



INTERSTATE COMMERCE COMMISSION
 BUREAU OF VALUATION
 PACIFIC DISTRICT

MAP SHOWING
NEW MEXICO CENTRAL RAILROAD

To accompany report of Member Engineering Board
 Dated: October 18, 1918. Scale: 1 inch = 37 Miles.



The New Mexico Central Railroad is a single track standard gauge line extending from Santa Fe, New Mexico to Torrance, New Mexico. Track connections are made at Santa Fe and Kennedy with the Atchison, Topeka and Santa Fe Railway, and at Torrance with the El Paso and South Western Railway. Business is interchanged with the Denver and Rio Grande Railway (narrow gauge line) at Santa Fe.

II. MILEAGE AND VALUATION SECTIONS.

This carrier has but one valuation section, the mileage of which is as follows:

Main Track	115.595 miles
Other Tracks	<u>7.696 "</u>
Total all Tracks	123.291 miles

III. CHARACTERISTICS OF COUNTRY.

The country traversed is semi-arid and varies in character from flat to easy rolling. It includes, however, a short mountainous district. The principal industry is raising cattle and sheep, although dry farming and agriculture is practiced to a limited extent. Corn, beans, millet and kaffir corn are the principal farm products. A small vein of bituminous coal is being worked near Kennedy and furnishes a small tonnage.

IV. ROAD. The grading is very light. The roadbed follows very closely the contour of the ground, and steep grades and sharp curves are used freely. The maximum grade is 3.2% and two summits are crossed on this grade.

One Howe truss bridge and 76 Pile and Frame Trestles were inventoried. Wooden box culverts are used at crossings of the small channels and streams.

Seventy pound new Bessemer rail is used on both main and passing tracks.

V. EQUIPMENT.

The carrier owns three locomotives, 42 freight cars and 3 passenger cars.

VI. ENGINEERING AND GENERAL EXPENDITURES.

Engineering is estimated upon the basis of 4% of Road Accounts Nos. 3 to 48 inclusive, and is not depreciated.

General Expenditures are estimated upon the basis of 1-1/2% of amounts given under Accounts Nos. 1 to 48 (except Account 2), and are depreciated upon the basis of the depreciation assigned to those accounts from which derived.

Interest during construction is estimated at 6% per annum for 9 months (being one-half of the construction period) plus 3 months, or a total of 12 months, on Accounts Nos. 1 to 48 (except Account 2), 71 to 75 and 77, and for three months on Equipment Accounts Nos. 51 to 58.

VII. GENERAL INFORMATION.

(a) Grading has been computed on the one-way basis with 500 feet free haul.

A shrinkage of 10% has been added to all embankment quantities.

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

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

Spikes - - - - -	3%
Track Bolts - - - - -	1%
Nut Locks - - - - -	2%
Angle Bars - - - - -	2%

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost at New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciation. (6)
(1)				(2)	(3)	\$	\$	\$
Acct. No. <u>51</u>	Title <u>STEAM LOCOMOTIVES</u> (I. C. C. classification.)							
	<u>Locomotives</u>							
	#7; Schenectady Locomotive Works; 1891; type 4-6-0; mixed service; cylinders 19"x24"; total light weight 72 tons; purchased second-hand in 1912	67	71	Each	1	4159.00	4,159.	2,951.
	#8; Richmond Locomotive Works; 1892; type 4-6-0; mixed service; cylinders 19"x24"; total light weight 72 tons; purchased second-hand 1912	67	71	"	1	4159.00	4,159.	2,951.
	#9; Rogers Locomotive Works; 1883; type 2-6-0; mixed service; cylinders 19"x24"; total light weight 63 tons; new boiler 1912; purchased second-hand 1913	78	80	"	1	4568.00	4,568.	3,657.
	Tender (only); 8 wheel; wood underframe; 4000 gal. water; 10 tons coal; builder and date unknown; purchased second-hand	50	54	"	1	665.00	665.	358.
	Total for Account No. 51			73			\$13,551.	\$9,917.

ACCOUNT 53 - FREIGHT TRAIN CARS

Stock Cars

No. 700; builder and date unknown; capacity 40000#; wood body and underframe; purchased second-hand in 1903

48 53 Each 1 460.00 460. 242.

Box Cars

Nos. 100 to 120; builder and date unknown; capacity 40000#; wood body and underframe; purchased second-hand in 1903

48 53 Each 5 460.00 2,300. 1,208.

Gondolas

Nos. 1016 to 1029; builder and date unknown; capacity 40000#; wood body and underframe; purchased second-hand in 1903

22 29 Each 8 435.00 3,480. 1,015

Tank Cars

Nos. A1 and A15; builder and date unknown; capacity 60000#; 6300 gal.; wood underframe; purchased second-hand in 1903

32 38 Each 15 670.00 10,050. 3,828

Flats

Nos. 614 to 638 and 1000 to 1003; builder and date unknown; capacity 40000#; wood body and underframe; purchased second-hand in 1903

22 30 Each 13 400.00 5,200. 1,550

Total for Account 53

37 42 \$21,490. \$7,841

ACCOUNT 54 - PASSENGER TRAIN CARS

Passenger, Mail and Baggage

No. 1; builder and date unknown; wood body and underframe; wood trucks with 6 - 33" cast iron wheels; purchased second-hand in 1903

45 47 Each 1 3170.00 3,170. 1,48

No. 3; builder and date unknown; wood body and underframe; wood trucks with 6 - 33" cast iron wheels; purchased second-hand in 1911

64 68 " 1 1604.00 1,604. 1,06

Passenger

No. 10; builder and date unknown; wood body and underframe; wood trucks with 6 - 33" cast iron wheels; purchased second-hand in 1903

50 52 " 1 3170.00 3,170. 1,57

Total for Account 54

53 3 \$7,944. \$4,11

ACCOUNT 57 - WORK EQUIPMENT

Bank Cars

Nos. 104 to 124; builder and date unknown; wood body and underframe; purchased second-hand in 1903

18 25 Each 12 460.00 5,520. 1,3

Total for Account 57

25 \$5,520. \$1,3