



INTERSTATE COMMERCE COMMISSION
 DIVISION OF VALUATION
 PACIFIC DISTRICT
 MAP OF
 RIVERSIDE, RIALTO & PACIFIC R.R.
 TO ACCOMPANY ENGINEERING REPORT
 DATED
 SCALE 1 IN. = 1 MILE

Serial No. TE

EXPLANATORY TEXT

SECTION OF ROAD.

The Riverside, Bialto and Pacific Railroad is a standard gauge line located in Southern California, about sixty miles east of Los Angeles, and extends northerly from Riverside to Bialto, a distance of 9.858 miles. The carrier's trains are operated by steam, handling exclusively freight traffic at this time.

The Riverside Portland Cement Company's plant located upon the carrier's line at Crestmore, is the most important industry furnishing the carrier traffic that provides the principal part of its gross revenue.

The Pacific Electric Railway Company under contract operates electric passenger cars over the rails of the carrier.

II. MILEAGE AND VALUATION SECTIONS

Val. Sec.	Description	Main Line (Miles)		Branch Line (Miles)	Other Tracks (Miles)	Total (Miles)
		1st	2nd			
	A - OWNED AND USED					
Calif. 1	Rialto to Riverside	9.602			2.389	11.991
	Total	9.602			2.389	11.991
	B - OWNED BUT NOT USED None					
	C - USED BUT NOT OWNED None					
	D-1 JOINTLY OWNED AND USED					
Calif. 1	Tracks with S.P.L.A. & S.L.R.R. at Crestmore, each company owning an undivided one-half interest, total mileage	0.256			0.408	0.664
Calif. 1	Tracks with A.T. & S.F. Ry. at Riverside, each company owning an undivided one-half interest, total mileage				0.474	0.474
	Total	0.256			0.882	1.138

III. CONNECTION WITH OTHER ROADS.

The carrier connects at Riverside with the Atchison, Topeka and Santa Fe Railway, the Southern Pacific Railroad and the Pacific Electric Railway; at Crestmore; with the San Pedro, Los Angeles and Salt Lake Railroad; and at Bialto with the Pacific Electric Railway.

IV. IMPORTANT JOINT FACILITIES.

At Riverside the carrier owns jointly with the Atchison, Topeka and Santa Fe Railway 0.474 miles of side tracks. At Crestmore the carrier owns jointly with the San Pedro, Los Angeles and Salt Lake Railroad 0.408 miles of side tracks and 0.256 miles main line.

V. CHARACTERISTICS OF COUNTRY

The portion of Southern California in which the carrier's line is located has a semi-tropical climate, particularly well adapted to the growing of citrus fruits and nuts. Irrigation is necessary in connection with the growing of vegetation and orchards.

VI. PHYSICAL CHARACTERISTICS OF ROAD

The maximum grade is two per cent., and the maximum curvature twelve degrees.

VII. ROAD

Account 3 - Grading.

The grading work is very light, except for a short section near the crossing of the Santa Ana River. On original construction the embankments were largely built after the track was laid, with quarry waste from Crestmore. This method avoided the purchasing of expensive fruit land for borrow pit purposes. In the reproduction of this portion of the line the unit price for borrow includes the cost of the additional right-of-way needed for borrow pits.

The excavated material is all classified as GENERAL.

Account 8 - Ties.

The ties are 6"x8"x12' untreated Redwood.

Account 9 - Rails.

The main line and sidings are laid principally with new 60# Bessemer and Open Hearth steel rail.

VIII. EQUIPMENT

The carrier owns 3 locomotives, 3 flat cars, 1 box car and 16 dump cars.

IX. EXPENSES AND GENERAL EXPENDITURES

Engineering is estimated upon the basis of 4 per cent. of Road Accounts Nos. 3 to 48, inclusive, and is not depreciated.

General Expenditures are estimated upon the basis of 1-1/2 per cent. of amounts given under Accounts Nos. 1 to 48 (except Account 2), and are depreciated upon the basis of the depreciation assigned to these accounts from which derived.

Interest During Construction has been estimated upon the basis of 6 per cent. per annum for one-half the construction period plus three months upon amounts shown under Accounts Nos. 1 to 48 inclusive (except Account 2), and 71 to 75 and 77; and on a basis of 6 per cent. per annum for three months upon amounts shown under Accounts Nos. 51 to 58, inclusive. Account 76 has been depreciated on the basis of the depreciation assigned to these accounts from which derived.

X. GENERAL INFORMATION

(a) Grading is computed on the one-way basis with 500 ft. free haul and 2000 ft. maximum team haul.

A shrinkage of ten per cent. is added to all embankment and ballast quantities.

INTERSTATE COMMERCE COMMISSION

Owner Riverside, Rialto & Pacific R.R. Co.

DIVISION OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. Non-allocated

Miles Main Line, _____ Miles all Tracks, *

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

LOCATION.

Where but a single percentage is stated it represents both per cents.

CHARACTER OF PROPERTY AND DESCRIPTION.

A. OWNED AND USED.

(1)	Condition Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS. (3)	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.)						
No. 1; Dickson; 1907; type O-4-0; saddle tank; cylinder 14" x 22"; total light weight 22 tons; oil burning; switching service	64	65	Each	1	6,912.00	6,912.	4,504.
No. 2; McKay & Alders; 1866; type O-5-0; cylinders 18" x 24"; total light weight 47 tons; oil burning; switching service; purchased second hand 1910. (Engine rebuilt in 1900, when engine received new boiler)	40	49	"	1	3,300.00	3,300.	1,602.
No. 3; Lima; 1913; type O-6-0; cylinders 22" x 28"; total light weight <u>36</u> tons; switching service; oil burning <u>110</u>	90	91	"	1	19,191.00	19,191.	17,368.
Total for Steam Locomotives	80			3		\$29,403.	\$23,474.

ACCOUNT 53 - FREIGHT TRAIN CARS

Flat Cars; Nos. 1 and 2; 40000# capacity; wood body and underframe; purchased second hand	0	12	Each	2	322.00	644.	80.
Flat Car; No. 3; 40000# capacity; wood body and underframe; purchased second hand	40	47	"	1	322.00	322.	153.
Box Car; No. 71314; 60000# capacity; wood body and underframe; purchased second hand 1914	80	84	"	1	322.00	322.	302.
Total for Freight Train Cars	40			4		3,325. 1,325	535 535

ACCOUNT 57 - WORK EQUIPMENT

Dump Cars; Nos. 5 to 16; Kilbourn & Jacobs; 1910; 6 cubic yards capacity; side dump, class "E"; wood body and underframe; 3-1/2" x 6" journals	25	27	Each	12	472.00	5,664.	1,506
Dump Cars Nos. 101 to 104; Kilbourn & Jacobs; 1907; 6 cubic yards capacity; side dump, class "E"; wood body and underframe; 3-1/2" x 6" journals	25	27	"	4	472.00	1,888.	502
Total for Work Equipment	27			16		\$7,552.	\$2,008

ACCOUNT 58 - MISCELLANEOUS EQUIPMENT

Automobile; "Overland"; 5 passenger touring car; purchased second hand 1915	50	51	Each	1	1,240.00	1,240.	635
Total for Miscellaneous Equipment				1		1,240.	635