracks, \_\_\_\_\_

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

LOCATION: \_\_\_\_\_ Where but a single percentage is stated it represents both per cents.

CHARACTER OF PROPERTY AND DESCRIPTION.

Condition Per Cent.	Per Cent Not New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
				Per Unit. (4)	New, Total. (5)	Less Depreciation (6)

(1)

Acct. No. **51** Title **STEAM LOCOMOTIVES**  
U. C. classification \_\_\_\_\_

**Type 2-4-2 (Saddle Tank)**

No. 1; American; 1914; cylinders 10"x 16"; total light weight 16 tons; oil burning; switching service	88	88	Each	1	4665.00	4,665.	4,121.
<b>Total (Type 2-4-2)</b>		<b>88</b>				<b>4,665.</b>	<b>4,121.</b>

**Type 2-4-2 (With Separate Tender)**

No. 2; American; 1915; cylinders 10"x 16"; total light weight 28 tons; oil burning; switch service	92	92	"	1	6162.00	6,162.	5,687.
No. 3; American; 1915; cylinders 11"x 18"; total light weight 30 tons; oil burning; mixed service	93	93	"	1	6737.00	6,737.	6,282.
No. 4; American; 1917; cylinders 10"x 16"; total light weight 30 tons; oil burning; mixed service	100	100	"	1	6737.00	6,737.	6,737.
<b>Total (Type 2-4-2)</b>		<b>95</b>				<b>19,636.</b>	<b>18,706.</b>
<b>Total for Steam Locomotives</b>		<b>94</b>				<b>\$24,302.</b>	<b>\$22,827.</b>

**ACCOUNT 53 - FREIGHT TRAIN CARS**

**Caboose Car-**

No. 03; wood body and underframe; 3-1/4"x 7" journals; purchased second hand; platforms	80	82	Each	1	432.00	432.	354.
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**Dump Cars-**

No. 1 to 7, and 9 to 16; Kilbourne & Jacobs; 1915; all metal construction; capacity 130000#; 4 wheel type	92	92	"	15	443.00	6,645.	6,135.
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**Tank Car-**

No. 8; Kilbourne & Jacobs; 1915; all metal construction; 4 wheel type	92	92	"	1	443.00	443.	409.
No. 33; Kilbourne & Jacobs; 1915; wood body and underframe; 2 steel tanks 36"x 9'-3"; capacity 250000#; 8 wheel type	92	92	"	1	680.00	680.	629.

**Gondola Cars-**

No. 51, 52 and 54 to 57; Kilbourne & Jacobs; 1915; wood body and underframe; capacity 250000# - 8 wheel type	92	92	"	6	630.00	3,780.	3,497.
No. 58 to 69; Kilbourne & Jacobs; 1916-1917; wood body and underframe; capacity 300000#; 8 wheel type	98	98	"	12	760.00	9,120.	8,948.

**Box Cars-**

No. 101; Kilbourne & Jacobs; 1915; wood body and underframe; capacity 200000#; 8 wheel type	92	92	"	1	725.00	725.	670.
No. 102 to 107; wood body and underframe; capacity 500000#; 8 wheel type; purchased second hand	80	82	"	1	517.00	3,102.	2,542.

**Flat Cars-**

No. 301 to 306; wood body and underframe; capacity 500000#; 8 wheel type; purchased second hand	75	78	"	6	479.00	2,874.	2,230.
<b>Total for Freight Train Cars</b>		<b>91</b>				<b>\$27,801.</b>	<b>\$25,412.</b>

INTERSTATE COMMERCE COMMISSION

Owner Magma Arizona Railroad Company

BUREAU OF VALUATION

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

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

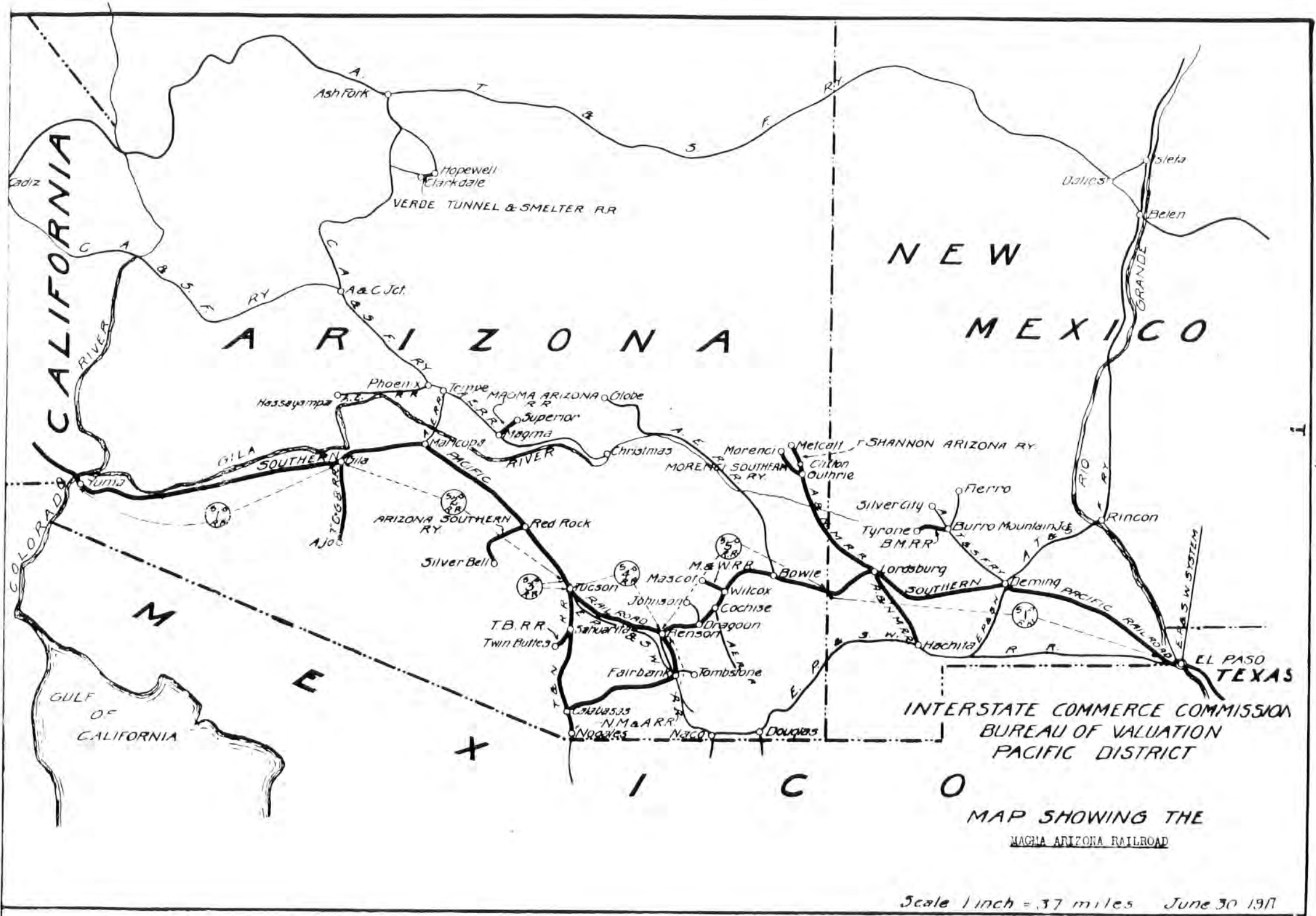
Approved: C. H. Kessler /  
Senior Mechanical Engineer

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Where but a single percentage is stated it represents both per cents.	Condition Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
							(4) Per Unit.	(5) New, Total.	(6) Less Depreciation.
(1)					(2)	(3)	(4)	(5)	(6)
	Acct. No. <u>54</u> Title <u>PASSENGER TRAIN CARS</u>						\$	\$	\$

(I. C. C. classification)

Coach and Baggage Cars-

No. 200; St. Charles; 1895; wood body and underframe; length over end sills 30'-0"; 4-wheel wood frame trucks with 28" cast wheels; oil lights; stove open platform; purchased second hand 1915	80	81	Each	1	1593.00	1,593.	1,225.	
No. 201; wood body and underframe; length over end sills 30'-0"; 4 wheel wood frame trucks, with 24" cast wheels; oil lights; stove open platform; purchased second hand 1915	70	71	"	1	1720.00	1,720.	1,215.	
No number; wood body and underframe; length over end sills 10'-4"; 4-wheel type	50	52	"	1	325.00	325.	152.	
Total for Passenger Train Cars							\$3,638.	\$2,592.



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 BUREAU OF VALUATION  
 PACIFIC DISTRICT

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MAGHA ARIZONA RAILROAD

Scale 1 inch = 37 miles June 30 1911

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BUREAU OF VALUATION

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

Owner Magma Arizona Railroad Company

Approved: C. H. Kessler /

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

Senior Mechanical Engineer

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Where but a single percentage is stated it represents both per cents.		UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
		Condition Per Cent.	Per Cent. of Cost New.			(1)	(2)	(3)
(1)				(2)	(3)	(4)	(5)	(6)
Acct. No.	Title					\$	\$	\$
<u>Coach and Baggage Cars-</u>								
	No. 200; St. Charles; 1895; wood body and underframe; length over and sills 30'-0"; 4-wheel wood frame trucks with 28" cast wheels; oil lights; stove open platform; purchased second hand 1915	80	81	Each	1	1593.00	1,093.	1,285.
	No. 201; wood body and underframe; length over and sills 30'-0"; 4 wheel wood frame trucks, with 24" cast wheels; oil lights; stove open platform; purchased second hand 1915	70	71	"	1	1720.00	1,720.	1,825.
	No number; wood body and underframe; length over and sills 10'-4"; 4-wheel type	50	52	"	1	325.00	325.	352.
	<b>Total for Passenger Train Cars</b>		73				<u>33,338.</u>	<u>\$2,572.</u>

*Handwritten initials and scribbles*