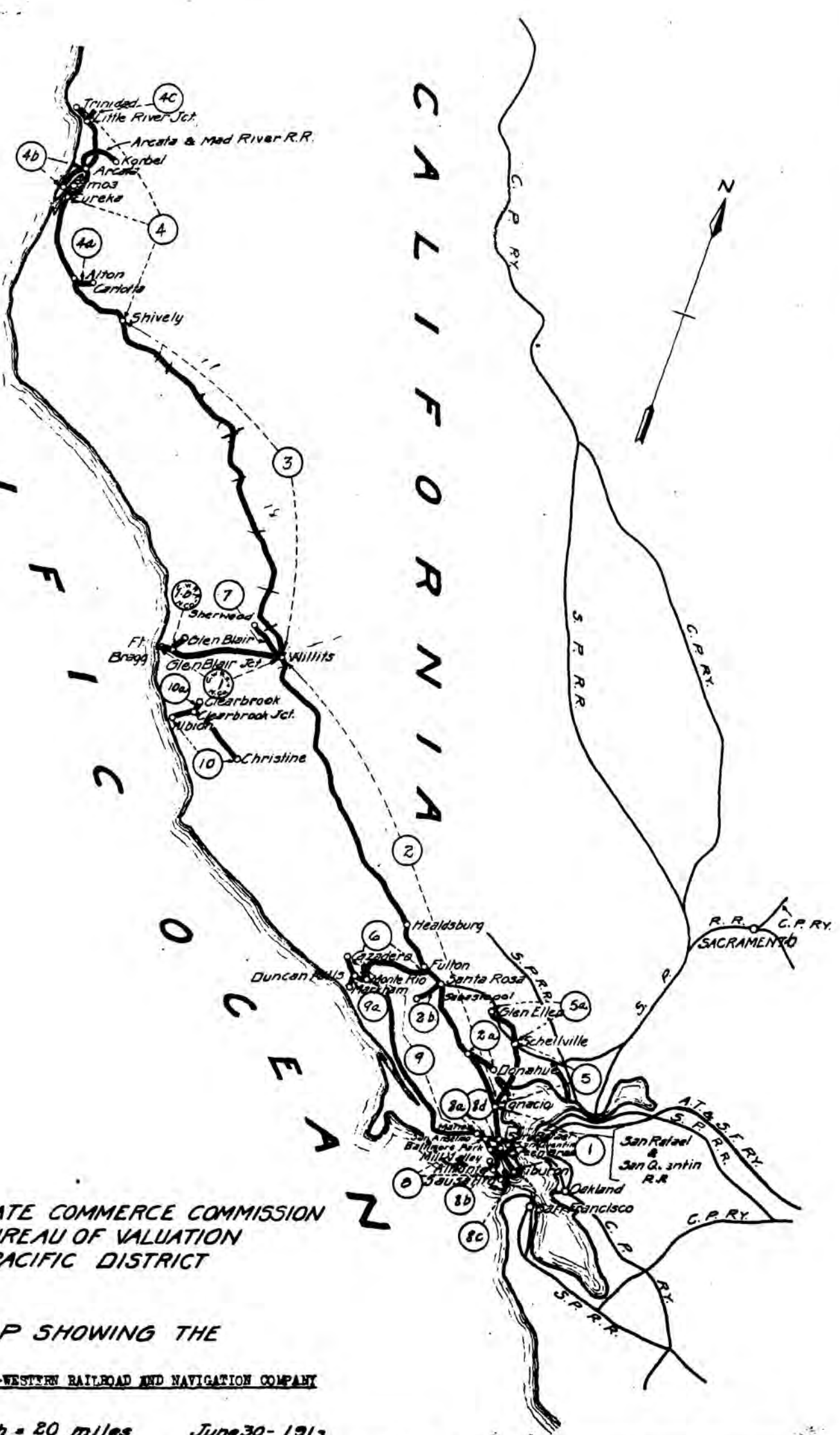


P
A
C
I
F
I
C
O
C
E
A
N

C
A
L
I
F
O
R
N
I
A



INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION
PACIFIC DISTRICT

MAP SHOWING THE

CALIFORNIA-WESTERN RAILROAD AND NAVIGATION COMPANY

Scale 1 inch = 20 miles June 30-1917

EXPLANATORY TEXT

I. DESCRIPTION OF ROAD.

The California Western Railroad and Navigation Company's line is a single track standard gauge steam railroad extending from Willits easterly to Fort Bragg, California. Fort Bragg is the first Pacific Ocean port north of San Francisco into which vessels of light draft can enter. This line is operated primarily in the interest of the Union Lumber Company of San Francisco, which has extensive holdings along the entire line. Two of the valuation stations, California and Blair, as returned by the carrier, were found to be owned by the Union Lumber Company and operated by the carrier who pays the Lumber Company a stipulated amount for each car handled. These sections were regarded as industry tracks and have not been included in the inventory.

II. MILEAGE AND VALUATION SECTIONS.

Valuation Section	Description	Main Line (Miles)			Branch Line (Miles)		Total Miles
		1st Main Track	2nd Main Track	Other Tracks	1st Main Track	Total	
A - OWNED AND OPERATED	Willits to Blair, inclusive	39.444	0	4.784	0	44.228	
B -	Blair to Glen Blair Junction						
C -	Glen Blair Junction to Blair				3.216	3.216	

III. CHARACTERISTICS OF COUNTRY.

At Willits, California, the carrier's line connects with the Northwestern Pacific Railroad. From Willits this line climbs out of the headwaters of the Red River drainage, crosses a divide four miles from Willits into the valley of the Noyo River and follows the tortuous valley of this stream the entire distance to Fort Bragg on the Pacific Ocean.

Essentially a lumber road the line was built as cheaply as practicable. The maximum grade is 3.3 per cent and the sharpest curvature is 24 degrees which has been frequently used.

The principal industry along the line is lumbering. Small farms occur here and there on the logged off portions but farming is not a traffic feature.

The climate is mild, with a small snowfall on the east end.

IV. ROAD.

The grading is light generally, but choppy and rough along the canyon of the Noyo River where much of the material is classified. Two tunnels occur between Willits and Fort Bragg.

The bridges are pile and frame trestles.

The main track is laid with 65 pound and 75 pound new rail, both Open Hearth and Bessemer. Other tracks are laid with various weights of both new and relay rail, from 45 pounds to 75 pounds per yard.

INTERSTATE COMMERCE COMMISSION

Owner California Western Railroad & Navigation Co. BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. Non-Allocated Miles Main Line, _____ Miles all Tracks, _____

Approved: Jno. R. Thompson.

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.	Less Depreciation.
(1)		(4)	(5)	(2)	(3)	(4)	(5)	(6)
A. COMED AND USED								
Acct. No. <u>51</u>	Title <u>STEAM LOCOMOTIVES</u>	(I. C. C. classification.)						
<u>Type 4-6-0; ton wheel-</u>								
	No. 5; Schenectady; 1880; cylinders 18"x24"; total light weight 59 tons; oil burning; freight service; purchased second hand 1906.	54	56	Each	1	5064	5,064	2,734
	No. 8; Southern Pacific Co.; cylinders 18"x24"; total light weight 62 tons; oil burning; freight service; purchased second hand 1910; (r built and new boiler applied 1912)	82	85	"	1	7527	7,527	6,212
	Total		72				12,591	9,046
<u>Type 2-6-2; tank locomotives</u>								
	No. 7; Baldwin; 1909; cylinders 15"x22"; total light weight 38 tons; oil burning; freight service	70	70	Each	1	8748	8,748	6,164
	No. 11; Baldwin; 1913; cylinders 15"x22"; total light weight 38 tons; oil burning; freight service	84	84	"	1	8712	8,712	7,400
	Total		77				17,460	13,564
	Total for Valuation Section		75				30,051	22,550

Account 58 - FREIGHT TRAIN CARS

Booose Cars

Nos. 01, 02 and 04; C.W.R.R. & N. Co.; 1909 to 1915; capacity 50,000#; wood body and underframe; platforms 57 59 Each 3 700 2,100 1,245

Box Cars

Nos. 400, 401 and 402; capacity 50,000#; wood body and underframe; purchased second hand 1909 45 51 " 3 418 1,245 836

Flat Cars

Nos. 57 to 87; 1895; capacity 40,000#; wood body and underframe 44 48 " 20 459 9,180 4,442

Nos. 350 to 359; Haskell & Barker; 1905; capacity 80,000#; wood body and underframe; purchased second hand 1912 55 59 " 10 544 5,440 3,235

Large Flat Cars

Nos. 100 to 193; builders various; 1905 to 1910; capacity 50,000#; wood body and underframe. 44 47 " 79 600 47,400 1,493

Nos. 201 to 220; Haskell & Barker; 1908 to 1910; capacity 80,000#; wood body and underframe. 58 61 " 17 612 12,804 8,392

Nos. 272 to 291; Holman; 1910; capacity 80,000#; wood body and underframe 82 85 " 20 805 16,100 12,396

Nos. 300 to 307; C.W. R.R. & N. Co.; 1912; capacity 80,000#; wood body and underframe; second hand trucks 58 61 " 8 735 5,300 3,345

Wood Car

No. 177; C.W. R.R. & N. Co.; 1908; capacity 50,000#; wood body and underframe 50 53 " 1 526 526 281

Shingle Flat Cars

No. 5; C.W. R.R. & N. Co.; 1908; capacity 50,000#; wood body and underframe 32 37 " 1 501 501 185

Revised page prepared by direction of the Commission 2-24-28.

INTERSTATE COMMERCE COMMISSION

Owner: California Western Railroad & Navigation Co. BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. Non-allocated Miles Main Line, _____ Miles all Tracks.*Approved: C. J. Kessler,
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. (4)	New, Total. (5)	Less Depreciation (6)

Acct. No. 53 Title FREIGHT TRAIN CARS - (Cont'd)
(I. C. C. classification.)Refrigerator Car -

No. 451; C.W. R.R. & N. Co.; 1914; capacity 60,000#; wood body and underframe.

80 81 Each 1 814. 814. 659.

Tank Cars -

Nos. 6 and 7; capacity 50,000#; wood body and underframe; purchased second hand; 1908 and 1908.

45 54 " 2 515. 1,030. 554.

No. 4; C.W. R.R. & N. Co.; 1907; capacity 50,000#; wood body and underframe;

53 57 " 1 700. 700. 400.

Nos. 2, 3 and 5; C.W. R.R. & N. Co.; 1909-1912; capacity 50,000#; wood body and underframe.

53 58 " 3 726. 2,178. 1,263.

Total for Freight Train Cars

57 \$106,818. \$60,726.

ACCOUNT 54 - PASSENGER TRAIN CARS.Coach and Baggage Cars -

No. 42; wood body and underframe; length over end sills 55'-10"; 4-wheel wood frame trucks with 33" steel wheels; 4" x 7" journals; oil lights; stove; open platform; purchased second hand 1908.

47 48 Each 1 3600. 3,500. 1,690.

Coach and Observation Cars -

Car No. 43; wood body and underframe; length over end sills 50'-1-1/4"; 4-wheel wood frame trucks with 33" steel wheels; 4" x 7" journals; oil lights; hot water heating; open platform; purchased second hand 1908.

40 42 " 1 3005. 3,005. 1,253.

Coach -

No. 44; wood body and underframe; length over end sills 50'-1-1/4"; 4-wheel wood frame steel plated trucks with 33" steel wheels; 5" x 9" journals; oil lights; stove; open platform; purchased second hand 1914.

74 75 " 1 1271. 1,271. 963.

Total for Passenger Train Cars)

50 \$7,776. \$3,906.

ACCOUNT 57 - WORK EQUIPMENT.Dump Cars -

Nos. 1, 2 and 3; Western Wheeled Scraper Co.; 1912; composite underframe; capacity 40,000#.

79 80 Each 3 959. 2,877. 2,301.

Pipe Protection Car -

No. 030; C.W. R.R. & N. Co.; 1916; wood body and underframe; capacity 40,000#; including equipment.

53 54 " 1 1055. 1,055. 883.

Steam Shovel -

No. 1337; Marion; Model 20; wood body; steel underframe; dipper 1-1/4 cubic yards capacity; self propelling; purchased second hand 1915.

75 75 " 1 6071. 6,071. 4,591.

Ditcher -

Browning 1912; bucket 3/4 cubic yard capacity; self propelling; including 80,000# capacity; wood underframe flat car.

78 78 " 1 6755. 6,755. 5,305.

INTERSTATE COMMERCE COMMISSION

Owner California Western Railroad & Navigation Co. BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

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

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

(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 at Cost New.			Per Unit (4)	New, Total (5)	Less Depreciation (6)
	Acct. No. <u>87</u>	Title <u>WORK EQUIPMENT - (Cont'd)</u> <small>(I. C. C. classification.)</small>							
		<u>Pile Driver -</u>							
		No. 010; C.W. R.R. & N. Co.; 1908; 45' collapsible leads; 2570; drop hammer; Engine; 6-1/4" x 10" double cylinder; double drum; including 80,000 ^{lb} capacity, wood under-frame flat car.	73	74	Each	1	2189.	2,189.	1,621.
		<u>Tender -</u>							
		No. 020; (old locomotive tender)	18	25	"	1	300.	300.	74.
		Total for Work Equipment)						\$19,248.	\$14,775.

INTERSTATE COMMERCE COMMISSION
BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Owner Union Lumber Company

BUREAU OF VALUATION

Approved: Jno. R. Thompson.

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

12-260

(1)	LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Where but a single percentage is stated it represents both per cents.	Condition Per Cent.	Per Cent. of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
								Per Unit. (4)	New, Total (5)	Less Depreciation (6)
	Acct. No. <u>51</u>	Title <u>STEAM LOCOMOTIVES</u>	(I. C. C. classification.)					\$	\$	\$
		<u>Type 0-4-2 Tank Locomotive</u>								
		No. 2; Baldwin; 1901; cylinders 17" x 24"; total light weight 38 tons; oil burning; switch service; purchased second hand 1918		95	95	Each	1	3367.00	3,367	3,141
		Total			95				3,367	3,141
		<u>Type 2-6-2 Tank Locomotive</u>								
		No. 12; Baldwin; 1915; cylinders 16" x 22"; total light weight 38 tons; oil burning; passenger service		95	95	"	1	8599.00	8,599	7,997
		Total			95				8,599	7,997
		Total for Valuation Section			95				11,966	11,138

Account 53 - FREIGHT TRAIN CARS

Flat Cars

	Nos. 310 to 319; Union Lumber Co.; 1915; capacity 80000#; wood body and underframe; second hand trucks	100	100	Each	10	528.00	5,280	5,280
	Total for Valuation Section		100				5,280	5,280

Account 76 - INTEREST DURING CONSTRUCTION

Approved: Louis Hood.

California

	6% for 3 months on Accounts 51 to 58 - (\$19,206)	95			17236	.015	259	246
	Total Account 76		95				259	246
	Total Accounts 71 to 77, inclusive for California		95				259	246

Revised page prepared by direction of the Commission 9-24-28.