



MAP OF THE
**STATE BELT RAILROAD
 OF CALIFORNIA**

LEGEND

State Belt Railroad of California

1127

EXPLANATORY TEXT

STATE BELT RAILROAD OF CALIFORNIA

1. DESCRIPTION OF ROAD.

The State of California owns harbor facilities in San Francisco which include piers, ferry slips, warehouses, ferry building, harbor equipment, tracks and other terminal facilities built in connection with the development of this port. Such facilities are under the management of the Board of State Harbor Commissioners.

The State Belt Railroad of California is one of the units under the management of the Commissioners. It was constructed in 1890-1892, pursuant to a portion of Section 2384 of the Political Code of the State of California. It is hereinafter called the carrier.

The carrier is a standard gauge, steam operated railroad located within the city limits of San Francisco, extending from a connection with tracks owned by the United States Government at the Iron Gate leading into the Presidio, thence easterly along Marina Boulevard to the Embarcadero, and thence southerly to a stub end at Berry and 3rd streets. Along this stretch as the Ferry Building is approached, the main line broadens out until five mains are used. There are also isolated tracks at China Basin and in the Islais Creek District. Connection is made with the Southern Pacific Company at King Street, and with the Atchison, Topeka and Santa Fe Railway Company in China Basin. All other roads connect with the carrier by means of car ferries.

The carrier has trackage rights over 3.20 miles of tracks inside the Presidio owned by the United States Government; 4.21 miles owned by the Southern Pacific Company; and 2.45 miles owned by the Atchison, Topeka and Santa Fe Railway Company.

2. MILEAGE AND VALUATION SECTIONS.

One valuation section has been established and designated 1-Calif.

The mileage is as follows:

Main Track	5.593 miles
Other Main Tracks	3.756 "
Yard Tracks and Sidings	11.929 "
Total	<u>21.278 "</u>

3. CHARACTERISTICS OF COUNTRY.

The property of the carrier is entirely within the City of San Francisco. The land upon which the tracks are located was made years ago by dredging from San Francisco Bay.

The carrier performs a switching service between foreign railroads and industries along the water front.

4. ROAD.

The grading is light. A considerable amount is trench excavation.

The tracks are laid chiefly with new 141 pound girder rail on redwood cross ties. Ballast is crushed rock.

5. EQUIPMENT.

The carrier owns 9 steam locomotives, 17 freight-train cars, and 1 unit of work equipment.

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 per cent of the property in its second cycle of use to its secondhand cost.

6. ENGINEERING AND GENERAL EXPENDITURES.

Account 1 - Engineering.

Engineering has been estimated at 4 per cent upon Road Accounts 3 to 47 inclusive.

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, and for 3 months upon Equipment Accounts 51 to 58 inclusive.

LOCATION		Where but a single percentage is stated it represents both per cents.		Condition Per Cent	Per Cent of Cost of New	UNIT	NUMBER OF UNITS	COST OF REPRODUCTION		
(1)	CHARACTER OF PROPERTY AND DESCRIPTION	(2)	(3)					Per Unit (4)	New, Total (5)	Less Depreciation (6)
Acct. No. <u>51</u>	Title <u>STEAM LOCOMOTIVES</u> (I. C. C. classification)							\$	\$	\$
	Nos. 1, 6; type 0-6-0; switch service; cylinders 19"x26"; total light weight 73 tons; Baldwin Locomotive Works; 1908-1913	48	51	Each	2	24125.	48,250		24,600	
	No. 4; type 0-6-0; switch service; cylinders 19"x24"; total light weight 60 tons; Vulcan Iron Works; 1911 <i>Good Full</i>	50	52	"	1		20,425		10,621	
	No. 5; type 0-4-2; switch service; cylinders 19"x24"; total light weight 60 tons; Baldwin Locomotive Works; 1913	50	52	"	1		20,179		10,493	
	No. 7; type 0-6-0; switch service; cylinders 20"x24"; total light weight 74 tons; American Locomotive Co.; 1914	60	62	"	1		24,627		15,265	
	No. 8; type 0-6-0; switch service; cylinders 20"x24"; total light weight 70 tons; Baldwin Locomotive Works; 1916	65	66	"	1		23,446		15,474	
	No. 9; type 0-6-0; switch service; cylinders 20"x24"; total light weight 70 tons; American Locomotive Co.; 1920	76	77	"	1		23,625		18,345	
	Nos. 10-11; type 0-6-0; switch service; cylinders 20"x24"; total light weight 73 tons; Baldwin Locomotive Works; 1923, 1927	94	94	"	2	25525.	51,050		47,987	
	Total for Valuation Section		67		9		211,802		142,797	
Acct. 53 - FREIGHT TRAIN CARS										
Flat Cars:										
	Nos. 1-3; capacity 80,000 lbs., steel underframe	40	48	Each	3	1775.	5,325		2,550	
	Nos. 4,5; capacity 60,000 lbs., wood underframe	25	33	"	2	1890.	2,580		851	
Gondolas:										
	No. 99; built 1913; capacity 80,000 lbs., steel body and underframe	44	51	"	1		1,490		780	
Box Cars:										
	Nos. 101, 103, 106; capacity 100,000 lbs., steel underframes, wood body	40	47	"	3	1935.	5,805		2,720	
	Nos. 110-112, 114, 115, built 1913, capacity 100,000 lbs., steel underframes, wood body	45	51	"	5	2125.	10,625		5,410	
	No. 107, capacity 60,000 lbs., steel underframes, wood body	34	41	"	1		1,750		710	
	No. 108, capacity 60,000 lbs., wood body and underframe	20	27	"	1		1,650		448	
	No. 109, built 1918, capacity 70,000 lbs., composite underframes, wood body	61	65	"	1		2,010		1,307	
	Total for Valuation Section		47		17		31,245		14,787	

INTERSTATE COMMERCE COMMISSION

Owner State Belt Railroad of California

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. 1-Calif.

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. (I. C. C. classification)</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 Depreciat: (6) \$
Acct. No. <u>57</u>	Title <u>WORK EQUIPMENT</u>							
	<u>Crane:</u> <u>No. 01, capacity 15 tons, all steel,</u> <u>Brown Hoisting Mchry., 1915</u>	<u>60</u>	<u>62</u>	<u>Each</u>	<u>1</u>		<u>12,350</u>	<u>7,65</u>
	<u>Total for Valuation Section</u>				<u>1</u>		<u>12,350</u>	<u>7,65</u>