



Legend

-  Utah Railway
-  Trackage Rights



Interstate Commerce Commission
 Bureau of Valuation
 Washington, D.C.

**MAP OF THE
 UTAH RAILWAY**

Scale 1" = 15 Miles

June 30, 1919.

EXPLANATORY TEXT
UTAH RAILWAY COMPANY

6/30/19

1. DESCRIPTION OF ROAD.

Utah Railway Company was incorporated under the general laws of the State of Utah, January 24, 1912, as the Utah Coal Railway Company. Its name was changed to that which it now bears by an amendment to its articles of incorporation dated May 4, 1918.

The property operated by this company lies within the State of Utah.

(a) **WHOLLY OWNED AND USED.**

The carrier owns and uses a single track, standard gauge, steam railroad extending from Mohrland to Utah Railway Junction and Thistle to Provo.

(b) **JOINTLY OWNED AND USED.**

The carrier owns and uses jointly with the Los Angeles & Salt Lake Railroad Company 6.698 miles of yard tracks and sidings at Provo.

(c) **WHOLLY USED BUT NOT OWNED.**

The carrier operates exclusively under agreement tracks of the United States Fuel Company at the Panther Mine near Utah Railway Junction and certain tracks at Hiawatha.

By virtue of trackage agreements the carrier uses jointly with owner the following lines of railroad together with yard tracks and station facilities:

<u>Location</u>	<u>Miles</u>	<u>Owning Company</u>
Utah Ry. Jct. to Thistle	51.35 double track	The Denver & Rio Grande Railroad Company
Thistle to Provo	19.82 single "	" " " "

This carrier in return grants to The Denver & Rio Grande Railroad Company joint use of its main line from Thistle to Provo, which provides double track facilities for both companies between these points.

There are connections with other carriers for the interchange of business as follows:

Utah Ry. Jct., Utah	The Denver & Rio Grande Railroad Company
Thistle, "	" " " "
Springville, "	" " " "
Provo, "	Los Angeles & Salt Lake Railroad Company

2. MILEAGE AND VALUATION SECTION.

WHOLLY OWNED AND USED.

<u>Utah Railway Company - Utah</u>					
Val. :	From :	To :	Main Trunk Miles :	Yard Tracks and Sidings :	All Trunk Miles :
1-Utah	Mohrland	Utah Ry. Jct.	25.872	10.888	36.760
2- "	Thistle	Provo	20.617	3.350	23.967
Total Wholly Owned and Used - Utah			46.489	14.238	60.727
Total Wholly Owned and Used - All States			46.489	14.238	60.727

JOINTLY OWNED AND USED:

50% by Utah Railway Company and 50% by Los Angeles & Salt Lake Railroad Company - Utah

2a-Utah	At Provo	-	6.698	6.698
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2. MILEAGE AND VALUATION SECTIONS (Cont'd.)

WHOLLY USED BUT NOT OWNED:

Utah Railway Company - Used Exclusively Under Lease - Utah
 Owner: United States Fuel Company

Val. Sec.	Location	Main Track Miles	Miles - Yard Tracks and Sidings	All Tracks Miles
U.S. F. 1-Utah	Near Panther and Hiawatha	1.438	7.406	8.844
Grand Total Wholly Owned and Wholly Leased by Utah Railway Company and Used by It		47.941	21.642 6.698	69.583 6.698

* Jointly owned and used mileage for which a separate valuation section has been established.

3. CHARACTERISTICS OF COUNTRY.

The country traversed by this road lies in the mountainous regions of Central Utah except at its northern terminus where it enters the Great Salt Lake basin. The soil is very rocky, hard blue shale and sandstone being the most common materials encountered.

Coal mining is the principal industry of this region, large quantities being produced near Hiawatha, Mohrland and Panther. On the northern portion of the line agriculture is highly developed in the irrigated portions of the Great Salt Lake basin.

4. ROAD.

The volume of grading on this line is heavy, averaging about 75,000 cubic yards per mile, of which 43 per cent is solid rock and 29 per cent is loose rock. There are two tunnels on Val. Sec. 1-Utah with a total lined length of 1,637 feet.

The most important bridge on the line is that over Gordon Creek, which consists of five 80-ft., one 60-ft. and four 40-ft. deck plate girder viaduct spans on two concrete abutments and seventeen concrete pedestals with a total length of 620 feet.

Most of the cross ties in the main track are fir with a few cedar, oak, redwood and zinc treated. The main track is laid principally with new 90, 85 and 75 pound rail.

The most important structures are those at the Provo terminal and are jointly owned with the Los Angeles & Salt Lake Railroad Company.

5. EQUIPMENT.

The carrier owns and uses 13 steam locomotives, 41 freight-train cars and 1 passenger-train car.

It also owns and uses jointly with the Los Angeles & Salt Lake Railroad Company 2,000 freight-train cars.

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 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 56 inclusive.

INTERSTATE COMMERCE COMMISSION

Owner Utah Railway Company

BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

Val. Section No. UnallocatedMiles Main Line, _____ Miles all Tracks, * 6/30/19Approved: John A. Galvin

12-500

LOCATION.

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

(1)	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent at Cost New.	UNIT.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total. (5)	Less Depreciation (6)
Acct. No. <u>16</u>	Title <u>STATION AND OFFICE BUILDINGS</u> (I. C. C. classification.)					\$	\$	\$
	Furniture in General Offices at Salt Lake City, Utah	90					2,830	2,547
	Total for Account		90				2,830	2,547

Acct. 51 - STEAM LOCOMOTIVES

Approved: John R. Thompson

No. 1-2; Lima Locomotive & Machine Co.; 1910; type 2-8-0; mixed service; cylinders 20"x24"; total light weight 88 tons; secondhand; 1918	96	97	Each	2	11086	22,172	21,404
No. 3; American Locomotive Co.; 1910; type 2-8-0; mixed service; cylinders 20"x26"; total light weight 96 tons; secondhand; 1918	96	97	"	1		12,686	12,252
No. 4; American Locomotive Co.; 1910; type 2-8-0; freight service; cylinders 21"x28"; total light weight 112 tons; secondhand; 1918	96	97	"	1		14,191	13,715
Nos. 100-106; Baldwin Locomotive Works; 1917; type 2-10-2; freight service; cylinders 29-1/2"x30"; total light weight 198 tons; superheated	91	92	"	6	34555	207,330	190,744
Nos. 200-202; Baldwin Locomotive Works; 1918; type 2-8-8-0; freight service; cylinders 26" and 41"x32"; total light weight 246 tons; superheated	98	95	"	3	44486	133,458	126,785
Total for Account		94		15		389,837	364,898

Acct. 53 - FREIGHT TRAIN CARS

Caboose Cars:								
No. 50; wood body and underframe; secondhand	75	80	Each	1		500	400	
Nos. 51-53; Mt. Vernon Car Mfg. Co.; 1913; wood body; steel underframe; length 40'; 8 wheels	80	82	"	3	1525	4,575	3,752	
Nos. 54-56; Mt. Vernon Car Mfg. Co.; 1918; wood body; composite underframe; length 30'; 8 wheels	95	95	"	2	1342	2,684	2,550	
Flat Cars:								
Nos. 101-115; Standard Steel Car Co.; 1913; capacity 100000#; steel underframe	85	88	"	13	952	12,376	10,891	
Gondola Cars:								
Nos. 201-225; Ralston Steel Car Co.; 1918; capacity 100000#; steel body; steel underframe	83	86	"	22	1032	22,704	19,525	
Total for Account		87		41		42,839	37,118	

Acct. 54 - PASSENGER TRAIN CARS

Passenger, Baggage and Mail Car:								
No. 20; length 70'; wood body and underframe; composite 6-wheel trucks; secondhand	80	81	Each	1		4,745	3,845	
Total for Account		81		1		4,745	3,845	

INTERSTATE COMMERCE COMMISSION

Owner Los Angeles & Salt Lake Railroad Company BUREAU OF VALUATION

Sheet No. _____ of this valuation section.

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

Approved: John R. Thompson

LOCATION.	CHARACTER OF PROPERTY AND DESCRIPTION.	Condition Per Cent.	Per Cent of Cost New.	UNITS.	NUMBER OF UNITS.	COST OF REPRODUCTION.		
						Per Unit. (4)	New, Total (5)	Less Depreciation (6)
(1)				(2)	(3)	\$	\$	\$
Acct. No. <u>83</u>	Title <u>FREIGHT GRAIN CARS</u> (I. C. C. classification.)							
	Gondola Cars:		Cost of Reproduction					
	Nos. 20000-20499; built		<u>New</u> <u>Less Depr.</u>					
	1914, capacity 100,000#,							
	steel body and under-							
	frame	83	517,500 445,050	86	Each	500		
	Nos. 20500-21999; built							
	1917, capacity 100,000#,							
	steel body and underframe	94	1,635,000 1,553,250	95	"	1500		
	Total		2,152,500 1,998,300	93				
	Utah Railway Company's portion			93			1,076,250	999,150
	Total for Account			93			1,076,250	999,150

Acct. 76 - INTEREST DURING CONSTRUCTION

Approved: Louis Hood

	Cost of Reproduction					
	<u>New</u> <u>Less Depr.</u>					
6% for 3 months upon Equipment						
Accounts 51 to 58 inclusive	32,288 30,028	93		2152500	.015	
Utah Railway Company's portion		93				16,144 15,014