



CALIFORNIA

NEVADA



INTERSTATE COMMERCE COMMISSION
 BUREAU OF VALUATION
 PACIFIC DISTRICT

MAP SHOWING THE
 SANTA MARIA RY.

SAN FRANCISCO

SACRAMENTO

CALIFORNIA



To State Line

To Mojave

Maricopa

BAKERSFIELD

Owens Lake

Port San Luis

SUNSET RY.

BAKERSFIELD

Owens Lake

EXPLANATORY TEXT
SANTA MARIA VALLEY RAILROAD COMPANY.

I - DESCRIPTION OF ROAD

The Santa Maria Valley Railroad Company, hereinafter referred to as the carrier, was incorporated under the laws of California July 14, 1911. The railroad is a single track standard gauge line extending from a connection with the Southern Pacific Railroad two miles south of Guadalupe easterly to Leonard.

The carrier operates exclusively under lease 4.413 miles of the Southern Pacific Railroad between Guadalupe and Betteravia and has trackage rights on 1.18 miles of yard tracks at Guadalupe owned by the Southern Pacific Railroad Company. All of the property is in the state of California.

II - MILEAGE AND VALUATION SECTIONS

WHOLLY OWNED AND USED

Val. Sec.	From	To	M.P. to M.P.	1st Main Track	2nd Main Track	Yard Tracks and Sidings	All Tracks
Calif. 1	Betteravia Jct.	Leonard	10.00 - 17.775	17.775		2.067	19.862
<u>Leased from the Southern Pacific Railroad Company</u>							
Calif. 37b	Guadalupe	Betteravia	275.877- 281.290	4.413		0.571	4.984

III - CHARACTERISTICS OF COUNTRY

From a point near Guadalupe (elevation of 215 feet above sea level), the railroad of the carrier follows along the Santa Maria and Sisquoc River Valleys and the foot hills to the Santa Maria oil fields and attains an elevation of 950 feet near Roadrite. The carrier handles a very light traffic since the territory is well served by the Pacific Coast Railway Company's system.

IV - ROAD

Grading is generally light common excavation. On the last three miles near Leonard there is some classified material.

Pile trestles, cast and corrugated iron pipe culverts take care of the drainage.

Main tracks are laid with 75 pound and 76 pound Relay Bessemer rail. Other tracks are laid with 50 pound to 75 pound Relay Bessemer Rail.

V - EQUIPMENT

The Santa Maria Valley Railroad owns 2 oil burning steam locomotives, and one freight train car purchased secondhand.

On Equipment purchased secondhand, the cost of reproduction new herein is its secondhand reproduction cost. The cost of reproduction less depreciation for such equipment was computed by applying a condition percent of the property in its second cycle of use to its secondhand cost.

INTERSTATE COMMERCE COMMISSION

Owner Santa Maria Valley Railroad Company

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. Calif.-1 Miles Main Line, _____ Miles all Tracks.*

Approved: John R. Thompson

LOCATION. (1)	CHARACTER OF PROPERTY AND DESCRIPTION. <small>Where but a single percentage is stated it represents both per cents.</small>	Condition Per Cent.	Per Cent of Cost New.	UNIT. (2)	NUMBER OF UNITS. (3)	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciation (6)
Acct. No. <u>51</u>	Title <u>STREAM LOCOMOTIVES</u> <small>(I. C. C. classification.)</small>					\$	\$	\$
	<u>Type 2-6-0 - (Mogul)</u>							
	No. 1 - Baldwin - 1907 - cylinders 20" x 24" total light weight 81 tons - oil burning - freight service - purchased second-hand 1912	86	87	each	1	11343	11,343	10,698
	<u>Type 2-8-0 (Consolidation)</u>							
	No. 2 - Baldwin - 1906 - cylinders 18" x 24" - total light weight 66 tons - oil burning - freight service - purchased second-hand - 1912	85	86	"	1	8101.00	8,101	6,959
	Total for Account 51		87				19,444	17,657
	Account 53 - FREIGHT TRAIN CARS							
	Caboose -							
	No. 1 - wood body and underframe - 4" x 7" journals - purchased secondhand - 1914	88	89	each	1	685.00	685	60
	Total for Account 53		89				685	60