

WYOMING

NEB.

LARIMER WELD

Fort Collins Severance Eaton
① ③ Windsor Greeley
Loveland Officer
Johnston Platte
② ⑤
Longmont
BOULDER ④
Boulder Wattenberg

COLORADO

Legend

— The Great Western Railway



Interstate Commerce Commission
Bureau of Valuation
Washington, D.C.

MAP OF
THE GREAT WESTERN
RAILWAY

Scale 1" = 16 Miles

June 30, 1918.

EXPLANATORY TEXT

THE GREAT WESTERN RAILWAY COMPANY

1. DESCRIPTION OF ROAD.

This company was incorporated October 17, 1901, under the general laws of the state of Colorado, as The Great Western Railway Company, primarily for the purpose of serving the several sugar factories in the vicinity of Greeley, Colorado owned by the Great Western Sugar Company.

The railroad is single track, standard gauge and operated by steam. It is entirely within the state of Colorado extending from Longmont to Eaton with branches from Johnstown to Welty; Johnstown to Wattenberg; Milliken to Elm and Officer to Loveland.

The carrier has connections with the tracks of other carriers for the interchange of business as follows:

Chicago, Burlington & Quincy Railroad Company,	Longmont, Colo.
The Colorado and Southern Railway Company -	" "
" " " " " " " "	Loveland, "
" " " " " " " "	Windsor, "
Union Pacific Railroad Company	Eaton, "
" " " " " " " "	Milliken, "

2. MILEAGE AND VALUATION SECTIONS.

Five valuation sections have been established.

The mileage is as follows:

The Great Western Railway Company - Wholly Owned and Used - Colorado.

Val. Sec.	From	To	Main Track Miles	Yard Tracks and Sidings Miles	All Track Miles
1-Colo.	Longmont	Eaton	42.511	14.596	57.107
2- "	Johnstown	Welty	6.213	1.429	7.642
3- "	Officer Jct.	Loveland	6.583	5.034	11.617
4- "	Johnstown	Wattenberg	24.973	4.258	29.231
5- "	Milliken	Elm	4.731	0.408	5.139
			85.011	25.725	110.736

3. CHARACTERISTICS OF COUNTRY.

The country traversed by this carrier is under irrigation, the terrain is undulating or rolling. The soil is loam underlaid with yellow clay and sandstone.

The principal products are those of the farm, sugar beets being the most important crop.

4. ROAD.

The grading is light averaging 16,700 cubic yards per mile classified as follows; 92% common; 5% loose rock, 3% solid rock. The bridges are not important. The rail is 60-pound laid new on softwood ties.

5. EQUIPMENT.

The equipment of this carrier, part of which was purchased secondhand, consists of seven steam locomotives, 159 freight train cars, and four passenger train cars.

On equipment purchased second hand, the cost of reproduction new herein is its second hand 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 second hand cost.

6. ENGINEERING AND GENERAL EXPENDITURES.

Account 1 - Engineering.

Engineering has been estimated at 4 per cent upon Road Accounts 3 to 47, inclusive.

Accounts 71 to 77 - General Expenditures.

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

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.

Revised page prepared by direction of the Commission Oct. 31, 1927.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section
Approved: John W. Thompson

Owner Great Western Railway Company

Val. Section No. Unallocated

Miles Main Line _____ Miles All Tracks _____

LOCATION _____

When two or more percentages are stated they represent each per cent.

CHARACTER OF PROPERTY AND DESCRIPTION

Condition
Rep. Cond.
Per Cent
of Cost
of New

UNIT

NUMBER OF
UNITS

COST OF REPRODUCTION
Per Unit (4) \$
New, Total (5) \$
Less Depreciation (6) \$

Acct. No. 51 Title STEAM LOCOMOTIVES

No. 100, type 0-6-0, switching service, cylinders 19"x26", total light weight 65 tons; Baldwin Locomotive works, 1906	65	67	Each	1	11,038	7,529
No. 101, type 0-6-0, switching service, cylinders 20"x26", total light weight 82 tons; Baldwin Locomotive works, 1907	68	70	"	1	13,044	9,131
No. 1, type 2-8-0, freight service, cylinders 20"x24", total light weight 71 tons; Baldwin Locomotive works, 1904	60	62	"	1	11,789	7,309
No. 2, type 2-8-0, freight service, cylinders 20"x26", total light weight 84 tons; Baldwin Locomotive works, 1905	63	65	"	1	15,256	8,636
No. 51, 52, type 2-8-0, freight service, cylinders 20"x26", total light weight 87 tons; Baldwin Locomotive works, 1906	65	66	"	2	13714.00	27,428
No. 75, type 2-8-0, freight service, cylinders 20"x26", total light weight 85 tons; Baldwin Locomotive works, 1907	68	70	"	1	14,473	10,131
Total for Account 51.		67		7	91,215	56,838

Acct. 53 - FLIGHT TRAIN CARS

Loco Cars:

Nos. 1004, 1005, length 34', wood body and underframe, arch bar trucks, second hand	42	49	Each	2	900.00	900
No. 1001, length 32', wood body and underframe, arch bar trucks; Barney & Smith 1906	52	56	"	1	1,320	729
Nos. 1002, 1003, length 32', wood body and underframe, arch bar trucks; A.C.&F.Co. 1906	55	59	"	2	1,320.00	1,644

Pump Cars:

Nos. 1-20, capacity 80,000#, wood body and underframe, National Pump Car Co. 1903	50	57	"	50	1010.00	20,500
Nos. 11-120, capacity 80,000#, wood body and underframe; National Pump Car Co. 1905	55	61	"	100	970.00	97,000

Tank Cars:

Nos. 101-110, capacity 100,000#, steel tank and underframe; A. C. & F. Co. 1905	57	63	"	10	1198.00	11,980
Nos. 111, 112, capacity 100,000#, steel tank and underframe; A. C. & F. Co. 1907	65	71	"	2	1,098.00	2,196

Flat Cars:

Nos. 2001, 2002, capacity 90,000#, wood underframe, second hand 1907	100	100	"	2	432.00	864
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Total for Account 53

62
64

169 167,100 100,756

Revised March 7, 1925.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Owner: **Great Western Railway Company**

Account Section No. Unallocated Miles Main Line, Miles all Tracks.*

Sheet No. _____ of this valuation section.
Approved: **JOHN D. THOMPSON**

NOTATION: Where but a single percentage is stated it represents both percents.

ACCT. NO.	TITLE	CONDITION PER CENT.	PER CENT OF COST NEW (4)	UNIT	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
						Per Unit (1)	Total (2)	Less Depreciation (5)
						\$	\$	\$
	Baggage and Passenger Car: No. 100, length 48'9", wood body and underframe, wood plated 6 wheel trucks, second hand 1904. Engerer Palace Car Co.	56	54		1		3,010	1,776
	Baggage and Passenger Motor Car: Length 70', steel body and underframe, 4 wheel steel trucks, second hand 1917. Denver, Greeley, McKeen Motor Car Co., 1910.	100	100		2	12716	25,436	25,436
	Passenger Car, Gasoline Motors No. 1, length 32', wood body and underframe, 4 wheels pedestal rigid. Fairbanks Morse & Co., 1915.	75	75		1		5,096	4,329
	Total Account 54.		80		4		3,142	71,441