




Legend

 The Salt Lake City Union Depot and Railroad.

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

**MAP OF  
 THE SALT LAKE CITY UNION DEPOT  
 AND RAILROAD**

June 30, 1919

EXPLANATORY TEXT

THE SALT LAKE CITY UNION DEPOT AND RAILROAD COMPANY

1. DESCRIPTION OF ROAD.

The Salt Lake City Union Depot and Railroad Company was incorporated May 29, 1907, under the general laws of Utah.

The property of this company consists of tracks and structures comprising passenger terminal facilities at Salt Lake City, Utah.

By virtue of trackage rights, The Denver & Rio Grande Railroad Company and The Western Pacific Railroad Company have joint use of this property.

2. MILEAGE AND VALUATION SECTIONS.

One valuation section has been established with mileage as follows:

First main track	1.655
Second main track	0.655
Yard tracks and sidings	<u>2.069</u>
Total All Tracks	4.379

3. ROAD.

The grading on this line is light and is all common material. There are two pile and frame trestles with a total length of 64 feet.

The tracks are chiefly laid with 85 pound relay rail. The tracks are ballasted with gravel.

4. EQUIPMENT.

This company neither owns nor uses any equipment.

5. ENGINEERING AND GENERAL EXPENDITURES.

Account 1 - Engineering:

Engineering has been estimated at 3 per cent upon Road Accounts 3 to 47, inclusive which together with architects fees allowed, is equivalent to 5 per cent.

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.

It has been estimated that a period of 16 months would be required for the construction of this property.

6. GENERAL INFORMATION.

Joint property not of sufficient significance to justify the creation of a separate valuation section is described as a separate item upon the assembly sheet and the interest of the carrier under valuation is carried into the columns, "Cost of Reproduction New" and "Cost of Reproduction Less Depreciation", and is subsequently treated as property wholly owned.

The other carrier interested in such joint property is the Oregon Short Line Railroad Company.

- (a) Grading - Grading has been computed on a one-way pay basis.
- (b) Shrinkage - 10 per cent has been added to all embankment and ballast quantities for shrinkage.
- (c) Waste - The following percentages of actual quantities have been added for waste:

Spikes	3 per cent
Bolts	1 "
Angle bars	2 "