

EXPLANATORY TEXT

6/30/15

I. DESCRIPTION OF ROAD:

The Amador Central Railroad is a single track standard gauge steam railroad extending from a connection with the Southern Pacific Railroad at Ione, California, easterly to Martell, California.

II. MILEAGE AND VALUATION SECTIONS:

Valuation Section	Description	Miles		
		Main Line	Other	Total
<u>A. OWNED AND USED</u>				
California 1	Ione to Martell	11.794	2.748	14.542

III. CONNECTIONS WITH OTHER CARRIERS:

The Amador Central connects with the Southern Pacific Railroad at Ione, California.

IV. CHARACTERISTICS OF COUNTRY:

The country traversed by the Amador Central is the foot-hill region of the west slope of the Sierra Nevada Mountains. The country is rough and is characterized by long steep rocky hills suitable principally for grazing purposes. There is little agricultural development.

Mining is the principal industry. Gold was discovered in this vicinity in the early days of the gold rush to California and several mines are still producing large quantities of this ore. These mines furnish the principal business of the carrier.

The Carrier derives some revenue from the transportation of pottery clay and clay products, there being a considerable deposit of material suitable for this purpose along its line.

The climate is temperate and is characterized by extremely hot summers and very little snow or cold weather in winter.

V. ROAD:

The grading consists of medium size excavations and embankments; these quantities have been reduced to a minimum by the use of wooden trestles, together with a narrow roadbed. The maximum grade is four percent; many sharp curves are used. The excavated material is practically all classified.

Main tracks and sidings are laid with both new and relay Bessemer Rail weighing from 45 to 62 pounds per yard.

Timber trestles, wooden boxes and pipe culverts take care of the drainage.

VI. EQUIPMENT:

The Amador Central owns three oil burning steam locomotives, nine freight train cars of various kinds, and two passenger train cars.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Sanader Central Railroad Company.

Approved: C. H. Keeler,
Senior Mechanical Engineer.

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

(1)	LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Where Data a single percentage is stated it represents both per cents.	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)	
	Acct. No. <u>38</u>	Title <u>ROADWAY SMALL TOOLS</u> (I. C. C. classification.)									
		<u>Section Jets</u>		<u>50</u>	<u>300</u>		<u>1</u>	<u>164.25</u>	<u>164.</u>	<u>82.</u>	
		Total for Valuation Section		50					\$164.	\$82.	

ACCOUNT 44 - SHOP MACHINERY

Martell

Engine House and Machine Shop

Lathe; engine; 18"x10'-0"; belt drive; Bradford; 1916; taper attachment; including belts and pulleys	99	99	Each	1	903.00	903.	894.
Shaper; crank; 24"; belt drive; Smith and Mills; 1916; second hand; including belts and pulleys	97	97	"	1	496.00	496.	482.
Grinder; double emery; 10"x1-1/2"; belt drive; Diamond; 1915; including belt and pulley	98	98	"	1	66.00	66.	65.
Hack saw; Marvel No. 2; belt drive; Armstrong-Rum; 1916; including belt and pulley	98	98	"	1	53.00	53.	52.
Motor; A.C.; 7-1/2 H.P.; 1200 R.P.M.; 220 volts; General Electric; 1915; including wiring	98	98	"	1	226.00	226.	222.
Shafting, hangers and pulleys; miscellaneous lot; 1916	98	98				73.	73.
Tools and devices; hand and portable; miscellaneous lot	60	61				<u>1,401.</u>	<u>870.</u>
Total (Engine House and Machine Shop)		82				3,218.	2,638.

Blacksmith Shop

Tools and devices; hand and portable; miscellaneous lot	50	51				<u>402.</u>	<u>205.</u>
Total (Martell)		79				3,620.	2,843.
Total for Valuation Section		79				\$3,620.	\$2,843.

ACCOUNT 51 - STEAM LOCOMOTIVES

Type 0-4-4-0 (3 cyl. geared type)

No. 3; Lima; 1905; cylinders 11"x12"; total light weight 45 tons; oil burning; mixed service	50	52	Each	1	9500.00	9,500.	4,919.
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Type 4-6-0 (10 wheel)

No. 9; Schenectady; cylinders 18"x24"; total light weight 101 tons; oil burning; mixed service; purchased second hand 1906	50	55	"	1	4000.00	4,000.	2,193.
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Type 2-6-2 (Prairie)

No. 6; Baldwin; 1906; cylinders 17"x24"; total light weight 88 tons; oil burning; mixed service; purchased second hand 1914	90	90	"	1	10500.00	10,500.	9,509.
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Tender

No. 3; 3500 gal. capacity water; 2400 gal. oil; purchased second hand 1909	50	56	"	1	700.00	700.	393.
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Total for Steam Locomotives 69 **\$24,700.** **\$17,014.**

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner Ames Central Railroad Company,

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.

(1)	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost at Date of Rep. Val.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciat (6)
						\$	\$	\$
	Acct. No. <u>53</u> Title <u>FREIGHT TRAIN CARS</u> <small>(I. C. C. classification.)</small>							
	<u>Box Cars</u>							
	No. 2, 4, 6 and 8; wood body and underframe; 50000 ^l capacity; purchased second hand 1905	40	46	Each	4	500.00	2,000.	92
	<u>Gondola Cars</u>							
	No. 9 and 11; wood body and underframe; 60,000 ^l capacity; purchased second hand 1911	74	77	"	2	500.00	1,000.	77
	<u>Flat Cars</u>							
	No. 3, 5 and 7; wood underframe; 50,000 ^l capacity; purchased second hand 1905	31	40	"	3	400.00	1,200.	42
	Total for Freight Train Cars		52				\$4,200.	\$2,12

ACCOUNT 54 - PASSENGER TRAIN CARS

Coach

	No. 105; wood body and underframe; length over end sills 39'-9"; 4 wheel wood frame trucks, with 33" cast wheels; 3-1/4"x5-1/2" journals; oil lights; stoves; open platforms; purchased second hand 1906	10	11	Each	1	2475.00	2,475.	28
	No. 107; wood body and underframe; length over end sills 58'-0"; 4 wheel wood frame trucks with 36" cast wheels; 4-1/4"x8" journals; oil lights; stoves; open platforms; purchased second hand 1911	20	22	"	1	2500.00	2,500.	54
	Total for Passenger Train Cars		17				\$4,975.	\$83

INTERSTATE COMMERCE COMMISSION

Owner: Mayor Central 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 noted it represents both per cents.

(1)	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciat. (6)
Acct. No. <u>53</u>	Title <u>FREIGHT TRAIN CARS</u> (I. C. classification.)							
<u>Box Cars</u>								
	Nos. 2, 4, 6 and 8; wood body and underframe; 50000# capacity; purchased second hand 1905	40	46	Each	4	500.00	2,000.	927.
<u>Gondola Cars</u>								
	Nos. 9 and 11; wood body and underframe; 60,000# capacity; purchased second hand 1911	74	77	"	2	500.00	1,000.	774
<u>Flat Cars</u>								
	Nos. 3, 5 and 7; wood underframe; 50,000# capacity; purchased second hand 1905	31	40	"	3	400.00	1,200.	487
Total for Freight Train Cars							\$4,200.	\$2,183

ACCOUNT 54 - PASSENGER TRAIN CARS

Coach

No. 105; wood body and underframe; length over end sills 39'-9"; 4 wheel wood frame trucks, with 33" cast wheels; 3-1/4"x5-1/2" journals; oil lights; stoves; open platforms; purchased second hand 1906	10	11	Each	1	2475.00	2,475.	284	
No. 107; wood body and underframe; length over end sills 58'-0"; 4 wheel wood frame trucks with 36" cast wheels; 4-1/4"x8" journals; oil lights; stoves; open platforms; purchased second hand 1911	20	22	"	1	2500.00	2,500.	541	
Total for Passenger Train Cars							\$4,975.	\$825

1	4-4-0	Portland	6/1881	60-17x24-70000-44000-13720	Acq. 1909 Ex Calif. & N.E. #1-Nor.Pac. ? Scrapped
2	Shay	Lima			No data
3	Shay	Lima			No data
4	0-6-0	McKay & Aldus	1866	57-18x24-83300-125-14990	Acq. 9/7/09 Ex SP 1055-1524-CP 21 Scrapped
5	4-6-0	Schenectady #981	1875	57-18x24-79150-58000-130-15070	Ex SP 2023-1554-CP 189 Acq.1910 Laid aside in 1945
6	2-6-2	Baldwin	<u>#27286</u>	44-17x24-133100-180-24200	Ex Klamath Lake #1 Laid aside 1945.
7	2-6-2	Baldwin	#18595	44-16x24-78000-160-18000	Ex McCloud River #8 Acq. 1939 Laid aside 1945
9	2-6-2	Baldwin	#18596	44-16x24-78000-160-18000	Ex Yreka Western #9-McCloud River #9. Acq. 4/1944. In service 4/45 Still lettered Yreka Western