ORIGINAL

Decision No. 2556.

Decision No._____.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of ascertaining the value of the property of the DIAMOND AND CALDOR RAILWAY.) CASE NO. 169.

W. Y. Kellogg for Diamond and Caldor Railway.

GORDON, Commissioner.

O P I N I O N

This proceeding was brought on the Railroad Commission's initiative for the purpose of ascertaining the various elements entering into the value of the property of the Diamond and Caldor Railway, hereinafter termed the Railway. The property in question is situated in El Dorado County, California. For the general procedure in these valuation cases and for a general description of the work performed by the Commission's engineering department, reference is hereby made to the Commission's opinion and findings in Case No. 206, being the matter of ascertaining the value of the property of the Stockton Terminal and Eastern Railroad Company, and Case No. 210, being the matter of ascertaining the value of the property of the Tonopah and Tidewater Railroad Company.

These valuations were undertaken under section 20 of the Stetson Act, effective February 10, 1911, and continued under the provisions of the Public Utilities Act, effective March 23, 1912. The sections of the Public Utilities Act particularly applicable to this proceeding are sections 47 and 70. As in the cases referred to so here also, I shall confine myself to making findings of fact bearing on the question of the value as shown by the evidence in this case, and shall not make a finding on the question of the ultimate value of the property, irrespective of the purpose for which the value is ascertained.

As is usual in these valuation proceedings I shall, in connection with this inquiry, consider the following matters:

1. Organization, construction and operation.
2. Stocks and bonds.
3. Revenues and expenses.
4. Original cost, as defined.
5. Reproduction cost, as defined.
6. Reproduction cost less depreciation, as defined.

I will first define the three elements of value which I propose to find:

> The term "original cost" means the original book cost, and is defined as the actual expenditures chargeable to capital account in accordance with the Interstate Commerce Commission's classification, in cash or its equivalent in terms of cash, by the public utility for its operative property in the State of California, as of the date of the valuation.
>
> The term "reproduction cost" is defined as the estimated cost in cash of acquiring the operative right of way and real estate and of reproducing, in the condition in which it was acquired, the other physical property of the public utility in the State of California, as of the date of the valuation; to which are added overhead expenditures for engineering, law, interest and other similar items.
>
> The term "reproduction cost less depreciation" is defined as the reproduction cost less the diminution in the value of the physical elements of the property, due to use, age, obsolescence, inadequacy, or other causes, this diminution being called depreciation, and plus the increase in the value of the physical elements of the property, due to age or other causes, this increase being called appreciation.

In accordance with this Commission's order dated March 11, 1912, the Railway on April 4, 1913 filed an inventory of its property, together with a statement of original cost and an estimate of its reproduction cost and reproduction cost less depreciation, as of June 30, 1912. A copy of the company's final summary sheet is attached to this decision and marked Exhibit "A."

On September 30, 1913 the engineering department submitted to the Commission its detailed valuation report as of June 30, 1912, a copy of which was furnished to the company. A copy of the final summary sheet of this report is attached hereto and marked Exhibit "B."

Prior to the hearing in this proceeding the company's engineer took up with the engineering department of this Commission

certain objections to its valuation report, and in all cases where quantities and unit prices were at issue an agreement was reached. At the hearing held May 17, 1915, these items of differences were brought up and discussed, and it was agreed that the engineering department should prepare a supplemental report covering all such items. Subsequent thereto the engineering department submitted to the Commission a supplemental report embodying all changes and corrections decided upon, and a copy of this supplemental report was furnished to the company. The changes made by the engineering department will hereafter be considered. A copy of the revised final summary sheet containing the Commission's findings in this case is attached hereto and marked Exhibit "C."

I. Organization, construction and operation.

The Diamond and Caldor Railway was organized by the officers and directors of the California Door Company and was incorporated under the laws of California on February 9, 1904, to engage in the business of a common carrier through the construction of a narrow gauge steam railway. The road at this date is owned by the same company and is utilized almost exclusively in the transportation of lumber from the mill of the California Door Company at Caldor to Diamond Springs, a distance of about 33 miles, where a connection exists with the Southern Pacific Company's line.

The road was first built as a private road, and the California Door Company had construction work well under way before it was decided upon to incorporate as a separate and distinct company and operate the road as a common carrier. Prior to the construction of the line the lumber from the California Door Company's mill at Caldor was hauled the thirty odd miles to the railway of the Southern Pacific Company by teams, and in the haste to do away with this expensive and inadequate transportation, the railroad was built as quickly and cheaply as possible. Since the road was placed in operation, however, and as rapidly as possible, the company has renewed much of the material, filled in several

trestles and eliminated some of the sharpest curves.

The country traversed by this road is all mountainous and necessitated heavy grades and a great deal of sharp curvature. The maximum grade is 4½ per cent and the maximum curve 58 degrees. There are sixty frame trestles on the road.

The equipment of this company consists of five Shay locomotives, one combination passenger and baggage car, one Thomas automobile with track wheels, seventy-six freight cars, one water tank car, one oil tank car and two work cars. Between Diamond Springs and Caldor one passenger and one freight train are operated daily except Sunday.

2. Stocks and bonds.

At the time of incorporation of the Railway, on February 9, 1904, there were authorized 4,800 shares of capital stock at a par value of $50.00 per share. The entire amount authorized was subscribed for at the time of the organization and all shares with the exception of five were issued to the California Door Company. As the progress of construction demanded, the entire amount of capital stock, $240,000, was paid into the treasury.

Although the road was open and handling commercial freight in November, 1904, the construction accounts were not closed until December 31, 1907. The following dividends were paid on the capital stock out of the earnings during that period.

March 21, 1906,	- 8%	-	$ 19,200.00
April 5, 1907,	- 10%	-	24,000.00

Since the closing of the construction accounts dividends have been paid as follows:

March 17, 1909,	- 6%	-	$ 14,400.00
March 16, 1910,	- 6%	-	14,400.00
March 20, 1912,	- 8%	-	19,200.00
March 19, 1913,	- 5%	-	12,000.00
March 18, 1914,	- 5%	-	12,000.00
Total Dividends Paid			$115,200.00

On March 1, 1907 the stockholders authorized the issuance of first mortgage, 20-year, 5% bonds to the amount of $240.000,

covered by all corporate property of the railway company. As shown by the company's report to this Commission for the year ending June 30, 1914 there are outstanding bonds to the amount of $128,000, while bonds to the amount or $90,000 are held in the treasury. Since 1908 the company has paid off and cancelled bonds to the amount of $22,000.

The last annual report further shows an item of "miscellaneous accounts payable," $102,840.18, and an "appropriated surplus" of $57,268.73.

3. Revenues and expenses.

Practically the entire revenue received by the Railway is derived from the hauling of lumber for the owning company. The passenger revenue averages less than $2,000 per year.

For the three years ending June 30, 1914 a gross income, as shown by the company's annual report, less operating expenses, showed a decided decrease, viz., from $24,873.03 for 1912 and $26,483.58 for 1913 to $14,732.92 for 1914, or a decrease of $11,750.66 over the preceding year. The report also shows that included in these amounts is an item received for the hire of equipment to the California Door Company at an average yearly rental of approximately $3,400.00. The following table presents various revenues, expenses and traffic statistics for the years ending June 30, 1912, 1913 and 1914, as shown by the annual reports of this company to this Commission.

Item No.	Item	Year Ending 1912	1913	1914
1.	Mileage - Main Line	33.00	33.00	33.00
	Operating Revenues:			
2.	Freight traffic, ...	$80,990.58	$72,647.50	$62,017.22
3.	Passenger "	2,098.75	1,966.45	1,447.35
4.	Total transportation rev. .	83,089.33	74,613.95	63,464.57
	Hire of Equipment	3,295.76	3,428.48	3,590.88
5.	Maintenance of Way & Struc	22,126.01	16,572.86	16,805.37
6.	Maintenance of Equipment...	7,823.16	4,814.19	5,657.86
7.	Traffic Expenses	---	1,575.00	1,500.00
8.	Transportation Expenses....	19,166.89	16,187.28	14,583.44
9.	General Expenses.....	5,618.59	5,400.14	6,211.32
10.	Total operating expenses...	54,753.65	44,549.47	44,757.99
11.	Ratio Expenses to Revenues.	65.87%	59.71%	70.52%
12.	Net Operating Revenue.....	28,355.68	30,064.48	18,706.58

Item No.	Item	Year Ending 1912	1913	1914
13.	Railway Tax Accruals.....	$ 3,482.65	$ 3,580.90	$ 3,973.66
14.	Operating Income.....	24,873.03	26,483.58	14,732.92
15.	Gross Income.....	86,385.09	78,042.43	67,055.45
	Deductions from Income:			
16.	Interest accrued on Fund.Debt	7,050.00	6,600.00	6,750.00
17.	Interest, Unfunded Debt.....	5,276.74	5,308.19	3,440.88
18.	Total Deductions.....	12,326.74	11,908.19	10,190.88
19.	Net Income.....	15,842.05	18,003.87	8,132.92
	Reserves from Income or Surplus:			
20.	Equipment Depreciation.....	---	3,874.18	6,721.91
21.	Surplus Account.....	50,536.82	50,536.82	50,536.82
	Traffic Statistics:			
22.	Number of Passengers carried earning revenue.....	1,330	1,232	861
23.	Number of Passengers carried one mile.....	35,063	34,427	24,111
24.	Average distance carried, miles.....	26.36	27.94	28.00
25.	Average amount received from each passenger.....	$1.58	$1.60	$1.68
26.	Average receipt per passenger per mile, cents.....	6.98	6.71	6.00
27.	Number of tons carried.....	31,718	28,221	24,717
28.	Number of tons carried one mile.....1,042,643		928,722	813,095
29.	Average distance haul of one ton, miles.....	32.90	32.91	32.93
30.	Average amount received from each ton, ...	$2.55	$2.57	$2.51
31.	Average receipt per ton mile, cents.....	7.76	7.82	7.62

4. Original Cost.

The valuation submitted by the company showed the original cost of this road to be $502,312.08, as shown by Exhibit "A" attached hereto. Upon investigation it was found that this figure was not the actual cost of construction, but represented the best available cost estimate by the company's engineer.

As heretofore stated, the road was started as a private venture to facilitate the business of the California Door Company, and at the time construction was commenced (1903) it was the company's desire to get the track laid to the mill at Caldor as quickly as possible, so that the lumber could be hauled out while the weather permitted. Therefore, before completion, but as soon as conditions would permit, the road was put into operation. After the accumulated lumber was delivered at Diamond Springs construction was continued and carried on until December, 1907, practically four years after the construction was started. Due

to the hauling of this large amount of accumulated lumber from Caldor to Diamond Springs the earnings for the year 1903 were above normal, and instead of being applied to construction purposes were paid out as dividends on the capital stock. Under the Interstate Commerce Commission's classification for road and equipment of steam roads, all earnings during construction are to become a credit to the construction account, and the engineering department in its valuation report properly deducted this item from the original cost.

An investigation made by the auditing department of this Commission showed that the books of the company had not been kept in accordance with the present prescribed classification of accounts. However, it is possible to make adjustments and segregate all charges to their proper accounts. This was done with the result that the original cost was found by the engineering department to be $512,507.31 and, after deducting the item of earnings during construction, amounting to $71,129.73, the total original cost, as shown in Exhibits "B" and "C," amounts to $441,377.58.

I am satisfied to accept the figure of the engineering department, and find as a fact that the original cost, as that term has heretofore been defined, of the operative property of the Diamond and Caldor Railway, as of June 30, 1912, is the sum of $441,377.58.

5. Reproduction Cost.

The company in its valuation states that the reproduction cost amounts to $582,196.41. The engineering department in its valuation finds this cost to be $532,834.94, as shown by Exhibit "B," being a decrease of $49,361.47. The reason for this difference is explained in the detailed report of the engineering department, to which reference is hereby made.

The company previous to and at the hearing held in this case, made objections to certain accounts as shown by the engineering department. These items were investigated and a supplemental

report has been prepared covering all items in question. All changes and corrections caused by the objections of the company have been shown in detail in the supplemental report, and I do not consider it necessary to go into these items in detail.

The increases made to the individual accounts were as follows:

I.C.C.Acct. No.	Item		Amount
7	Ties.....		----
8	Rails.....		$ 1,969.69
10	Track Fastenings and Other Material.....		223.85
11	Ballast.....		4,000.00
12	Tracklaying and Surfacing.		----
	Overhead Expenses:		
	Engineering.....	$509.67	
	Law.....	61.93	
	Interest.....	196.95	
	Expenses.....	32.83	601.38
	Total Increase.....		$ 6,794.82

This amount added to the original, as shown in Exhibit "B," gives a revised total of $539,629.76, as shown by Exhibit "C." This amount, it will be noted, is higher than the original cost by $98,252.18.

In the original valuation report, as submitted by the engineering department, Account No. 2, Right of Way and Station Grounds, was determined by adding to the present market value of the land a so-called "multiplier," assumed cost of acquisition and interest charges. Since the time of this valuation the Supreme Court of the United States has in unmistakable terms rendered its decision on the so-called multiple method of valuation. In the decision in the Minnesota Rate Cases the court says:

> "Assuming that the company is entitled to a reasonable share in the general prosperity of the communities which it serves, and thus to attribute to its property an increase in value, still the increase so allowed, apart from any improvements it may make, cannot properly extend beyond the fair average of the normal market value of land in the vicinity having a similar character. Otherwise we enter the realm of mere conjecture. We therefore hold that it was error to base the estimates of value of the right of way, yards and terminals upon the so-called "railway value" of the property. The company would certainly have no ground of complaint if it were allowed a value for these lands

> equal to the fair average market value of similar land in the vicinity, without additions by the use of multipliers, or otherwise, to cover hypothetical outlays. The allowances made below for a conjectural cost of acquisition and consequential damages must be disapproved; and, in this view, we also think it was error to add to the amount taken as the present value of the lands the further sums, calculated on that value, which were embraced in the items of 'engineering','superintendence','legal expenses,' 'contingencies' and 'interest during construction'."

In my opinion the reasoning of the court is altogether sound. It is, of course, impossible to "reproduce" land in the sense that other physical elements of railroad property can be reproduced and their reproduction cost determined. The value of land must therefore be found and not the "reproduction cost." If this value is taken as the present-day market value, without the addition of arbitrary multipliers, assumed costs of acquisition and interest charges, no injustice is done to the owner. If it is found that land originally cost more or less than the present market value, the facts should be shown in the proper place.

There is no necessity, however, to here change the engineering department's figures, and it is sufficient to point out that the arbitrary additions to the present market value of this company's lands, by reason of applying multiples, cost of acquisition and interest, amount to $4,038.85. If in any future case the question of the valuation of this property should become relevant, the Commission may see fit to hold that this sum should be deducted from the grand totals shown in Exhibit "C" under the headings "reproduction cost" and "reproduction cost less depreciation."

I find, therefore, as a fact that the reproduction cost, as that term has hereinbefore been defined, of the operative property of the Diamond and Caldor Railway, as of June 30, 1912, is the sum of $539,629.76.

I find also that the reproduction cost of this property, if the "market value" of lands is used without the addition of multipliers and other arbitrary percentages, is the sum of $535,590.91.

6. Reproduction cost less depreciation.

The reproduction cost less depreciation, as reported by the company and shown in Exhibit "A," is $491,848.91. This same item as ascertained by the engineering department in its original valuation report, is $425,669.10, as shown by Exhibit "B."

The objections made by the company to certain accounts under the heading of reproduction cost, are reflected in the same accounts under this heading, and necessitated certain changes and corrections. The details of these changes are set forth in the supplemental report of the engineering department and hereinbefore referred to.

The summary of the revised totals of the accounts affected is as follows:

I.C.C.Acct. No.	Item	Amount
7	Ties	$11,217.32
8	Rails	6,548.63
10	Track Fastenings and Other Material	1,559.40
11	Ballast	4,000.00
12	Track Laying and Surfacing	4,175.12
	Overhead Expenses	601.38
	Total Increases	$28,101.85

These increases, included with the original allowances, give a revised grand total for reproduction cost less depreciation of $453,770.95.

I find, therefore, that the reproduction cost less depreciation, as that term has hereinbefore been defined, of the operative property of the Diamond and Caldor Railway, as of June 30 1912, is the sum of $453,770.95.

I find also as the reproduction cost less depreciation of this property if the "market value" of lands is used, without the additional multipliers and other arbitrary percentages, is the sum of $449,732.10.

The foregoing opinion and findings are hereby approved and ordered filed as the opinion and findings of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 2nd day of ~~June~~ July 1915.

H. D. Loveland

Lee Gordon

Edwin O. Edgerton

Commissioners.

Name of Owner Diamond & Caldor Ry.
Operating Co. do
Division
From Diamond S. To Caldor
Miles, Main Line Track 33.06
Miles, Second Track
Miles, Yard Tracks, etc. 3.16
Total 36.22

FORM No. 48.

CALIFORNIA RAILROAD COMMISSION

PHYSICAL VALUATION OF STEAM RAILROADS

FINAL SUMMARY SHEET

EXHIBIT "A"

Valuation as of June 30, 1912

Field Inspector By the Railway.

Office Compiler

Date Compiled 191

Joint Main Line Miles

Joint Second Track Miles

Joint Yard Track, etc. Miles

Total Miles

Class No.	Form No.	I.C.C. Acct. No.	CLASSES	ORIGINAL COST	REPRODUCTION VALUE	Cond. pr. ct.	PRESENT VALUE
1	1	2	Right of way and station grounds.	5 762 08	7 892 72	100	7 892 72
2	2	3	Real estate.				
3	3	4	Grading.	97 043 77	98 946 97	120	103 136 18
4	4	5	Tunnels.				
5	5	6	Steel bridges and trusses.	2 655 05	4 588 75	89	4 101 44
6	6	6	Pile and frame trestles.	61 198 25	71 147 17	85	60 470 20
7	7	6	Culverts.	2 565 85	2 762 46	80	2 210 16
8	8	7	Ties.	31 919 53	55 783 27	70	39 109 10
9	9	8	Rails.	74 991 20	88 787 40	80	71 029 92
10	10	9	Frogs and switches.	1 215 72	1 800 00	72	1 295 00
11	11	10	Track fastenings and other material.	9 341 02	11 181 50	80	8 945 20
12	12	11	Ballast.				
13	13	12	Tracklaying and surfacing.	58 462 94	67 232 40	80	53 785 92
14	14	13	Roadway tools.	438 38	438 38	79	346 13
15	15	14	Fencing right of way.				
16	16	15	Crossings and signs.	330 76	369 72	80	305 78
17	17	16	Interlocking plants.				
18	18	16	Signal apparatus.				
19	19	17	Telegraph and telephone lines.	2 394 64	3 964 05	80	3 171 22
20	20	18	Station buildings and fixtures.	276 10	317 52	80	254 02
21	21	18	Platforms, walks, paving and curb.	101 28	128 26	90	115 50
22	22	19	General office buildings and fixtures.				
23	23	20	Shop buildings and engine houses.	3 378 87	3 903 60	90	3 513 25
24	24	20	Transfer and turntables, cinder pits, etc.	105 90	180 00	80	144 00
25	25	20	Miscellaneous shop buildings and structures.	153 29	168 61	80	134 88
26	26	21	Shop machinery and tools.	1 033 35	1 229 70	90	1 112 95
27	27	22	Water stations.	1 068 31	1 213 91	70	849 76
28	28	23	Fuel stations.	3 074 10	3 441 80	90	3 077 63
29	29	24	Grain elevators.				
30	30	25	Storage warehouses.				
31	31	26	Dock and wharf property.				
32	32	27	Electric light plants.				
33	33	28	Electric power plants.				
34	34	29	Electric power transmission.				
35	35	30	Gas producing plants.				
36	36	31	Miscellaneous structures.	199 13	219 03	80	176 89
			Total Classes 1 to 36, inclusive.				
37	--	1	Engineering ____ per cent, 1 to 36, inclusive.	15 533 30	15 533 30	100	15 533 30
38	37	32	Transportation of men and material.				
39	38	33	Rent of equipment.				
40	38	34	Repairs of equipment.				
41	--	35	Earning and operating exp. during construction.				
42	--	35½	Injuries to persons.				
43	--	36	Cost of road purchased.				
			Total Classes 1 to 43, inclusive.				
44	39	37	Steam locomotives.	49 618 45	54 576 28	74	40 182 27
45	--	38	Electric locomotives.				
46	40	39	Passenger train cars.	3 161 45	3 635 67	70	2 544 97
47	41	40	Freight train cars.	40 973 93	47 120 01	70	32 984 00
48	42	41	Work equipment.	1 794 32	1 794 32	88	1 586 89
49	43	42	Floating equipment.				
			Total Classes 1 to 49, inclusive.				
50	--	43	Law expenses ____ per cent, Classes 1 to 36, incl.				
51	44	44	Stationery and printing.	122 39	134 62	100	134 62
52	44	45	Insurance.	2 811 79	3 092 96	100	3 092 96
53	45	46	Taxes.	251 22	276 34	100	276 34
			Total Classes 1 to 53, inclusive.				
54	--	47	Int. & Comm. ____ per cent, Classes 1 to 53, incl.	21 716 77	21 716 77	100	21 716 77
55	45	48	Other expenditures.	8 618 94	8 618 94	100	8 618 94
56	--	--	Contingencies ____ per cent, Classes 1 to 53, incl.				
57	46	--	Stores and supplies on hand for use in California.				
			GRAND TOTAL	502 312 08	582 196 41	84	491 848 91
			Average per mile for main line track.	15 193 95	17 610 30	84	14 877 46

Name of Owner Diamond & Caldor Railway
Operating Co. do
Division County El Dorado
From Diamond Spgs. To Caldor
Miles, Main Line Track 33.06
Miles, Second Track
Miles, Yard Tracks, etc. 3.16
Total 36.22

FORM No. 49.

CALIFORNIA RAILROAD COMMISSION

PHYSICAL VALUATION OF STEAM RAILROADS

FINAL SUMMARY SHEET

EXHIBIT "B"

Valuation as of June 30, 1912
M. M. Cooke — Field Inspector
do — Office Compiler
Date Compiled June 16, 1913
Joint Main Line ____ Miles
Joint Second Track ____ Miles
Joint Yard Track, etc. ____ Miles
Total ____ Miles

Class No.	Form No.	I.C.C. Acct. No.	CLASSES	ORIGINAL COST	REPRODUCTION VALUE	Cond. pr. ct.	PRESENT VALUE
1	1	2	Right of way and station grounds.	5 762 08	9 551 85	100	9 551 85
2	2	3	Real estate.				
3	3	4	Grading.	92 808 90	98 306 68	107	105 727 95
4	4	5	Tunnels.				
5	5	6	Steel bridges and trusses.		4 578 93	72	3 284 24
6	6	6	Pile and frame trestles.	65 272 06	72 032 51	50	36 016 25
7	7	6	Culverts.		2 054 64	52	1 074 57
8	8	7	Ties.	33 929 12	44 869 26	50	22 434 62
9	9	8	Rails.	74 008 56	94 832 01	83	78 354 86
10	10	9	Frogs and switches.	1 054 76	2 086 70	71	1 486 56
11	11	10	Track fastenings and other material.	9 358 03	11 688 67	63	7 413 38
12	12	11	Ballast.				
13	13	12	Tracklaying and surfacing.	59 316 16	34 792 59	71	24 702 73
14	14	13	Roadway tools.	60 44	555 80	57	317 07
15	15	14	Fencing right of way.	81 70	1 552 88	50	776 44
16	16	15	Crossings and signs.	139 79	290 01	57	166 53
17	17	16	Interlocking plants.				
18	18	16	Signal apparatus.				
19	19	17	Telegraph and telephone lines.	2 394 64	3 973 81	50	1 986 90
20	20	18	Station buildings and fixtures.	276 10	283 00	60	169 80
21	21	18	Platforms, walks, paving and curb.				
22	22	19	General office buildings and fixtures.				
23	23	20	Shop buildings and engine houses.	7 336 42	3 859 13	74	2 843 86
24	24	20	Transfer and turntables, cinder pits, etc.		184 50	60	110 70
25	25	20	Miscellaneous shop buildings and structures.		182 45	88	160 67
26	26	21	Shop machinery and tools.	1 173 71	1 363 20	90	1 233 16
27	27	22	Water stations.	1 068 31	1 244 26	50	622 12
28	28	23	Fuel stations.	3 074 10	3 527 85	90	3 175 07
29	29	24	Grain elevators.				
30	30	25	Storage warehouses.				
31	31	26	Dock and wharf property.				
32	32	27	Electric light plants.				
33	33	28	Electric power plants.				
34	34	29	Electric power transmission.				
35	35	30	Gas producing plants.				
36	36	31	Miscellaneous structures.	393 08	526 09	50	263 05
			Total Classes 1 to 36, inclusive.	357 507 96	392 336 82	77	301 872 38
37	--	1	Engineering 5 per cent, Classes 3 to 36, inclusive.	15 533 30	19 139 25	100	19 139 25
38	37	32	Transportation of men and material.				
39	38	33	Rent of equipment.				
40	38	34	Repairs of equipment.				
41	--	35	Earning and operating exp. during construction.	71 129 73	* * * * * * * * * * * * * *		
42	--	35½	Injuries to persons.		* * * * * * * * * * * * * *		
43	--	36	Cost of road purchased.		* * * * * * * * * * * * * *		
			Total Classes 1 to 43, inclusive.	301 911 53	411 476 07	78	321 011 63
44	39	37	Steam locomotives.	49 298 60	50 434 00	82	41 203 00
45	--	38	Electric locomotives.				
46	40	39	Passenger train cars.	3 244 43	5 303 00	78	4 165 00
47	41	40	Freight train cars.	41 097 12	39 259 00	85	33 472 00
48	42	41	Work equipment.	1 698 28	2 424 00	77	1 878 60
49	43	42	Floating equipment.				
			Total Classes 1 to 49, inclusive.	397 249 96	508 896 07	79	401 730 23
50	--	43	Law expenses 1 per cent, Classes 3 to 36, incl.	1 206 45	3 827 85	100	3 827 85
51	44	44	Stationery and printing.	142 24			
52	44	45	Insurance.	3 349 33			
53	45	46	Taxes.	301 22			
			Total Classes 1 to 53, inclusive.	402 249 20	512 723 92	79	405 558 08
54	--	47	Int. & Comm. 3 per cent, Classes 3 to 53, incl.	23 363 86	15 095 16	100	15 095 16
55	46	48	Other expenditures 1/2 of 1% 3 to 53 inc.	13 264 52	2 515 86	100	2 515 86
56	--	--	Contingencies 2.6 per cent, Classes 1 to 53, incl.	* * * * * * *			
57	46	--	Stores and supplies on hand for use in California.	2 500 00	2 500 00	100	2 500 00
			GRAND TOTAL.	441 377 58	532 834 94	80	425 669 10
			Average per mile for main line track.	13 351 00	16 117 00		12 875 00

Owning Company Diamond & Caldor Ry.
Operating Company do
Operating Division
Valuation Unit
From Diamond Springs
To Caldor
County El Dorado

FORM No. 48.

CALIFORNIA RAILROAD COMMISSION

PHYSICAL VALUATION OF STEAM RAILROADS

FINAL SUMMARY SHEET

Valuation as of June 30, 1912

EXHIBIT "C"

Submitted with Report of
Richard Sachse, Chief Eng.
Date compiled May, 1915
Main Line 1st Track 33.06 Mi.
Line 2d Track Mi.
Yard Tracks, Sidings, etc., 3.16 Mi.
Total 36.22 Mi.

Class No.	Form No.	I.C.C. Acct. No.	CLASSES	ORIGINAL COST	REPRODUCTION VALUE	Cond. pr. ct.	PRESENT VALUE
37	--	1	Engineering.	15 533 30	19 448 92	100	19 448 92
1	1	2	Right of way and station grounds.	5 762 08	9 551 85	100	9 551 85
2	2	3	Real estate.				
3	3	4	Grading.	92 808 90	98 306 68	107	105 727 95
4	4	5	Tunnels.				
5	5	6	Steel bridges and trusses.		4 578 93	72	3 284 24
6	6	6	Pile and frame trestles.	65 272 06	72 032 51	50	36 016 25
7	7	6	Culverts.		2 054 64	52	1 074 57
8	8	7	Ties.	33 929 12	44 869 26	75	33 651 94
9	9	8	Rails.	74 008 56	96 801 60	88	84 903 49
10	10	9	Frogs and switches.	1 054 76	2 086 70	71	1 486 56
11	11	10	Track fastenings and other material.	9 358 03	11 912 52	75	8 972 78
12	12	11	Ballast.		4 000 00	100	4 000 00
13	13	12	Tracklaying and surfacing.	59 316 16	34 792 59	83	28 877 85
14	14	13	Roadway tools.	60 44	555 80	57	317 07
15	15	14	Fencing right of way.	81 70	1 552 88	50	776 44
16	16	15	Crossings and signs.	139 79	290 01	57	166 53
17	17	16	Interlocking plants.				
18	18	16	Signal apparatus.				
19	19	17	Telegraph and telephone lines.	2 394 64	3 973 81	50	1 986 90
20	20	18	Station buildings and fixtures.	276 10	283 00	60	169 80
21	21	18	Platforms, walks, paving and curb.				
22	22	19	General office buildings and fixtures.				
23	23	20	Shop buildings and engine houses.	7 336 42	3 859 13	74	2 843 86
24	24	20	Transfer and turntables, cinder pits, etc.		184 50	60	110 70
25	25	20	Miscellaneous shop buildings and structures.		182 45	88	160 67
26	26	21	Shop machinery and tools.	1 173 71	1 363 20	90	1 233 16
27	27	22	Water stations.	1 068 31	1 244 26	50	622 12
28	28	23	Fuel stations.	3 074 10	3 527 85	90	3 175 07
29	29	24	Grain elevators.				
30	30	25	Storage warehouses.				
31	31	26	Dock and wharf property.				
32	32	27	Electric light plants.				
33	33	28	Electric power plants.				
34	34	29	Electric power transmission.				
35	35	30	Gas producing plants.				
36	36	31	Miscellaneous structures.	393 08	526 09	50	263 05
38	37	32	Transportation of men and material.				
39	38	33	Rent of equipment.				
40	39	34	Repairs of equipment.				
41	--	35	Earning and operating exp. during construction.	71 129 73			
42	--	35½	Injuries to persons.				
43	--	36	Cost of road purchased.				
44	39	37	Steam locomotives.	49 298 60	50 434 00	82	41 203 00
45	--	38	Electric locomotives.				
46	40	39	Passenger train cars.	3 244 43	5 303 00	78	4 165 00
47	41	40	Freight train cars.	41 097 12	39 259 00	85	33 472 00
48	42	41	Work equipment.	1 698 28	2 424 00	77	1 876 60
49	43	42	Floating equipment.				
50	--	43	Law expenses.		3 889 78	100	3 889 78
51	44	44	Stationery and printing.	142 24			
52	44	45	Insurance.	3 349 33			
53	45	46	Taxes.	301 22			
54	--	47	Int. & Comm.	23 363 86	15 292 11	100	15 292 11
55	45	48	Other expenditures.	13 264 52	2 548 69	100	2 548 69
57	46	--	Stores and supplies on hand for use in California.	2 500 00	2 500 00	100	2 500 00
			GRAND TOTAL.	441 377 58	539 629 76	84	453 770 95
			Average per mile for main track.	13 351 00	16 323 07	84	13 725 68