



CALIFORNIA

INTERSTATE COMMERCE COMMISSION
 BUREAU OF VALUATION
 PACIFIC DISTRICT

MAP SHOWING THE

STERRA RAILWAY COMPANY OF CALIFORNIA

EXPLANATORY TEXTSIERRA RAILWAY COMPANY OF CALIFORNIA1. DESCRIPTION OF ROAD.

The railroad of the Sierra Railway Company of California is single track, standard gauge and steam operated, extending from Oakdale to Tuolumne, California, with a branch line from Jamestown to Angels, California.

2. MILEAGE AND VALUATION SECTIONS.

Val. :	:	:	:	:	:
Sec. :	From :	To :	1st Main Track :	Yard Tracks and Sidings :	All Tracks :
1-Calif. :	Oakdale :	Tuolumne :	56.189 :	10.571 :	66.700 :
2- " :	Jamestown :	Angels :	19.356 :	0.965 :	20.321 :
Total			75.485	11.536	87.021

3. CONNECTIONS WITH OTHER ROADS.

The Carrier has connections with the following roads:

Oakdale - Southern Pacific Railroad Company
Atchison, Topaka and Santa Fe Railway Company
Ralph - Sugar Pine Railway

4. CHARACTERISTICS OF COUNTRY.(a) Topography.

The line of the Carrier begins at Oakdale, in the Stanislaus River Valley at an elevation of 155 feet above sea level and extends to Tuolumne, the terminus of the main line at an elevation of 2563 feet.

The country traversed consists of the valley land and the rough and broken foot hills of the western slope of the Sierra Nevada Mountains. The branch line crosses the Stanislaus River and encounters very rough and broken topography which requires heavy grades and curvature.

(b) Climate.

In the low altitude, the climate is very mild with hot summers and a winter rainy period. In the higher altitude, the winter season is cold with considerable snow.

(c) Development.

Agriculture is the principle industry in the Stanislaus River Valley, the soil being adapted to the production of fruit, grain and hay. Cattle raising and mining are also industries of importance, particularly in the vicinity of Angels and Sonoma, which is one of the largest and oldest mining districts in California. There are several saw mills located at various points along the line which produce lumber and other forest products.

5. PHYSICAL CHARACTERISTICS OF ROAD.

There are many sharp curves and steep grades, the maximum curvature being 29 degrees and the minimum grade 4.15 per cent. On the branch from Jamestown to Angels, there are four switch backs used to overcome the steep grades as the line descends into and rises out of the valley of the Stanislaus River.

6. ROAD.

Grading varies from light work in the vicinity of Oakdale to heavy work with much classified material on the upper ends of the line.

Pile and combination truss bridges are used at the principal stream crossings. Vitrified, wrought iron, sheet iron and steel pipes, wooden boxes and dry masonry culverts take care of all other drainage.

Main tracks are laid with 60 $\frac{1}{2}$ and 40 $\frac{1}{2}$ New Bessemer Rail and 45 $\frac{1}{2}$ and 50 $\frac{1}{2}$ Relay Bessemer Rail. Other tracks are laid with 40 $\frac{1}{2}$ to 60 $\frac{1}{2}$ New Bessemer Rail and 30 $\frac{1}{2}$ to 50 $\frac{1}{2}$ Relay Bessemer Rail.

7. EQUIPMENT.

The Sierra Railway Company of California owns and uses:-

10 steam locomotives
 57 freight train cars
 11 passenger train cars
 21 units of work equipment

8. ENGINEERING AND GENERAL EXPENDITURES.

Engineering has been estimated at 4½% upon Road Accounts 3 to 47, inclusive.

General Expenditures Accounts 71 to 77 exclusive of Account 76 have been estimated at 2% 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 56 inclusive.

9. GENERAL INFORMATION.

(a) Grading has been computed on the one-way basis with 500 feet free haul. In general, a maximum team haul of 2000 feet has been used.

A shrinkage of 10% has been added to all embankment and ballast quantities.

A swell of 10 to 30% has been added to solid rock excavation.

A swell of 10% has been added to loose rock excavation.

(b) The following percentages have been added to the inventoried quantities to cover loss and waste:

Spikes	3%
Track bolts	1%
Nutlocks	2%
Angle bars	2%

B. V. Form No. 561

INTERSTATE COMMERCE COMMISSION

Owner Sierra Railway Company of California

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

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

Approved: Jno. R. Thompson

(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.		
								(4) Per Unit.	(5) New, Total.	(6) Less Depreciation.

(1)	(2)	(3)	(4)	(5)	(6)
Acct. No. <u>51</u>	Title <u>STEAM LOCOMOTIVES</u>	(I. C. C. classification.)	\$	\$	\$
<u>Type 0-6-0 (6 wheel switch)</u>					
No. 2, Rome, cylinders 18"x26", total light weight 48 tons, oil burning, purchased second hand, 1906	50	53	Each	1 5246.00	5,246 2,313
<u>Type 4-6-0 (10 wheel)</u>					
No. 3, Rogers, 1891, cylinders 17"x24", total light weight 59 tons, oil burning, freight service, purchased second hand, 1896	38	42	"	1 8131.00	8,131 3,380
<u>Type 4-4-0 (American)</u>					
Nos. 4, 6 and 7, Baldwin 1881 and 1882, cylinders 17"x24", total light weight 54 tons, oil burning, freight service, purchased second hand 1898 and 1899	35	42	"	3 4197.00	12,591 5,249
<u>Type 0-4-4-0 (geared)</u>					
No. 9, Hesler, 1899, cylinders 16-3/4"x14", total light weight 42 tons, oil burning, freight service	50	52	"	1 8216.00	8,216 4,278
No. 10, Lima, 1902, cylinders 11"x12" (Shay class "B"), total light weight 39 tons, oil burning, freight service	46	48	"	1 7951.00	7,951 3,825
No. 11, Lima, 1903, cylinders 12"x12", (Shay Class "B"), total light weight 45 tons, oil burning, freight service	50	52	"	1 10032.00	10,032 5,198
Total (Type 0-4-4-0) (geared)	51				26,199 13,301
<u>Type 0-44-4-0 (geared)</u>					
No. 12, Lima, 1903, cylinders 14-1/2"x12" (Shay Class "C") total light weight 54 tons, oil burning, freight service	55	57	"	1 12388.00	12,388 7,203
<u>Type 2-8-0 (Consolidation)</u>					
No. 18, Baldwin, 1904, cylinders 18"x24", total light weight 87 tons, oil burning, freight service	75	76	"	1 11819.00	11,819 8,998
Total for Steam Locomotives	53				76,874 41,021

ACCOUNT 53 - FREIGHT TRAIN CARS

Caboose Cars

No. 01, Sierra Railway Company, 1905, wood body and underframe, 3-1/4"x3-1/2", journals, platforms	50	52	Each	1 1223.00	1,223 632
No. 02, Sierra Railway Company, 1913, wood body and underframe, 3-3/4"x7" journals	73	74	"	1 1422.00	1,422 1,052

Box Cars

Nos. 10 and 12, Sierra Railway Company, 1899, wood body and underframe, 50,000# capacity	32	39	"	2 609.00	1,218 474
Nos. 14, 20, 24, 28 and 30, Hammond, 1900, wood body and underframe, 40,000# and 50,000# capacity	36	42	"	5 609.00	3,045 1,294
Nos. 201, 203, and 207, wood body and underframe, 40,000# capacity, purchased secondhand 1903	24	32	"	3 594.00	1,782 569

(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. of Cost New.			Per Unit (4)	New, Total (5)	Less Depreciation (6)
		A - OWNED AND USED							
	Acct. No. <u>55</u>	Title <u>FREIGHT TRAIN CARS (Continued)</u> (I. C. C. classification.)							
	Box Cars - (Continued)								
		Nos. 320 and 322, wood body and underframe, 60,000# capacity, rebuilt from foreign salvaged cars 1907 and 1909	40	45	Each	2	728.00	1,456	658
		Nos. 322 and 324, wood body and underframe, 80,000# capacity, rebuilt from foreign salvaged cars 1907	47	52	"	2	877.00	1,754	909
	Stock Car								
		No. 27, Sierra Railway Company, wood body and underframe, 40,000# capacity	28	33	"	1	531.00	531	177
	Flat Cars								
		Nos. 11 to 25, 89, 95, 105, 151, 183, 401 and 403, wood underframe, 40,000# and 50,000# capacity, purchased secondhand 1899 and 1900	20	29	"	13	368.00	4,784	1,373
		Nos. 29 to 47 and 321, wood underframe, 60,000# capacity, purchased second hand, 1900	45	52	"	11	368.00	4,048	2,117
		Nos. 49 to 59 and 63 to 87, Hammond, 1900, wood underframe, 60,000# capacity	38	44	"	16	604.00	9,664	4,268
		Total for Freight Train Cars		44				\$30,929	\$13,523
	ACCOUNT 54 - PASSENGER TRAIN CARS								
	Mail and Baggage								
		No. 2, Jackson & Sharp, 1897, wood body and underframe, length over end sills 55', 4 wheel wood frame trucks with 33" cast wheels, 4-1/4"x8" journals, oil lights, stoves	46	47	Each	1	3614.00	3,614	1,715
		No. 8, A.C. & F. Co., 1909, wood body and underframe, length over end sills 54' - 6", 4 wheel wood frame trucks with 33" cast wheels, 4-1/4"x8" journals, oil lights, stoves, stub platforms	80	80	"	1	4723.00	4,723	3,798
	Coaches								
		No. 3, Jackson & Sharp, 1897, wood body and underframe, length over end sills 50', 4 wheel wood frame trucks with 33" cast wheels, 4"x7" journals, oil lights, stoves, open platforms	46	47	"	1	3815.00	3,815	1,809
		No. 6, Holman, 1902, wood body and underframe, length over end sills 26', 4 wheel wood frame trucks with 30" cast wheels, 3-1/4"x5-1/2" journals, oil lights, stoves open platforms	58	59	"	1	2078.00	2,078	1,226
	Passenger and Baggage Cars								
		No. 5, Holman, 1902, wood body and underframe, length over end sills 26', 4 wheel wood frame trucks with 30" cast wheels, 3-1/4"x5-1/2", journals, oil lights, stoves, open platforms	58	59	"	1	1876.00	1,876	1,109
		No. 9, Sierra Railway Company, 1913, wood body and underframe length over end sills 33', arch bar trucks with 33" cast wheels, 3-5/8"x7" journals, oil lights, stoves, open platforms	85	85	"	1	1976.00	1,976	1,687
	Baggage Car								
		No. 4, wood body and underframe, length over end sills 50', 10", 4 wheel wood frame trucks with 33" cast wheels, 4"x7", journals, oil lights, open platforms, purchased secondhand 1898	33	36	"	1	2126.00	2,126	769

LOCATION.		Where but a single percentage is stated it represents both per cent.		UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
(1)	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent. Not New.			(4) Per Unit.	(5) New, Total.	(6) Less Depreciation.
A - OWNED AND USED								
Acct. No. <u>54</u>	Title <u>PASSENGER TRAIN CARS (CONTINUED)</u> <small>(I. C. C. classification.)</small>					\$	\$	\$
<u>Excursion Cars-</u>								
	Nos. 300 to 306; Sierra Railway Company; wood body and underframe; open type; length over end sills 32'-0"; rebuilt on 40,000# capacity; flat cars 1900	42	46	Each	4	809.00	3,236.	1,480
Total for Passenger Train Cars			58				\$23,444.	\$13,594
<u>ACCOUNT 57 - WORK EQUIPMENT</u>								
<u>Outfit Cars-</u>								
	No. 7; wood body and underframe; journals 3-3/4"x 7"; including tools and equipment; purchased second hand 1900; (wrecking car)	15	17	Each	1	2234.00	2,234.	38
	Nos. 16 and 28; Hammond; 1900; wood body and underframe; 4"x 7" journals	36	42	"	2	634.00	1,268.	536
	Nos. 163 and 165; wood body and underframe; 3-1/2" x 5-1/2" journals; purchased second hand 1900	20	25	"	2	586.00	1,172.	298
	Nos. 205 and 209; wood body and underframe; 3-3/4"x 7" journals; purchased second hand 1903	22	30	"	2	619.00	1,238.	368
<u>Tie and Rail-</u>								
	No. 53; Hammond; 1900; wood underframe; 60,000# capacity	36	42	"	1	654.00	654.	276
<u>Ballast-</u>								
	Nos. 61 and 194; Hammond; 1900; wood body and underframe; 60,000# capacity; (side-dumping)	38	44	"	2	666.00	1,332.	582
	Nos. 190 and 192; Rodgers; 1903; wood body and underframe; 80,000# capacity; (Hart Convertible Type)	43	47	"	2	1086.00	2,172.	1,002
	Nos. 200 and 202; Rodgers; wood body and underframe; 80,000# capacity; purchased second hand 1900	50	59	"	2	466.00	932.	512
	No. 204; Rodgers; 1900; wood body and underframe; 60,000# capacity	38	44	"	1	604.00	604.	282
<u>Tank Cars-</u>								
	Nos. 405, 407, 409 and 411; wood underframe; steel tanks; 30,000# capacity; 1800 gallons; purchased second hand 1900	33	38	"	4	618.00	2,472.	912
	No. 601; wood underframe; steel tank; 40,000# capacity; 6000 gal. rebuilt from foreign salvaged car; 1907	44	47	"	1	1038.00	1,038.	442
	No. 603; wood underframe; steel tank; 60,000# capacity; 6000 gal.; rebuilt from foreign salvaged car	60	63	"	1	930.00	930.	512
Total for Work Equipment			39				\$16,046.	\$6,282