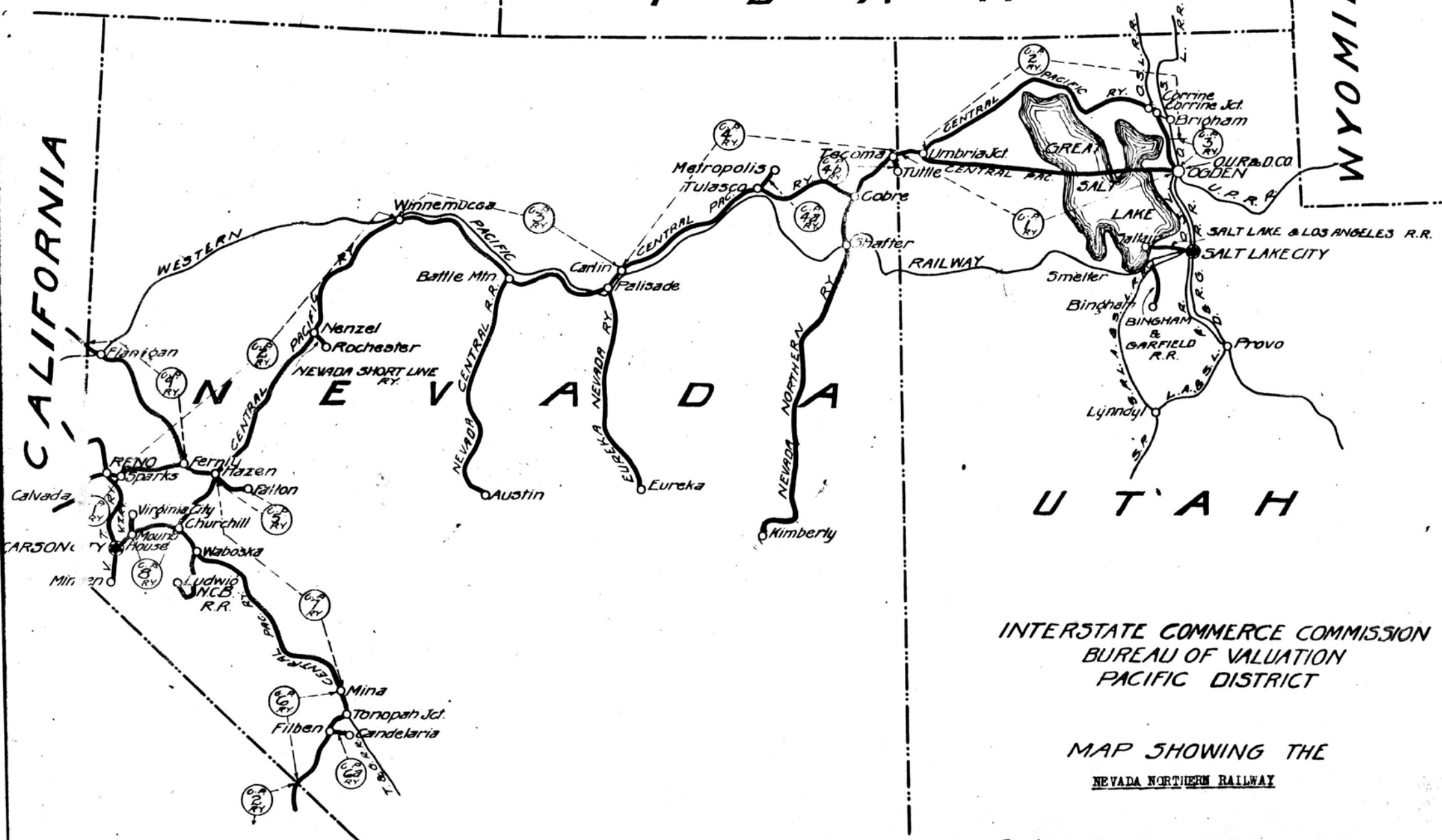


O R E G O N

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
NEVADA NORTHERN RAILWAY

Scale - 1 inch = 37 miles

June 30 - 1914

Serial No 100 H.L.M.

6357

EXPLANATORY TEXT

I. DESCRIPTION OF ROAD.

The Nevada Northern Railway is a single track standard gauge steam railroad extending from Cobre to Ely, Nevada, with branches extending to McGill and to Veteran, Nevada.

II. MILEAGE AND VALUATION SECTIONS.

Valuation Section	Description	M i l e s		
		Main	Other	Total
A - OWNED AND USED				
Nevada 1	Cobre to Veteran	150.169		
" 1a	McGill Junction to McGill	2.682		
" 1b	Hilina to McGill	9.100	27.340	193.335
" 1c	East Ely to Ely Junction	3.000		
" 1d	Copper Flat to Ruth	1.044		
	Total	165.995	27.340	193.335

III. CONNECTION WITH OTHER CARRIER.

At Cobre, Nevada - Central Pacific Railway

At Shafter, Nevada - Western Pacific Railway

IV. CHARACTERISTICS OF COUNTRY.

The country traversed by the carrier from Cobre south to Veteran, the terminus of the line, a distance of 150.5 miles, is a flat desert plateau along the moderately heavy rolling foothills of the Egan Range Mountains. The town of Ely, having a population of about 2,000, is located 140 miles south of Cobre, and is the principal town on the line. Immediately south of Ely are large deposits of low grade copper ore. This ore is loaded on cars with steam shovels and thereafter transported to the concentrator and smelting works at McGill for treatment. The handling of this ore constitutes the carrier's principal business.

The Nevada Consolidated Copper Company and the Consolidated Coppers Company operate the copper mines and also an industrial railway which connects with and has traffic rights over certain tracks of the Nevada Northern.

The country, except in the vicinity of the mines, is practically uninhabited. There are occasional stock ranches which serve as headquarters for the cattle industry.

The climate is temperate, with hot summers and cold winters. The rainfall is light varying from five to ten inches per annum. The snowfall is usually from two to three feet. The elevation above sea level of Cobre is 5,921 feet and of Veteran about 5,500 feet.

V. ROAD.

Grading, except the portion in the vicinity of the mines, consists chiefly of light common material.

There are two timber lined tunnels 206 feet and 311 feet long respectively.

Bridges are of steel and pile and frame construction. The minor drainage is taken care of by cast iron and corrugated iron pipes, wooden boxes and concrete culverts. There are also a number of I beam and rail top reinforced concrete structures.

Main tracks are laid with 60# to 90# New Rail. Other tracks are laid with 60# to 75# New Rail and 40# to 70# Heavy Rail.

VI. EQUIPMENT.

The Nevada Northern Railway owns sixteen (16) coal burning steam locomotives, three hundred thirty-six (336) freight train cars, fourteen (14) passenger cars and twenty-one (21) pieces of work equipment.

VII. ENGINEERING AND GENERAL EXPENDITURES.

Engineering is estimated upon the basis of 1/2% of 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 these accounts from which derived.

Interest during construction upon amounts shown under Accounts Nos. 1 to 47, inclusive, (except Account 2), and Accounts Nos. 71 to 75 and 77, is estimated on a basis of 6% per annum for one-half the construction period of eighteen months, plus three months, and on a basis of 6% per annum for three months upon amounts shown under Accounts Nos. 51 to 58, inclusive. 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 embankment and ballast 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 Bolts	1%
Nutlocks	2%
Angle Bars	2%

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Nevada Northern Railway Company

BUREAU OF VALUATION

Approved: E. H. Kessler
Senior Mechanical Engineer

Val. Section No. Nevada 1, Miles Main Line, _____ Miles all Tracks.*

(1)	LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
							(4) Per Unit.	(5) New, Total.	(6) Less Depreciation.
		Acct. No. <u>46</u> Title <u>POWER SUB-STATION APPARATUS</u>					\$	\$	\$
		<u>East Fly-</u>							
		<u>Transformer House-</u>							
		Transformers; 75 K.V.A.; 2300 to 560 volts; lot of three; including circuit breaker and wiring; installed 1910	77	79			1277.00	1,277.	1,011.
		Total (East Fly)	79					1,277.	1,011.
		Total for Valuation Section	79					\$1,277.	\$1,011.

ACCOUNT 51 - STEAM LOCOMOTIVES.

Type 4-6-0 (10 wheel)

No. 3; Schenectady; 1883; cylinders 18"x24"; total light weight 58 tons; coal burning; purchased second-hand 1906	44	46	Each	1	5882.	5,882.	2,730.
No. 10 and 11; American; 1906 and 1907; cylinders 20"x26"; total light weight 80 tons; coal burning; passenger service	64	65	"	2	14593.	29,186.	18,964.
No. 21; American. 1909; cylinders 19"x26"; total light weight 93 tons; coal burning; freight service	75	76	"	1	14393.	14,393.	10,897.
No. 40; Baldwin; 1910; cylinders 19"x26"; total light weight 85 tons; coal burning; passenger service	80	80	"	1	14403.	14,403.	11,597.
Total (Type 4-6-0)	69					63,864.	44,188.

Type 2-6-0 (Mogul)

No. 20; American; 1907; cylinders 19"x26"; total light weight 93 tons; coal burning; mixed service	67	68	"	1	15927.	15,927.	10,806.
Total (Type 2-6-0 Mogul)	68					15,927.	10,806.

Type 2-8-0 (Consolidation)

No. 80; American; 1906; cylinders 20"x26"; total light weight 79 tons; coal burning; mixed service (engine only)	63	68	Each	1	13595.	13,595.	8,959.
No. 81; Baldwin; 1917; cylinders 21"x26"; total light weight 110 tons; coal burning; superheater; freight service	99	99	"	1	18980.	18,980.	18,795.
No. 90 to 93; American; 1907 to 1909; cylinders 21"x30"; total light weight 114 tons; coal burning; freight service	69	70	"	4	18277.	73,108.	51,067.
No. 94; American; 1909; cylinders 21"x30"; total light weight 115 tons; coal burning; freight service	72	73	"	1	17464.	17,464.	12,715.
No. 95 and 96; American; 1914 and 1916; cylinders 21"x30"; total light weight 119 tons; coal burning; superheater; freight service.	93	93	"	2	19766.	39,532.	36,838.
No. 97; American; 1910; cylinders 21"x28"; total light weight 108 tons; coal burning; freight service; purchased second hand 1917	100	100	"	1	15439.	15,439.	15,439.
Total (Type 2-8-0 (Consolidation)	42					278,118.	143,813.
Total for Steam Locomotives.	77					\$257,909.	\$198,807.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner **Nevada Northern Railway Company**

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

Val. Section No. **Nevada 1,** Miles Main Line, _____ Miles all Tracks.*

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

ACCT. NO.	TITLE	CONDITION PER CENT	PER CENT REPAIR VALUE	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION				
						PER UNIT	NEW, TOTAL	LESS DEPRECIATION		
Freight Train Cars										
Caboose-										
	Nos. 1 and 2; A.C. & F. Co.; 1906; wood body and underframe; 4-1/4"x8" journals; platforms; (8 wheel type)	63	64	Each	2	1251.	2,502.	1,596.		
	Nos. 3 to 5; Wt. Vernon; 1909; wood body and underframe; 4-1/4"x8" journals; platforms; (8 wheel type)	73	74	"	3	1256.	3,768.	2,773.		
	Nos. 9 and 14; H.F. Ry. Co.; 1913 and 1917; wood body; metal underframe; 4-1/4"x8" journals. platforms; (4 wheel type)	91	91	"	2	1006.	2,012.	1,833.		
	Nos 10 and 12; Wt. Vernon; 1907; wood body and underframe; 4-1/4"x8" journals; (4 wheel type)	61	62	"	3	936.	2,808.	1,729.		
Tank Cars-										
	Nos. 3 to 8; German-American Car Co; 1913 and 1914; all metal construction; 80,000# capacity; 10,090 gals.	90	90	"	6	1162.03	7,092.	6,415.		
Flat Cars-										
	Nos. 11 and 12; wood underframe; 80,000# capacity; purchased second hand 1905	48	51	"	2	551.	1,102.	565.		
	No. 14; wood underframe; 40,000# capacity; purchased second-hand 1906	35	42	"	1	198.	198.	84.		
Ore Cars-										
	Nos. 300 to 306; A.C. & F. Co.; 1907; Composite body; metal underframe; 100,000# capacity (National Dump Type)	60	61	"	7	1184.	8,288.	5,096.		
	Nos. 400 to 479; P.S.C. Co.; 1908; all metal construction; 100,000# capacity; (double hopper type)	60	61	"	80	1166.	93,280.	57,312.		
	Nos. 500 to 674; Pullman; 1909 and 1910; all metal construction; 100,000# capacity; (Ingoldsbey dumping type)	70	72	"	174	1334.	232,116.	165,196.		
	Nos. 700 to 749; Pullman; 1915; all metal construction; 100,000# capacity; (Ingoldsbey Dumping Type)	92	92	"	50	1334.	66,700.	61,572.		
Box Cars-										
	Nos. 1020 to 1025; A.C. & F. Co.; 1912; wood body; metal underframe; 80,000# capacity	81	82	"	6	981.	5,886.	4,816.		
							Total (Freight Train Cars)	73	\$425,752.	\$308,987.

ACCOUNT 54 - PASSENGER TRAIN CARS

Passenger Cars-

17	Nos. 1 to 3; St. Louis Car Co.; 1908; length over end sills 60'-0"; wood body and underframe; 4 wheel composite trucks with 36" steel wheels; 5"x9" journals; oil lights; steam heat; wide vestibules.	74	74	Each	3	8142.	24,426.	18,146.
12	No. 4; Pullman; length over end sills 66'-7"; wood body and underframe; 6 wheel composite trucks with 36" steel wheels; 4-1/2"x8-1/2" journals; oil lights; steam heat; wide vestibules; purchased second hand 1913	66	67	"	1	4943.	4,943.	3,298.
15	No. 02; length over end sills 56'-6"; wood body and underframe; 4 wheel wood frame trucks with 36" steel wheels; 3-3/4"x7" journals; oil lights; steam heat; open platform; purchased second hand in 1906	40	41	"	1	3247.	3,247.	1,332.
16	Nos. 63 and 64; Brill; 1912; length over end sills 48'-6"; wood body and metal underframe; 4 wheel metal trucks with 33" steel wheels; 4-1/4"x8" journals; gas lights; steam heat; open platform; purchased second hand in 1917	100	100	"	2	5708.	11,404.	11,404.

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2/10 12/20

INTERSTATE COMMERCE COMMISSION

Owner **Nevada Northern Railway Company**

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. **Nevada 1,** Miles Main Line, _____ Miles all Tracks.*

Approved: **C. H. Kessler,**
12-960
Senior Mechanical Engineer

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.	L. as Depreciam.

Acct. No. **54** Title **PASSENGER TRAIN CARS (Continued)**
(I. C. C. classification.)

Passenger and Baggage Cars-

No. 04; length over end sills 56'-4"; wood body and underframe; 4 wheel wood frame trucks with 36" steel wheels; 3-3/4"x7" journals; oil lights; steam heat; open platform; purchased second hand in 1906	40	41	Each	1	3434.	3,434.	1,408.
No. 05 and 06; Pullman; length over end sills 59'-1"; wood body and composite underframe; 6 wheel wood frame trucks with 36" steel wheels; 3-3/4"x7" journals; oil lights; steam heat; open platform; purchased second hand 1909	30	51	"	2	6000.	12,000.	6,098.

Baggage and Mail Cars-

No. 20; Harlan and Hollingsworth; length over end sills 60'-10"; wood body and composite underframe; 4 wheel composite trucks with 36" steel wheels; 5"x9" journals; oil lights; steam heat; dummy vestibules; purchased second hand in 1907	70	70	Each	1	5770.	5,770.	4,068.
No. 21; A.C. & F. Co.; 1907; length over end sills 60'-3"; wood body and composite underframe; 4 wheel composite trucks with 36" steel wheels; 5"x9" journals; oil lights; steam heat; dummy vestibules	71	71	"	1	6061.	6,061.	4,328.

Parlor - Observation Cars-

"Cobra"; Pullman; length over end sills 65'-8" wood body and underframe; 6 wheel composite trucks with 36" steel wheels; 4-1/2"x8-1/2" journals; gas and electric lights; steam heat; one wide vestibule and one observation platform; purchased second hand in 1913	60	61	"	1	3712.	3,712.	2,274.
"Shafter"; Pullman; length over end sills 68'-5"; wood body and composite underframe; 6 wheel wood frame trucks with 36" steel wheels; 5"x9" journals; electric lights; steam heat; one wide vestibule and one observation platform; purchased second hand in 1914	67	68	"	1	3677.	3,677.	2,502.
Total for Passenger Train Cars	70					\$78,674.	\$54,852.

ACCOUNT 57 - WORK EQUIPMENT.

Business Cars-

No. 100; Pullman; 1916; all metal construction; length over end sills 73'-6"	97	97	Each	1	26040.	26,040.	25,264.
No. 101; "Fly"; Pullman; wood body; metal underframe; length over end sills 66'-11-1/2"; 6 wheel composite trucks with 36" steel wheels; 5"x9" journals; gas and electric lights; axle lighting system; steam and Baker heater; wide vestibules; purchased second hand in 1907	55	56	"	1	6000.	6,000.	3,363.

Supply Cars-

No. 108; wood body and underframe; 40,000# capacity; purchased second hand in 1906	18	28	"	1	198.	198.	55.
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Tool Cars-

No. A-1; wood body and underframe; 60,000# capacity	50	53	"	1	494.	494.	262.
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Outfit Cars-

Nos. A-2 to A-4 and OF-11 to OF 19; wood body and underframe; 30,000# to 60,000#; purchased second hand 1906	30	36	"	13	250.	3,250.	1,184.
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INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner **Nevada Northern Railway Company**

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

Section No. **Nevada 1** Miles Main Line, _____ Miles all Tracks, _____

CHARACTER OF PROPERTY AND DESCRIPTION. When but a single percentage is stated it represents both per cents.

CATION.	Condition Per Cent.	Port of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
					Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)

Acct. No. **57** Title **WORK EQUIPMENT (Continued)**
(I. C. C. classification.)

Scale Test Car-

No. 5000; N.F. R.R. Co. 1913; all metal construction; 4 wheel type; 35,000# weight 58 99 Each 1 1000. 1,000. 886.

Wrecking Crane-

No. "A"; Industrial Works; 1907; all metal construction; 100 tons capacity; including tools and devices 75 75 " 1 15061. 15,061. 11,368.

Locomotive Crane-

No. 2; Industrial Works; 1910; all metal construction; 12 tons capacity; including 1 cu.yd. Clam Shell bucket 75 75 " 1 6529. 6,529. 4,924.

Rotary Snow Plow-

No. "B"; American; 1907; all metal construction; width of cut 10'-7"; including tender 70 70 " 1 21190. 21,190. 14,899.

Total for Work Equipment 78 \$79,762. \$62,205.

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