

INTERSTATE COMMERCE COMMISSION
 DIVISION OF VALUATION
 PACIFIC DISTRICT

MAP OF
SAN DIEGO & ARIZONA RAILWAY
SAN DIEGO & SOUTHEASTERN RAILWAY
HOLTON INTERURBAN RAILWAY
INTER-CALIFORNIA RAILWAY
SOUTHERN PACIFIC CO.

TO ACCOMPANY REPORT OF MEMBER ENGINEERING BOARD
 DATED

1. HISTORY

The San Diego and Arizona Railway Company was incorporated December 15, 1906, under the laws of the State of California for the purpose of constructing and operating a railroad from San Diego, California, to Tuma, Arizona. The completion of the project will give San Diego an eastern outlet independent of the Santa Fe System, which enters the city from the north. Construction work began at San Diego in September 1907. The track was completed to the International Boundary Line in January 1910, and operation began March 1, 1911. Construction work began at New River (Sealey), California, in September 1911. The track was completed to Carles, California, about 21.72 miles, in 1914 and placed in operation at various times by a lessee, by sections, between December 31, 1911, and December 5, 1914. By June 30, 1915, the track had been completed to Carrise Pass, California, but was not in formal operation by the owner.

2. DESCRIPTION OF ROAD

The San Diego and Arizona Railway is a standard gauge line, in operation by the owner from San Diego, California, southeasterly to a connection with the Tijuana and Tecate Railway at the International Boundary Line, near Tia Juana, Mexico, a distance of 18.308 miles, and by a lessee, the Holton Interurban Railway Company, from Carles, California to New River (Sealey), California, a distance of 21.72 miles. From Carles to Carrise Pass, California, 9.62 miles, the line is constructed but not in formal operation on date of valuation. From the eastern terminus of the Tijuana and Tecate Railway at the International Boundary Line near Campo, California, to Carrise Pass, about 45 miles, the line is now under construction. No construction work of any consequence has been done between New River and Tuma.

3. MILEAGE AND VALUATION SECTIONS

Valuations Section	Description	Main Line (Miles)			Branch Line (Miles)	Totals Miles
		1st Track	2nd Track	Other Tracks		
A. Owned and Used						
Calif. 1	San Diego to International Boundary	18.308	0.00	4.321	0.00	18.629
	M.P. 1.04 to M.P. 15.94					
	For Carles to Carrise Pass (a)	9.633	0.00	0.848	0.00	10.481
	M.P. 21.71 to M.P. 31.35					
	For North passing track at Dixieland (a)	0.00	0.00	0.684	0.00	0.684
	M.P. 5.00					
	Totals Owned and Used	27.941		5.853		29.794
B. Owned but Not Used						
Calif. 2	Leased to The Holton Interurban Railway Company					
	New River to Carles	21.707	0.00	2.706	0.00	24.413
	M.P. 0.00 to M.P. 21.71					
	Totals Owned but Not Used	21.707		2.706		24.413
	Totals Owned	49.648		8.559		58.207

(a) Constructed and in use on date of valuation for construction purposes.

4. TERMINI

The only terminal facilities of this carrier are at San Diego and consist of temporary engine house and shops.

5. CONNECTIONS WITH OTHER ROADS

At San Diego this carrier connects with the Atchison, Topeka and Santa Fe Railway Company and at New River with the railroad of the Southern Pacific Company, which is operated under lease by Holtan and Interurban Railway Company from New River (Seely) to El Centro, about 8.7 miles.

6. IMPORTANT JOINT FACILITIES

The carrier has no joint facilities.

7. CHARACTERISTICS OF COUNTRY

The topography of the country in which the line is located varies from slightly rolling to rough mountainous, which for the most part is desert and barren, except in Southern California near San Diego where much fruit of the citrus variety is raised. The central portion of the line now under construction is located in rough mountainous country, necessitating the use of many tunnels, heavy grades and sharp curvature.

The climate is hot and generally dry, though sudden rains have from time to time caused considerable damage by washing away embankments.

On the western section between San Diego and Tia Juana citrus fruits are extensively raised. That part of the eastern section which lies between Carlos and New River is in the Imperial Valley at a sufficiently low elevation to be within the influence of irrigation in territory capable of intensive cultivation. The higher lands are, however, worthless sandy desert.

There is practically no industrial development along this line.

8. PHYSICAL CHARACTERISTICS OF ROAD

On Valuation Section California 1, the maximum grade is 0.9 per cent and maximum curvature 3 degrees. On Valuation Section California 2a the maximum grade is 3.2 per cent and maximum curvature 3 degrees. On Valuation Section California 2b the maximum grade is 2.2 per cent and maximum curvature 7 degrees. The proposed maximum rates of grade and curvatures on the remainder of the line are unknown.

9. ROAD

Account 3. Grading.

There is very little classified material.

Account 5. Tunnels.

There are no tunnels on this road as far as completed.

There are no tunnels on this road as far as completed. There are no tunnels on this road as far as completed.

SD & A

Account 6. Bridges, Trestles and Culverts.

Pile and frame trestles and small culverts carry the greater part of the drainage. There are only two small steel bridges in use.

Account 8. Ties.

Cross ties are mostly of untreated redwood with a few fir and cedar. The dry climate and light traffic tend to make the service life of these ties unusually high.

Account 9. Rails.

The track is laid with new 75# and 90# open hearth steel, some 60# relay being used on side tracks. On account of the light traffic the rail is in good condition.

Account 10. Other Track Material.

Continuous joints and tie plates are used over practically the entire line. Spring rail frogs and split switches are used for all turnouts.

Account 11. Ballast.

Nearly the entire line is ballasted with a good grade of gravel ballast.

Account 13. Right-of-Way Fences.

A few miles of barbed wire fence with wooden cattle guards is all that is chargeable to this account.

Account 15. Crossings and Signs.

Standard track signs and plank grade crossings are used where necessary.

Account 16. Station and Office Buildings.

Frame freight and passenger depots with wood platforms are found at principal stations.

Account 17. Roadway Buildings.

A few frame bunk and tool houses comprise the property under this account.

Account 18. Water Stations.

Pumps in frame pump houses, with piping, convey water to galvanized iron tanks for the use of locomotives.

Account 19. Fuel Stations.

Iron tanks on wood platforms are used for storing oil for fuel supply.

Account 20. Shops and Engine Houses.

A frame engine house and a few miscellaneous buildings at San Diego comprise the property under Account 20.

Account 37. Roadway Machines.

The property under this account consists principally of hand cars, push cars and meter cars with one home-made pile driver and a ballast unloader.

10. EQUIPMENT

The company owns three freight and one switch locomotives, fifty-seven steel frame flat cars, fourteen wood and steel box cars, four steel tank cars, one steel combination baggage and passenger car, one steel passenger car and sixteen work equipment cars. All of the above equipment is in good operating condition.

INTERSTATE COMMERCE COMMISSION

Owner San Diego & Arizona Ry. Co.

DIVISION OF VALUATION

Sheet No. _____ of this valuation section.

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

Approved: C. H. Kessler,

¹²⁻⁹⁹⁰
Senior Mechanical Engineer,
COST OF REPRODUCTION.

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition By Code.	Per Cent New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciate (6)

Acct. No. 51 Title STEAM LOCOMOTIVES
(I. C. C. classification.)

Locomotives:

No. 1; American Locomotive Co.; 1909; switch service; type 0-6-0; cylinders 18" x 24"; total light weight 67 tons. Scrap \$667	81	82	One	1	11,574.	11,574.	9,502.
No. 50; Baldwin; 1911; freight service; type 2-8-0; cylinders 20" x 24"; total light weight 83 tons. Scrap \$833	85	86	"	1	15,675.	15,675.	13,449.
No. 101-102; American Locomotive Co.; 1914; freight service; type 2-8-0; cylinders 22" x 30"; total light weight 130 tons. Scrap, each, \$1,295.	98		"	2	19,736.	39,472.	38,734.
Total for Account No. 51				4		66,721.	61,685.

ACCOUNT NO. 52 - OTHER LOCOMOTIVES

None.

ACCOUNT NO. 53 - FREIGHT TRAIN CARS

Flat Cars:

Nos. 1001-1071; Ralston Steel Car Co.; 1909; capacity 100,000#; steel underframe. Scrap, each, \$175	80	83	One	36	1,113.	40,068.	33,314.
Nos. 1073-1111; Pressed Steel Car Co.; 1910; capacity 100,000#; steel underframe. Scrap, each \$175	83	85	"	20	1,269.	25,380.	21,660.
No. 0224; Hicks; 1909; capacity 80,000#; wood body and underframe. Scrap \$125	76	80	"	1	744.	744.	595.

Box Cars:

Nos. 1000-1018; Ralston Steel Car Co.; 1910; capacity 80,000#; wood body and steel underframe; Scrap, each, \$150.	83	85	"	10	1,384.	13,840.	11,742.
Nos. 0557-0575; Hicks; 1909; capacity 60,000#; wood body and underframe. Scrap, each, \$115.	76	79	"	4	822.	3,288.	2,609.

Condola Cars:

No. 0235; Hicks; 1909; capacity 80,000#; wood body and underframe. Scrap \$115.	76	79	"	1	804.	804.	639.
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Tank Cars:

Nos. 300-301; A.C. & F. Co.; 1909; capacity 100,000#; 10,030 gals.; steel body and underframe. Scrap, each, \$209.	80	83	"	2	1,396.	2,792.	2,317.
Nos. 302-304; Pressed Steel Car Co.; 1911; capacity 100,000#; 12,600 gals.; steel body and underframe. Scrap, each, \$246.	87	89	"	2	1,896.	3,792.	3,363.

Caboose:

No. 400; A.C. & F. Co.; 1911; capacity 50,000#; wood body & underframe. Scrap, \$75.	76	79	"	1	1,624.	1,624.	1,252.
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INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION

Owner San Diego & Arizona Ry. Co.

Sheet No. _____ of this valuation section.

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

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

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

(1)	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						(4) Per Unit.	(5) New, Total.	(6) Less Depreciation.

Acct. No. 53 Title FREIGHT TRAIN CARS (Continued)
(I. C. C. classification.)

Caboose; (Continued)

Nos. 0560, 0570 and 0573; Hicks; 1909; capacity 60,000#; wood body and underframe; box cars fitted up as temporary cabooses.
Scrap, each, \$115.

76 79 One 3 950. 2,850. 2,249.

Total for Account No. 53

80 95,182. 79,740.

ACCOUNT NO. 54 - PASSENGER TRAIN CARS.

Passenger and Baggage Car;

No. 175; Pullman; 1915; steel body and underframe; steel trucks with 4 - 36" rolled steel wheels.
Scrap \$368.

99 One 1 13,154. 13,154. 13,026.

Passenger Car;

No. 200; Pullman; 1915; steel body and underframe; steel trucks with 4 - 36" rolled steel wheels.
Scrap, \$381

99 " 1 13,710. 13,710. 13,577.

Total for Account No. 54

2 26,864. 26,603.

ACCOUNT NO. 55 - MOTOR EQUIPMENT OF CARS.

None.

ACCOUNT NO. 56 - FLOATING EQUIPMENT

None.

ACCOUNT NO. 57 - WORK EQUIPMENT

Bank and Outfit Cars;

Nos. 429-437; builder and date unknown; wood body and underframe.
Scrap, each, \$50.

50 57 One 4 357. 1,428. 814.

Nos. 439-453; builder and date unknown; wood body and underframe;
Scrap, each \$50.

50 56 " 3 431. 1,293. 722.

Nos. 459-461; builder and date unknown; wood body and underframe.
Scrap, each, \$115.

76 79 " 2 972. 1,944. 1,533.

No. 433; Hicks; 1909; capacity 60,000#; wood body and underframe.
Scrap, \$115.

76 79 " 1 818. 818. 649.

No. 455; builder and date unknown; wood body and underframe.
Scrap, \$50.

50 58 " 1 326. 326. 188.

Water Car;

No. 457; Hicks; 1909; capacity 60,000#; wood body and underframe.
Scrap, \$115.

76 79 " 1 1,003. 1,003. 790.

Track Laying Car;

No. 401; Hicks; 1909; capacity 80,000#; wood body and underframe.
Scrap, \$125.

76 79 " 1 966. 966. 764.

INTERSTATE COMMERCE COMMISSION
DIVISION OF VALUATION

Sheet No. _____ of this valuation section.

Owner San Diego & Arizona Ry. Co.

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

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

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

(1)	CHARACTER OF PROPERTY AND DESCRIPTION.	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. 57 Title WORK EQUIPMENT (Continued)
(I. C. C. classification.)

Crane Tender Car:

No. 405; Hicks; 1909; capacity 80,000#; wood body and underframe.
Scrap, \$125.

76 80 One 1 810. 810. 646.

Steam Shovel.

No. 408; Bucyrus; date unknown; 2-1/2 yard dipper.
Scrap, \$467.

85 86 " 1 10,616. 10,616. 9,094.

Locomotive Crane:

No. 1; Industrial Works; September, 1914; capacity 30 tons; steel underframe and body; has equipment for driving piles.
Scrap, \$426.

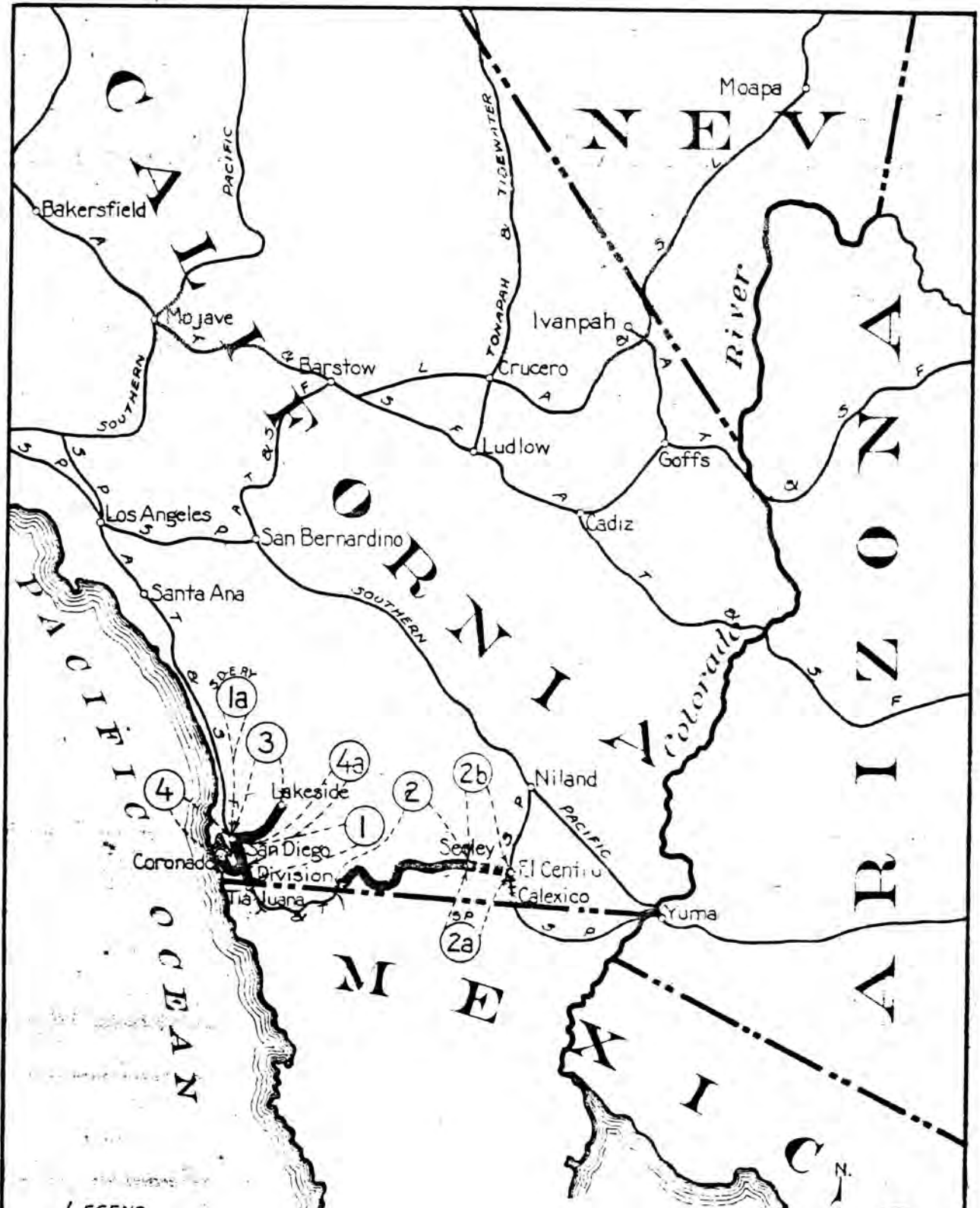
97 " 1 11,182. 11,182. 10,859.

Total for Account No. 57

16 30,386. 26,059.

ACCOUNT NO. 58 - MISCELLANEOUS EQUIPMENT

None.



LEGEND
 ——— San Diego And Arizona Railway
 - - - - - Leased Property
 + + + + + Trackage Rights

Interstate Commerce Commission
 Bureau of Valuation
 Washington D.C.
 MAP OF THE

SAN DIEGO AND ARIZONA RAILWAY

EXPLANATORY TEXT

SAN DIEGO and ARIZONA RAILWAY COMPANY

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1. DESCRIPTION OF ROAD.

This carrier was incorporated December 15, 1906 under the general laws of the State of California as the San Diego and Arizona Railway Company.

The railway operated by this carrier in the United States is single track, standard gauge and steam operated. It is located within the state of California and extends from San Diego South easterly to a connection with the Tijuana and Tecate Railway at the International Boundary Line near Tia Juana, Mexico and from the eastern terminus of the Tijuana and Tecate Railway at the International Boundary Line near Division, Calif., to El Centro.

(a) Wholly Owned and Used

This carrier wholly owned and used the following:
 From San Diego to International Boundary Line at Tia Juana
 * International Boundary Line near Division to Sealey
 * San Diego to Lakeside
 * National City to Chula Vista and Coronado

(b) Wholly Owned but not Used

This carrier wholly owned but does not use the line from San Diego to National City which it leases to the San Diego Electric Railway, a non-carrier.

(c) Wholly Used but not Owned

This carrier used exclusively under lease property as follows:
 From Sealey to El Centro - leased from the Southern Pacific Company
 From Artie & B St. to 1st & Market St., San Diego - Leased from the San Diego Electric Railway, a non-carrier.

Under trackage rights agreements the carrier used the tracks of other carriers as follows:

The Atchison, Topeka and Santa Fe Railway Company, 0.410 miles of main track and station facilities at San Diego.
 Southern Pacific Company - 10.891 miles of main track from El Centro to Calverico and station facilities at both places.

The carrier grants to other carriers under trackage rights agreements the use of certain tracks as follows:
 San Diego Electric Railway 5.124 miles of main track from National City to Chula Vista and 0.490 miles of main track in Coronado Tent City.

In addition to those previously stated this carrier has connections for the interchange of business with the tracks of The Atchison, Topeka and Santa Fe Railway Company at San Diego, Calif., and with the tracks of the Inter-California Railway Company (Southern Pacific Company - lessee) at El Centro, Calif.

2. MILEAGE AND VALUATION SECTIONS.

WHOLLY OWNED AND USED

Val. Sec.	From	To	Main Track Miles	Yard Tracks and Sidings Miles	All Tracks Miles
1-Calif.	San Diego	International Boundary Line at Tia Juana	15.155	15.909	31.064
2- "	International Boundary Line near Division	Sealey	79.173	9.193	88.366
2b "	Sealey	El Centro	-	0.402	0.402
3 "	San Diego	Lakeside	22.346	5.156	27.502
4 "	12th St. National City	Chula Vista and Coronado	19.883	5.818	25.701
Total Wholly Owned and Used			136.563	36.478	173.041

WHOLLY OWNED BUT NOT USED - Leased to

SAN DIEGO ELECTRIC RAILWAY (non-carrier)

So-Calif.	San Diego	National City	4.689	0.257	4.946
Total Wholly Owned but not Used			4.689	0.257	4.946

2. MILEAGE AND VALUATION SECTION. (Cont'd.)

SD #A

WHOLLY USED BUT NOT OWNED

Owner - SAN DIEGO ELECTRIC RAILWAY (Non-Carrier)

Val. Sec.	From	To	Main Track Miles	Laid Tracks & Sidings Miles	All Tracks Miles
1a-Calif.	Artis & B St. San Diego	1st & Market St. San Diego	0.690	-	0.690

Owner - SOUTHERN PACIFIC COMPANY

2a-Calif.	Seelye	El Centro	6.752	1.462	10.194
Total Wholly Used but Not Owned			9.422	1.462	10.884

Grand Total Wholly Owned and Wholly Leased by San Diego and Arizona Railway Company and Used by it. : 145.985 : 37.940 : 183.925

3. CHARACTERISTICS OF COUNTRY.

From Lakeside to the International Boundary Line near Tia Juana the country is rolling. From Division to Carrise Pass the country is rough and mountainous. From Carrise Pass to the end of the line the country is principally sandy desert.

The principal products are citrus fruits and dairy products.

4. ROAD.

Account 3 - Grading.

The grading averages about 36,000 cu. yds. per mile of main line track and is classified as follows, - common excavation 47%, decomposed granite 14%, and solid rock 39%.

Account 5 - Tunnels and Subways.

There are 18 tunnels with a total length of 14,007 feet, as shown by the list which follows:

Val. Sec.	Station		Length Ft.	Name	Kind	Excavation		Lining	Number of tracks	
	From	To				Normal	Drainage			Length
2-Cal.	1926+16	1920+46	570	#4	Driven	10043		Timber	570	1
	K 62+69	A66+69	399	#5	"	6949	-	"	399	1
	K148+51	T152+33	382	#6	"	6659	-	"	382	1
	H1150+76	K1172+20	1197	#7	"	20418	-	"	965	1
	H1154+14	K1178+54	2927	#8	"	44058	-	"	2063	1
	H1202+33	H1208+34	600	#9	"	10638	-	"	600	1
	H1211+34	H1220+60	926	#10	"	16981	-	"	302	1
	H230+20	H235+29	281	#11	"	4863	-	"	281	1
	H233+69	H237+11	342	#12	"	5948	-	"	342	1
	H266+03	H269+04	299	#13	"	5179	-	"	178	1
	H280+77	E306+74	2997	#14	"	48277	-	"	1237	1
	K311+75	K321+11	997	#15	"	16484	-	"	937	1
	K330+79	K338+19	780	#16	"	12987	-	"	611	1
	K349+24	K355+73	630	#17	"	11394	-	"	630	1
	H407+52	H410+62	309	#18	"	5360	-	"	309	2
	H465+76	L472+32	715	#19	"	12542	-	"	715	1
	H489+55	H492+46	281	#20	"	5094	-	"	48	1
	K518+48	H520+34	245	#21	"	4223	-	"	245	1
Totals :			14007			24679			10826	

Account 6 - Bridges, Trestles and Culverts

Metal spans and girders over the larger waterways and pile and timber trestles over smaller streams constitute in general the type of structure under this account. The principal metal bridge is that over Campo Creek which consists of 2-30', 1-40', 2-50', 2-60', 2-80' and 1-100' deck plate girder spans on two concrete abutments and seventeen concrete piers. There are 132 trestles with an aggregate length of 9747 feet.

Account 8 - Ties

The prevailing sizes of cross ties are 6" x 8" and 7" x 8". The number of ties per mile of main track averages about 3000. About 72% of the ties are redwood, 24% are white cedar and 2% are pine.

Account 9 - Rail

The rail is all new and is principally Open Hearth rail, 56% is 75 lb. Open Hearth and 24% is 90 lb. Open Hearth. The remainder is chiefly 45 lb. Bessemer and 60 lb. Open Hearth.

5. EQUIPMENT.

The equipment owned and used by the San Diego and Arizona Railway Company consists of 13 steam locomotives, 251 freight train cars, 28 passenger train cars, 42 units of work equipment and 9 units of miscellaneous 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 1/2% upon Road Accounts 3 to 47, inclusive, for all valuation sections except V.S.-2a-Calif, leased from the Southern Pacific Company, for which 4% was estimated for engineering.

Accounts 71 to 77 - General Expenditures

General expenditures, Accounts 71 to 77, exclusive of Account 76, have been estimated at 1-1/2 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.

7. GENERAL INFORMATION.

Joint property is not of sufficient significance to require being reported as a separate valuation section and is described as a separate item upon the assembly sheet and the interest of the carrier under valuation is carried into the columns "Cost of Reproduction New" and "Cost of Reproduction Less Depreciation", and is subsequently treated as property wholly owned.

The following carriers are interested in one or more such parcels of property as they appear upon the assembly sheets:

Atchison, Topeka and Santa Fe Railway Company, The San Diego Electric Railway

(a) Grading - Shrink and Swell

The one-way-pay and overhaul method was used for computing and pricing grading. Quantities were based on the carrier's final estimate for recent work and on field inventory for earlier work. The free haul limit allowed, the amount added to the measured volume of embankment and ballast for shrinkage including loss and waste of excavation materials during construction and the estimated change in volume from original excavation to present embankment are shown in the table below.

Val. Sec.	Grading quantities based on	Free haul limit	Dress	Train	Change from original excavation to present embankment			
					1/2 added to Embankment	Common	Loose Rock	Solid Rock
				AS ballast quantities for shrinkage				
1-Calif.	Carrier's final estimate	500'	5000'		Not known	Not known	Not known	Not known
2- "	Carrier's final estimate	500'	5000'		"	"	"	"
2b- "	"	500'	-		"	"	"	"
3-Calif.	I.C.C. Inventory	500'	-		10	10% shrink	change	20% swell
4- "	"	500'	-		"	10%	"	"
4a- "	"	500'	-		10	10%	"	No

INTERSTATE COMMERCE COMMISSION

Owner San Diego and Arizona Railway Company

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. Unallocated

Miles Main Line, _____ Miles all Tracks.*

Approved: G. A. Hoglund

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

(1) CHARACTER OF PROPERTY AND DESCRIPTION

Condition Per Cent New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
			Per Unit (4)	New, Total (5)	Less Depreciation (6)

Acct. No. 38 Title ROADWAY SMALL TOOLS

(I. C. C. classification)

Engineering instruments

50				3,463	1,738
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Total for Account 38

50				3,463	1,738
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Approved: J. R. Thompson

Acct. 51 - STEAM LOCOMOTIVES

No. 1, type 0-6-0, switch service, cylinders 18"x24", total light weight 89 tons, oil burner; American Locomotive Co., 1909

60	62	Each	1	12,389	7,881
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No. 3, type 2-4-2, switch service, cylinders 14"x20", total light weight 36 tons, saddle tank oil burner; Porter Locomotive Works, 1912

70	71	"	1	8,133	5,774
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No. 50, type 2-8-0, freight service, cylinders 20"x24", total light weight 88 tons, oil burner; Baldwin Locomotive Works, 1911

70	72	"	1	15,537	11,187
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Nos. 101, 102, type 2-8-0, freight service, cylinders 22"x30", total light weight 124 tons, oil burner; American Locomotive Co., 1914

75	77	"	2	21,490	31,556
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No. 10, type 4-6-0, mixed service, cylinders 18"x24", total light weight 68 tons, oil burner, secondhand; Schenectady Locomotive Works, 1887

42	47	"	1	7,434	3,494
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No. 11, type 4-6-0, mixed service, cylinders 18"x24", total light weight 62 tons, oil burner, secondhand; Rogers Locomotive Works, 1881

61	66	"	1	5,119	3,370
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No. 12, type 4-6-0, mixed service, cylinders 18"x24", total light weight 72 tons, oil burner; American Locomotive Co., 1913

73	75	"	1	13,046	9,781
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No. 20, type 4-6-0, mixed service, cylinders 21"x26", total light weight 120 tons, oil burner and superheat, secondhand; Baldwin Locomotive Works, 1906

84	85	"	1	19,508	13,532
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Nos. 24-27, type 4-6-0, mixed service, cylinders 21"x26", total light weight 118 tons, oil burner, superheat, secondhand; Baldwin Locomotive Co., 1907

79	80	"	4	15,642	65,368
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Total for Account 51

76			13	185,514	140,151
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Acct. 53 - FREIGHT TRAIN CARS

Box cars, No. 14, capacity 40000#, wood body and underframe, secondhand; Various builders 1889 and 1895

25	34	Each	1	446	10
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Nos. 2000-2025, 12, capacity 30000#, wood body and underframe, secondhand; Various builders 1909-1911

58	68	"	12	580	4,52
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Nos. 2100-2104, 2107-2109, capacity 30000#, wood body, steel underframe; Ralston Co., 1910

60	65	"	8	1202	6,25
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Nos. 2105-2106, capacity 30000#, wood body, steel underframe, secondhand; S. P. Co., 1910

100	100	"	2	761	1,52
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Ballast cars, Nos. 900-935, capacity 30000#, wood body and underframe, secondhand; Various builders

100		"	36	806	29,01
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Caboose cars, Nos. 400, length 32', wood body and underframe, arch bar trucks; A.C. & F. Co., 1909

60	62	"	1	1,340	84
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Nos. 448, 449, length 32' and 34', wood body and underframe, arch bar trucks, secondhand, Zy. Equip. Co., 1889

48	54	"	2	746	83
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INTERSTATE COMMERCE COMMISSION

Owner San Diego and Arizona Railway Company

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. Unallocated

Miles Main Line, _____

Miles all Tracks.* _____

Approved: J. R. Thompson

12-909

LOCATION (1)	Where but a single percentage is stated it represents both per cents. CHARACTER OF PROPERTY AND DESCRIPTION		Condition Per Cent New	Per Cent of Cost New (2)	UNIT	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
							Per Unit (4)	New, Total (5)	Less Depreciation (6)
Acct. No. <u>55</u>	Title <u>FREIGHT TRAIL CARS</u> (I. C. C. classification)						\$	\$	\$
	No. 1915, length 34', wood body and underframes, arch bar trucks; S. D. & S. E. Ry., 1908		80	84	Each	1		1,125	603
	Flat cars, Nos. 1000-1015, 1018-1026, 1028, 1030, 1032, 1035, 1038, 1041, 1042, 1044, 1046-1060, 1063, 1065-1074, 1076-1079, 1084, 1086, 1089-1096, 1097, capacity 50000#-60000#, wood underframes, secondhand; various builders		61	66	"	73	408	29,346	20,249
	No. 1096, capacity 60000#, wood underframes, secondhand		100	100	"	1		363	363
	Nos. 1101, 1105, 1108, 1126, 1130, 1131, 1134-1139, Pressed Steel Car Co., 1909, 1910, capacity 100000#, steel underframes		65	71	"	12	961	11,532	8,168
	Nos. 1103, 1106, 1110-1125, 1127-1129, 1133, 1141, capacity 100000#, steel underframes; Ralston Car Co.		68	74	"	22	977	21,494	15,306
	Gondola Cars, Nos. 807, 811, 1098, capacity 40000#, wood body and underframes; St. Charles Car Co., 1889		20	32	"	3	450	1,350	432
	Nos. 800-806, 808-810, 812, 814, 816, 850-862, 1016, 1017, 1027, 1029, 1034, 1039, 1043, 1045, 1061, 1062, 1064, 1075, 1080-1083, 1085, 1087, 1088, capacity 50000# and 60000#, wood underframes, secondhand; various builders		52	61	"	45	422	18,990	11,584
	Nos. 1100, 1104, 1107, 1123, 1132, 1142, 1144, 1146-1151, 1153, capacity 100000#, wood body, steel underframes; Ralston Car Co., 1909		65	69	"	14	1045	14,630	10,095
	Nos. 1109, 1140, 1143, 1145, 1152, 1154, 1155, capacity 100000#, wood body, steel underframes; Pressed Steel Car Co., 1910		63	72	"	7	1051	7,357	5,297
	Stock cars, Nos. 500, 501, capacity 60000#, wood body and underframes; S. D. & S. E. Ry. Co., 1913		75	78	"	2	530	1,320	1,030
	Tank cars, Nos. 300, 301, capacity 100000#, steel body and underframes; A. C. & F. Co., 1909		70	75	"	2	1190	2,380	1,785
	Nos. 302, 320, capacity 100000#, steel body and underframes; Pressed Steel Car Co., 1911		75	80	"	2	1505	2,770	2,216
	Nos. 303, 304, 901, capacity 50000#, steel body, wood underframes, secondhand		67	79	"	3	230	640	364
	Tank cars, Nos. 2603, 2604, capacity 100000#, steel body and underframes, secondhand		100	100	"	2	314	1,668	1,088
	Total for account 55		74			251		165,597	123,278

LOCATION (1)	CHARACTER OF PROPERTY AND DESCRIPTION	Condition Per Cent of Cost New	UNIT (2)	NUMBER OF UNITS (3)	COST OF REPRODUCTION		
					Per Unit (4)	New, Total (5)	Less Depreciation (6)
					\$	\$	\$
<p>Acct. No. 54 Title PASSENGER TRAIN CARS <small>(I. C. C. classification)</small></p>							
	Baggage cars, Nos. 260, length 54', wood body and underframe, wood plated 4 wheel trucks, secondhand; Hick Car & Loco., 1918	100 100	Each	1		2,595	2,595
	Express and mail No. 100, length 47', wood body and underframe, wood plated 4 wheel trucks, secondhand; Hick Co., 1918	100 100	"	1		2,205	2,205
	Baggage and passenger No. 175, length 60', steel body and underframe, steel 4 wheel trucks; Pullman Co., 1915	85 86	"	1		12,372	10,840
	No. 185, length 54', wood body and underframe, wood plated 4 wheel trucks, secondhand; Hick Co., 1918	100 100	"	1		3,105	3,105
	Coaches Nos. 226-228, 230, 232, 233, 235-244, 247-249, 252, various builders, length 52'-54', wood body and underframe, wood plated, 4 wheel trucks, secondhand	100	"	20	1317.00	26,340	26,340
	No. 200, length 60', steel body and underframe, steel 4 wheel trucks; Pullman Co., 1915	85 86	"	1		13,727	11,809
	Passenger and baggage (gas electric motor cars) Nos. 41, 42, length 63', steel body and underframe, steel 4 wheel trucks, secondhand; Wason Car Co. & G. E. Co., 1913	85 86	"	2	20140.00	40,280	34,231
	No. 43, length 63', steel body and underframe, steel 4 wheel trucks, secondhand; Wason Car Co. & G. E. Co., 1910	74 75	"	1		18,490	13,261
	Total for Account 54	88		23		112,110	104,761
<p>Acct. 57 - WORK EQUIPMENT</p>							
	Outfit passenger cars, Nos. 1, 2, 229, 231, 234, 245, 246, 261, 471, 473, 475, length 51' to 60', wood body and underframe, wood plated 4 wheel trucks, secondhand; various builders	35 48	Each	11	1485.00	16,335	6,361
	Outfit box cars, Nos. 6, 10, 2034, 2035, capacity 40000#, wood body and underframe, secondhand; various builders	56 69	"	4	245.00	980	671
	Nos. 437, 439, 449, capacity 25000#, wood body and underframe, secondhand	50 68	"	3	175.00	525	341
	Nos. 56, 58, 62, 64, 70, 2023, 2024, capacity 50000#, wood body and underframe, secondhand; various builders	68 73	"	7	260.00	1,820	1,321
	Outfit box (tool car), No. 2033, capacity 50000#, wood body and underframe, secondhand	56 60	"	1		905	481
	Outfit box cars, Nos. 1110, 1112, 1120, 2008, 2009, 2011, 2014, 2016, 2019, capacity 60000#, wood body and underframe, secondhand	40 55	"	9	456.00	4,104	2,171
	Outfit flats, Nos. 1037, 1040, capacity 60000#, wood underframe, secondhand	68 80	"	2	220.00	440	351
	Water cars, Nos. 401, 495, 496, 498, capacity 80000#, wood underframe, wood rectangular tanks, secondhand	70 78	"	4	623.00	2,492	1,861
	No. 1103, capacity 100000#, steel underframe, steel tank; Pressed Steel Car Co., 1918	100 100	"	1		1,285	1,285
	Steak car, No. 453, capacity 25000#, wood body and underframe, secondhand	80 85	"	1		175	111
	Steam shovel, No. 497, wood body, steel underframe, capacity 2-1/3 yards; Bucyrus, 1910	70 71	"	1		10,950	7,771
	Locomotive crane, No. 409, capacity 30 tons with pile driver attachment and 2300# hammer; Industrial Works 1914	80 81	"	1		11,589	9,331

INTERSTATE COMMERCE COMMISSION

Owner San Diego and Arizona Railway Company

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. Unallocated Miles Main Line, _____ Miles all Tracks.*

Approved: J. R. Thompson

12-959

LOCATION	CHARACTER OF PROPERTY AND DESCRIPTION	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.	Title					\$	\$	\$
57	WORK IN PROGRESS							
	Locomotive tender, No. 2572, steel body and underframe, capacity water 3500 gals., oil 2250 gals., secondhand	75	81	Each	1		800	648
	Business car, No. 050, length 72'6", wood body, steel underframe, wood plated 6 wheel trucks, secondhand; Pullman Co., 1910	100	100	"	1		12,598	12,598
	No. 051, length 60', wood body and underframe, wood plated 4 wheel trucks, secondhand	96	96	"	1		2,759	2,649
	Total for account 57		72		48		37,569	48,486

Acct. 58 - MISCELLANEOUS EQUIPMENT

	100, truck 1-1/2 ton, 24 H.P., Hissel, 1917	40	41	Each	1		1,528	826
	151-152, truck 1-1/2 ton, 18 H.P., Auto Car, 1917	40	41	"	2	2198.00	4,376	1,794
	250, truck 2-1/2 ton, 25 H.P., Genky, 1917	40	41	"	1		2,875	1,097
	250-252, truck 3-1/2 ton, 40 H.P., Federal 1917-19	50	51	"	2	3757.00	7,514	3,332
	Rolling car, 3 passenger, Ford, 1921	90	90	"	1		755	680
	Truce, 3 passenger, Model "21-48", Buick, 1921	90	90	"	1		2,312	2,081
	Commercial trailer, capacity 700, 1917	50		"	1		107	54
	Total for account 58		53		9		19,265	10,184

Approved: G. S. Douglass

Acct. 1 - ENGINEERING

	1-1/2% of Cost of Reproduction New of Road Accounts 3 to 47 inclusive	100			2463	.045	156	156
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Accts. 71-77 - GENERAL EXPENDITURES

Accounts 71 to 75 and 77 - General Expenditures

	1-1/2% of Cost of Reproduction New of Road Accounts 1 to 47 inclusive (except account 2-land)	52			3619	.015	54	29
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Account 76 - Interest During Construction

1/2 per annum for one-half the construction period plus 3 months on Cost of Reproduction New of Road Accounts 1 to 47 inclusive (except account 2-land) and of General Expenditures, Accounts 71 to 75 and 77

Interest Period - 3 months

Total on 1 to 47

" " 71 to 75 and 77

					3619			
					54			
					3673	.015	56	29

	1/2 per annum for 3 months on cost of reproduction new of Equipment Accounts 51 to 58 inclusive	77			557075	.015	8,356	6,434
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	Total account 76	77					8,411	6,463
	Total All	77					8,465	6,491