



INTERSTATE COMMERCE COMMISSION
 BUREAU OF VALUATION
 PACIFIC DISTRICT

MAP SHOWING THE
SALT LAKE AND LOS ANGELES RAILWAY

Scale - 1 inch = 37 miles June 30 - 19

Serial No. 100

I. DESCRIPTION OF ROAD.

The Salt Lake and Los Angeles Railway is a single track standard gauge line situated entirely within the state of Utah and extends from Salt Lake City, westerly to the Great Salt Lake at Saltair. The carrier leases depot and terminal track facilities in Salt Lake City from the Oregon Short Line Railroad.

II. MILEAGE AND VALUATION SECTIONS.

Valuation Section	Description	Miles		
		Main Line Tracks	Other Tracks	Total All Tracks
Utah I	Salt Lake City to Saltair	14.097	3.787	17.884

III. CHARACTERISTICS OF COUNTRY.

This railroad was constructed principally to provide passenger transportation from Salt Lake City to Saltair, a summer resort on the east shore of the Great Salt Lake. The passenger traffic during the summer furnishes a large proportion of the carrier's revenue. Some shipments are received from industries that manufacture salt from the waters of the Lake. The country traversed is a level barren flat, formerly submerged by the waters of the Great Salt Lake.

The climate is a temperate one with warm summers and rather severe winters. The altitude is about 4200 feet above sea level.

IV. ROAD.

The grading is all common earth and may be classed as light, being largely side borrow embankment. Some subsidence was found, the amount of which was determined largely from the construction records.

The bridges are all pile trestles.

The main track is laid with 60 pound and 65 pound new Bessemer rail. The sidings are laid with 45, 52, and 60 pound Bessemer rail, new and relay.

V. EQUIPMENT.

This carrier owns three steam locomotives, three flat cars, twenty passenger train cars of which ten are open excursion cars, and one tank car.

VI. ENGINEERING AND GENERAL EXPENDITURES.

Engineering is estimated upon the basis of three percent of Road Accounts Nos. 3 to 47 inclusive, and is not depreciated.

General Expenditures are estimated upon the basis of one and one-half percent of amounts given under Accounts Nos. 1 to 47 (except Account 2), and are depreciated upon the basis of the depreciation assigned to those accounts from which derived.

Interest during construction is estimated on the basis of six percent per annum for one-half the construction period of twelve months, plus three months, upon amounts shown under Accounts I

INTERSTATE COMMERCE COMMISSION
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Owner Salt Lake & Los Angeles Ry. Co.

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.

ACCT. NO.	TITLE	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent.	Per Cent of Cost at New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
							Per Unit (4)	New, Total (5)	Less Depreciation (6)

Type 4-4-0 (American)

No. 1 and 2; Rhode Island; 1891 and 1893; cylinders 16" x 24"; total light weight 55 tons; coal burning; mixed service.	48	51	Each	2	9565	19,130.	9,750.
No. 3; Pittsburg; 1884; cylinders 18" x 24"; total light weight 65 tons; coal burning; mixed service; purchased second hand 1906.	50	56	"	1	5579	<u>5,579.</u>	<u>3,112.</u>
Total for Steam Locomotives.	52					\$24,709.	\$12,866.

ACCOUNT 51 - FREIGHT TRAIN CARS.

Flat Cars-

No. 101; St. Charles; 1893; capacity 50,000#; wood body and underframe	50	57	Each	1	469	469.	268.
No. 102 and 103; capacity 40,000#; wood body and underframe; purchased second hand 1899.	20	46	"	2	168	336.	154.

Tank Car-

No. 104; St. Charles; 1896; wood body and underframe; 7200 Gal. steel tank; 60,000# capacity (Tank purchased second hand)	18	26		1	750	<u>750.</u>	<u>195.</u>
Total for Freight Train Cars	40					\$1,559.	\$617.

ACCOUNT 52 - PASSENGER TRAIN CARS.

Coacher-

No. 14 to 17; St. Charles; 1897; wood body and underframe; length over end sills 61' 7"; 4 wheel wood frame trucks with 32" steel wheels; 4-1/4" x 8" journals; electric lights; open platforms	39	43	Each	4	4119	16,476.	7,172.
No. 18 to 21; St. Charles; 1883 to 1892; wood body and underframe; length over end sills 50' 6"; 4 wheel wood frame trucks with 32" steel wheels; 4-1/4" x 8" journals; electric lights; direct steam; open platforms; purchased second hand 1907; (No. 19 has engine-generator consisting of 4"x 4" vertical engine and 4-1/4 K. W. Generator)	44	48	"	4	2461	9,844.	4,681.

Observation Cars-

No. 3 to 12; St. Charles; 1893; wood body and underframe; length over end sills 49' 10"; 4 wheel wood frame trucks with 32" steel wheels; 4" x 7-1/2" journals; electric lights; open platforms	22	23	"	10	3006	30,060.	7,409.
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Coach and Baggage Cars-

No. 1 and 2; St. Charles; 1893; wood body and underframe; length over end sills 51' 6"; 4 wheel wood frame trucks with 32" steel wheels; 4" x 7" journals; electric lights; stove; open platforms; (engine-generator sets consisting of 4" x 4" vertical engine and 4-1/4 K. W. Generator).	25	26	"	2	4008	<u>9,296.</u>	<u>2,562.</u>
Total for Passenger Train Cars	33					\$65,676.	\$21,824.