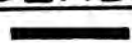


# MAP OF THE TIDEWATER SOUTHERN RAILWAY

## LEGEND

 Tidewater Southern Railway



EXPLANATORY TEXT

TIDEWATER SOUTHERN RAILWAY COMPANY

12/31/27

**1. DESCRIPTION OF ROAD.**

The Tidewater Southern Railway Company, hereinafter referred to as the carrier was incorporated under the general laws of the State of California, March 11th, 1912, being a consolidation of the "Tidewater Southern Railroad Company" and "The Tidewater and Southern Transit Company". The property is located in the Central part of the State of California, extending from a connection with the Western Pacific Railroad Company at Ortoigo in a general southerly direction to Hilmar, together with two short branch or "feeder" lines, one extending from Manteca Junction to South Manteca and the other from Hatch to Turlock; all in the State of California. The carrier has trackage rights over The Western Pacific Railroad between Ortoigo and Stockton and over about one mile of the tracks of the Modesto and Empire Traction Company at Modesto.

Connection is made the Southern Pacific and the Modesto and Empire Traction Company at Modesto and through the tracks of the latter named carrier with The Atchison, Topeka and Santa Fe Railway at Modesto.

The road is standard gauge. From Stockton to Modesto it is electrically operated for passenger service. Freight traffic is handled over the entire line by steam operation. The electrical classification is used for all accounting.

The railroad traverses a flat, highly developed agriculture section. Soil is a very sandy loam. Fruit, grapes and melons are the principal products of the soil and furnish the major portion of carrier's freight tonnage.

**2. MILEAGE AND VALUATION SECTIONS.**

Tidewater Southern Railway Company - Wholly Owned and Used - California - All

Val. Sec.	From	To	Yard Tracks:		
			Main Track: Miles	and Sidings	All Track Miles
1 - Calif.: Ortoigo : Manteca Jct. )		: Modesto ) : Manteca ) Branch	: 36.671	: 14.744	: 51.415
2 - Calif.: Modesto : Hatch )		: Hilmar ) : Turlock ) Branch	: 24.713	: 5.651	: 30.364
4 - Calif.: Stockton : At Modesto ) (Off Line Property)		: Ortoigo	: -	: -	: -
: Total - Wholly Owned and Used - California - All			: 61.384	: 20.395	: 81.779

Tidewater Southern Railway Company - Wholly Used but not Owned - California - All  
Owner - The Western Pacific Railroad Company

3 - Calif.: Leased rail and track material on part of Valuation Section : 2 - California			: -	: -	: -
: Grand Total - Wholly Owned and Wholly Leased by the : Tidewater Southern Railway Company and Used by It			: 61.384	: 20.395	: 81.779

**3. WAY AND STRUCTURES.**

Grading is very light, averaging only 5,500 cubic yards per mile of main line. There is no classified material but some trench excavation through city streets.

About 25 miles of carrier's track is earth surfaced. The remainder is ballasted. Gravel is the principal material.

Ties are 6" x 8" x 8', fir predominating. There are some redwood and a few pine.

Rail on main line is mostly 60 pound new. Some girder rail is used through paved streets.

Carrier has one 126 foot, two span pin connected truss. Surface drainage is cared for by trestles and culvert pipe.

4. EQUIPMENT.

The carrier owns and uses the following units of equipment:

Passenger and combination cars	3
Freight, Express and Mail cars	2
Electric Locomotives	3

On equipment purchased second-hand, the cost of reproduction now herein is its second-hand 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 second-hand cost.

5. ENGINEERING AND SUPERINTENDENCE and GENERAL AND MISCELLANEOUS.

Account 501 - Engineering and Superintendence:

Engineering and Superintendence has been estimated at 4 per cent upon Way and Structures, Accounts 504 to 529, inclusive, upon Equipment Accounts 537 and upon Power Account 540.

Accounts 545 to 550 - General and Miscellaneous:

General and Miscellaneous Accounts 545 to 550, exclusive of Account 547, Interest During Construction, have been estimated at 2 per cent upon Way and Structures, Accounts 501 and 504 to 529, inclusive, upon Equipment Account 537 and upon Power Account 540.

Interest During Construction, Account 547, has been estimated at the rate of 6 per cent per annum for one-half the construction period plus 3 months upon Way and Structures, Accounts 501 and 504 to 529, inclusive, upon Equipment Account 537, upon Power Account 540, and upon General and Miscellaneous Accounts 545 to 550, exclusive of Account 547, and for 3 months upon Equipment Accounts 530 to 538, exclusive of Accounts 536 and 537.

6. GENERAL INFORMATION.

(a) Classification of Accounts:

All property included in this report has been classified in accordance with the classification of road and equipment accounts for electric railways.

(b) Joint Property:

Joint property is not of sufficient significance to justify the creation of a separate valuation section. Such property 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 subsequently treated as property "Wholly Owned".

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

Postal Telegraph Company  
Southern Pacific Railroad

(c) Grading - Shrink and Swell:

The one-way pay and overhaul method with a team-free haul of 500 feet has been used in computing and pricing grading.

(d) Shrinkage:

To the measured volume of all embankment and ballast quantities, ten per cent has been added to cover shrinkage.

(e) Waste:

The following percentages of actual measured quantities have been added for waste:

Spikes	3 per cent
Bolts	1 "
Angle bars	2 "
Nutlocks	2 "

(f) Salvage:

Salvage and scrap values are as follows:

Rail - salvage	\$ 38.00 per gross ton
" - scrap	14.00 " " "
Switch material, angle bars and other track fastenings except spikes and nutlocks - scrap	0.63 per cwt.

(1)	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)
<p>Acct. No. <b>530&amp;533</b> Title <b>PASSENGER AND COMBINATION CARS &amp; ELECTRIC EQUIPMENT ON CARS</b></p> <p>Where but a single percentage is stated it represents both per cents.</p>								
<p><b>Passenger and Baggage Cars - Electric:</b></p> <p>Nos. 200-202, length 52', 1200 volts, D.C., wood body and underframe, all metal 4 wheel trucks, Jewett-Brill-General Electric, 1914</p>		60	61	Each	3	18103	54,309	35,1
<p><b>Total for Accounts 530, 533</b></p>			61				54,309	35,1
<p><b>Account 531 - FREIGHT, EXPRESS AND MAIL CARS</b></p>								
<p><b>Caboose Cars:</b></p> <p>No. 300, purchased 2nd hand 1915, capacity 60,000 lbs., wood body and underframe</p>		5	16	Each	1		1,200	1
<p><b>Flat Cars:</b></p> <p>No. 1, capacity 60,000 lbs., wood underframe, 2nd hand</p>		36	45	"	1		880	3
<p><b>Total for Account 531</b></p>			28				2,080	5
<p><b>Account 534 - ELECTRIC LOCOMOTIVES</b></p>								
<p><b>Steam:</b></p> <p>No. 1, type 4-6-0, freight service, cylinders 18" x 24", total light weight 73 tons, 2nd hand, 1918, Rome Locomotive Works, 1891</p>		92	93	Each	1		7,581	7,0
<p><b>Electric:</b></p> <p>No. 100, 1200 volts, D.C., type 0-4-4-0, freight service, composite underframe, total light weight 41 tons, J. G. Brill Co., - General Electric Co., 1913</p>		60	62	"	1		21,223	13,1
<p>No. 106, type 0-4-4-0, freight service, 1500 volts, D.C., steel underframe, total light weight 63 tons, General Electric Co., 1921</p>		80	81	"	1		45,118	36,5
<p><b>Total for Account 534</b></p>			77				73,920	56,7
<p><b>Account 538 - MISCELLANEOUS EQUIPMENT</b></p>								
<p>Ford sedan, 1926</p>		84	84	Each	1		595	50
<p><b>Total for Account 538</b></p>			84				595	50

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