

C O L O R A D O

A R I Z O N A

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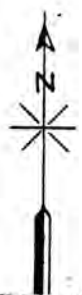
N E W M E X I C O

M E X I C O T E X A S

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
PACIFIC DISTRICT

MAP OF

SANTA FE, RATON & EASTERN RAILROAD



Scale: 1 inch - 37 miles

Interest during construction on all work on the basis of 3% per annum for one-half the construction period of six months, plus three months, upon amounts shown under accounts 1 to 48, (1) DESCRIPTION OF ROAD: 2), and Accounts 71 to 73 and 77; and on a basis of 3% per annum for three months. The Santa Fe, Raton and Eastern Railroad, is a standard gauge line, extending from Raton to Yankee and from Carlsbrooke to Sugarite, New Mexico. Raton is on the main line of the Atchison, Topeka and Santa Fe Railway.

II. MILEAGE AND VALUATION SECTIONS: on the one-way basis with 200 feet free haul. In general a maximum team haul of 2500 feet has been used.

Description	Val. Sec.	Description	MILES		
			Main Line	Other	Total
(5) The New Mex. 1-A		Raton to Yankee to Sugarite	7.389	4.091	11.480
		Carlsbrooke to Sugarite	1.918	0.304	2.222
		Total	9.307	4.395	13.702

III. CHARACTERISTICS OF COUNTRY:

The country is the easy rolling open-mountain slope on the west side of a lateral spur of the Rocky Mountains. From Carlsbrooke to Sugarite the line occupies the valley of Sugarite Creek. Coal mining at Yankee furnishes practically all the traffic. Stock raising is a small factor. Very little of the land is cultivated.

IV. ROAD:

The grading is light but choppy. But little classified material occurs, this being principally the debris on the mountain slopes.

Practically all track is laid with new Bessemer Rail weighing sixty-five to eighty-five pounds per yard.

V. EQUIPMENT:

The carrier owns one locomotive, two cabooses, one box car, twenty-seven gondola cars and two combination passenger and baggage cars. It leases twenty-nine gondola cars from the Santa Fe, Raton and Des Moines Railroad.

VI. ENGINEERING AND GENERAL EXPENDITURES:

Engineering is estimated upon the basis of 1/2% 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.

(1)	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. Cost New.			(4) Per Unit.	(5) New, Total.	(6) Less Deprec.

6/30/16

Acct. No. 20 Title SHOPS AND ENGINE HOUSES
(I. C. C. Classification.)

Haton, Mile 0.0

Supply House

14'x16'; frame; built 1906
Sand Bin, 12'x25'

55	Each	1	146.	91
80	"	1	40.	3
Total (Haton)			186.	12

Carisbrooks, Mile 4.0

Engine House

30'x68'; frame; built 1906
Contents

75	Each	1	957.	71
75			315.	23
Total			1,272.	95

Repair Shop

12'x16'; frame; built 1906

70	Each	1	111.	7
Total (Carisbrooks)			1,383.	1,07
Total for Valuation Section			\$1,569.	\$1,15

ACCOUNT 37 - ROADWAY MACHINES

Motor Car

Rockford #5, Chicago Pneumatic Tool Co.; built 1914

80	Each	1	329.	2
Total for Valuation Section			\$329.	\$2

ACCOUNT 38 - ROADWAY SMALL TOOLS

Section Sets

50	Set	1	122.	
Total for Valuation Section			\$122.	

ACCOUNT 44 - SHOP MACHINERY

Carisbrooks

Car Repair Department

Tools, hand and portable; miscellaneous lot

75			373.	
Total for Valuation Section			\$373.	

ACCOUNT 51 - STEAM LOCOMOTIVES

Type 4-6-0 (10-Wheel) -

No. 101; American; 1906; cylinders 18"x26"; total light weight 84 tons; coal-burning; mixed service

67	69	Each	1	14997.	14,997.	10.2
Total for Steam Locomotives			69	\$14,997.	\$10.2	

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

(1)	ACCT. NO.	TITLE	Condition Per Cent.	Per Cent at Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
							(4) Per Unit.	(5) New, Total.	(6) Less Depreciat.
	<u>53</u>	<u>FREIGHT TRAIN CARS</u> <small>(I. C. C. classification.)</small>					\$	\$	\$
		<u>Cochoise</u>							
		No. 50; 4-wheeled type; A.C. & F.Co.; 1906; Journals 4-1/4"x8"; wood body and composite underframe	67	58	Each	1	896.	896.	602.
		<u>Box Car</u>							
		No. 500; A.C. & F.Co.; 1906; capacity 80,000#; wood body and underframe	76	76	Each	1	947.	947.	722.
		<u>Gondola Cars</u>							
		No. 1251 to 1280; A.C. & F. Co.; 1906; capacity 80,000#; wood body and underframe	64	68	Each	27	854.	23,058.	15,564.
		Total for Freight Train Cars	68					\$24,901.	\$16,895.

ACCOUNT 54 - PASSENGER TRAIN CARS

Passenger & Baggage

		No. 201-202; A.C. & F. Co.; 1906; wood body and underframe; length over end sills 50'-0"; 4-wheel wood frame trucks with 33" cast wheels; 4"x7" journals; oil lights; stoves; open platforms	68	69	Each	2	3957.	7,914.	5,430.
		Total for Passenger Train Cars	69					\$7,914.	\$5,430.

INTERSTATE COMMERCE COMMISSION

Owner Santa Fe, Raton & Des Moines Railroad Company BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

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

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

(1)	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total (5)	Less Depreciat (6)
	B - OWNED BUT NOT USED.					\$	\$	\$
	Acct. No. <u>53</u> Title <u>FREIGHT TRAIN CARS</u> <small>(I. C. C. classification.)</small>							

Gondola Cars

Nos. 5001 to 5050; National Dump; A.C. & F.Co.; 1908;
Composite body; steel underframe; capacity 100,000#

68 71 Each 29 1199. 34,771. 24,591.

Totals for Road

71 34,771. 24,591.

Note:- These cars are used by Santa Fe, Raton & Eastern
Railroad Company.