

ORIGINAL

Decision No. ✓

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of ascertaining)
the value of the property of the)
MONTEREY AND PACIFIC GROVE RAIL-)
WAY COMPANY.)
.....)

Case No. 315.

GORDON, Commissioner.

OPINION AND FINDINGS

This is one of the so-called railroad valuation cases brought upon the Commission's own initiative for the purpose of ascertaining and reporting certain facts and estimates of cost which enter into the value of the property of the various railroad corporations in the State of California.

The valuation of the railroads in California was undertaken by the Commission under the provisions of Section 20 of the Stetson-Eshleman Act, effective February 10, 1911, and was continued under the provisions of the Public Utilities Act, effective March 23, 1912. The sections of the Public Utilities Act particularly applicable to these proceedings are Sections 47 and 70. For the general procedure in these valuation cases and for a general description of the work performed by the Commission's engineering department in connection therewith, reference is hereby made to this Commission's opinion and findings in Case No. 206, the first of these cases, being the matter of ascertaining the value of the property of the Stockton Terminal and Eastern Railroad Company. (Vol. 2, Opinions and Orders of the Railroad Commission of California, p. 777.)

It will be well to note that herein, as in that case, I shall make findings of fact on various elements which bear on the value of the property as shown by the evidence in this case, and that I shall not make findings on the ultimate question of the value of the property, irrespective of the purpose or purposes for

which the value is ascertained. I shall leave to the future the use of these facts or such thereof as may be material in any proceeding in which they may become relevant.

In making findings in this case I shall 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 shall first define the three elements of value which it is proposed to find:

The term "original cost" means the actual expenditures chargeable to capital account, in accordance with the Interstate Commerce Commission's classifications, in cash, or its equivalent in terms of cash, by the public utility for its property in the State of California, as of the date of the valuation.

The term "reproduction cost" means the estimated cost in cash of reproducing the physical property of the public utility in the State of California, as of the date of the valuation; to which is added the value of all operative lands, based on the market value of adjacent and similar lands, the actual or estimated cost of acquiring franchises and the estimated cost of overhead expenditures for engineering, law, interest and other similar items.

The term "reproduction cost less depreciation" means the reproduction cost less an amount to cover the depreciation of the physical elements of the property, due to use, age, obsolescence, inadequacy, or other causes, and plus an amount to cover the appreciation in the physical elements of the property, due to age or other causes.

In accordance with the Commission's order the Monterey and Pacific Grove Railway Company on February 10, 1915 filed with the Commission an inventory of its property, together with an estimate of its reproduction cost and reproduction cost less depreciation, as of June 30, 1912. A copy of the final summary sheet of that appraisal is attached to this opinion and marked Exhibit "A".

On June 12, 1915 the Commission's engineering department submitted to the Commission its detailed valuation report as of June 30, 1914, and on June 22, 1915 a copy of this report was sent to the company by the Commission. A copy of the final summary sheet of this report is attached to this opinion and marked Exhibit "B".

Exhibits "A" and "B" are not comparable, for in the two years between the dates of the reports certain additions were made to the property. According to the company's annual reports to the Commission, \$941.22 was expended for additions and betterments during the interim. Also included in the total of Exhibit "B" is several blocks of track deeded as a gift by the Monterey and Del Monte Heights Railway Company, which was not included in the company's valuation and which has not entered into the company's accounting, this gift having been made since the date of the company's appraisal.

The above statements apply to the total on Exhibit "A" of \$162,102.27, and not to the total of \$220,483.27. This latter figure includes, as will be noted, estimated allowances for "working capital other than stores and supplies" and "going value and good will." These items were not considered by the engineering department, which has confined its inventory and appraisal to that property included in the "Classification of Expenditures for Road and Equipment of Electric Railways as Prescribed by the Interstate Commerce Commission -- First Issue."

At the hearing held in Monterey on March 17, 1916, several objections, which will be taken up later, were made by the representatives of the company to the report of the engineering department.

1. Organization, Construction and Operation.

At the date of this valuation the Monterey and Pacific Grove Railway Company, a corporation, operates an electric street railway in the cities of Monterey and Pacific Grove, all of the road except some eight hundred feet in the United States Presidio

of Monterey being located within these two municipalities. There are 5.69 miles of main line track and .22 miles of secondary track. The company is controlled by the Coast Valleys Gas and Electric Company and is operated as a subsidiary of that company.

This road had its beginning about 1890 as a privately owned horse-car line. The Monterey and Pacific Grove Street Railway and Power Company was organized on June 2, 1893, and shortly afterwards took over the horse-car line, which it continued to operate.

On June 25, 1902, the stock ownership passed to the Monterey Gas and Electric Company, which had been incorporated on May 5, 1902, and shortly afterwards the road was electrified, although still narrow gauge. In this or the following year all the real estate was transferred to the Monterey County Gas and Electric Company, the successor of the Monterey Gas and Electric Company. The reason or the consideration is not known. On July 3, 1907 the name of the railway company was changed to its present name.

The road was broad-gauged in 1911, and on December 1, 1911 the control of the road was passed over to the Consolidated Light and Power Company along with all the other property of the Monterey County Gas and Electric Company (some water properties were not transferred). The same day this buyer deeded its property to one, L. H. Rich, and in March, 1912 Mr. Rich deeded the same property to the Coast Valleys Gas and Electric Company, and thus the road came into the possession of its present owner.

The Monterey and Del Monte Heights Railway Company, operating a road north from Monterey, on March 3, 1913 deeded about three blocks of track and electrical overhead in Monterey for which it had no franchise, this property being about one year old at the time of transfer.

The Monterey and Pacific Grove Railway Company is essentially a street railway, practically all of the tracks being laid in city streets. The road is comparatively level with one heavy

grade about 3,000 feet long. Rails are principally a 40-lb. narrow tread section and are in poor condition. The joints are also poor. There is some rock ballast, but the principal ballast material is dirt from alongside. Many of the ties are but 6 feet long, being left in the track when the road was broad-gauged.

The electrical distribution is at 500 volts, by overhead trolley, using simple span suspensions. Many of the suspensions are from joint or foreign poles.

The company owns eight cars, all small and old. The electric equipment of these cars is of an old type and expensive to maintain. As might be expected, construction and maintenance are poor, but may be considered commensurate with operating requirements.

Cars run every half hour, requiring but three cars in service at one time. No freight service is given.

2. Stocks and Bonds.

When the Monterey and Pacific Grove Street Railway and Power Company was organized, \$180,000 in stock was authorized and \$80,000 given to the owner of the horse-car line. No relation existed between the par value of this stock and the value of the horse-car line. On July 22, 1907 the capital stock was increased to \$600,000, but \$300,000 of this authorized capital stock was not issued. At this time \$300,000 first mortgage 6% thirty-year bonds dated July 1, 1907, were authorized, these bonds bearing the unsecured guarantee of the Monterey County Gas and Electric Company. These bonds were issued shortly thereafter, 150 being issued to the Monterey County Gas and Electric Company on July 23, 1907, to satisfy "an indebtedness of a large sum of money" by the latter company. Just what this indebtedness covered is not known, and apparently the balance between the companies, the Gas and Electric Company acting as the treasurer for the Railway Company, never reached this figure. 6725 shares of stock were also given the Monterey County Gas and Electric Company at this time. On November 7, 1907, 150 bonds were authorized to be delivered to the

treasurer of the company, and on June 20, 1908, 20 more bonds were authorized to be delivered to the parent company.

It has been found that the railway retained in its treasury all the bonds until sold by it for cash, and these sales, commencing October, 1907, continued to June, 1910, during which time \$198,000 par value were sold, realizing \$177,930. The entire proceeds of these sales went to the Monterey County Gas and Electric Company. The relation of this company with the railway company, therefore, changed from that of a debtor to a creditor, and the debit balance of \$40,976.95 in December, 1907 became, on the railway's books, an account receivable of \$51,283.58. On June 30, 1911 this amount due had increased to \$126,093.16, and seems to have been accepted as a liability by the parent company.

On June 30, 1911 the railway wrote off this \$126,093.16 without any apparent satisfaction of the indebtedness, the amount being charged to plant (capital) account. It also appears that the same amount was written off the books of the Monterey County Gas and Electric Company and charged to profit and loss. Therefore, it seems that out of the proceeds of the bonds sold, \$126,093.16 was turned over to the last named company, and from the records this company is still indebted in this amount, with interest to date, to the railway company.

In order to present succinctly the results of the investigation into the securities issued by this road, the following balance sheet prepared by the auditing department is presented, which shows all changes which should be made in this company's books in order to have them reflect the true state of affairs.

It will be noted that the bonds outstanding, \$198,000 par value, are far in excess of the totals of both Exhibits "A" and "B". It is clear that the various transfers of the property have not served any useful purpose and have only resulted in beclouding the guarantees and securities behind the bonds. This statement is borne out by the fact that the Coast Valleys Gas and Electric Company disclaims all liability and the matter has been

brought into court by the bondholders, and at this time is still undecided.

STATEMENT SHOWING REVISION OF BALANCE SHEET AS OF JUNE 30, 1914.

Balance Sheet	ASSETS		Corrected as of 6/30/14
	As per Books 6/30/14	Corrections Minus Plus	
Cost of Road	\$612,420.25		\$229,497.28
#1 Less Stock Issued at par and added hereto without acquisition of further property.		202,840.00	
#2 Less Account Monterey Co. Gas & Elec. Co. written off and charged hereto without acquisition of property.		126,093.16	
#3 Less Bonds entered as withdrawn from Treasury without entry of consideration, but charged hereto.		90,000.00	
#4 Add items of Surplus written off to credit of Plant in treating accounts June, 1911.			36,010.19
Stock Discount	Nil		202,840.00
Add Item #1 above			202,840.00
Due from Monterey County Gas & Electric Company.	Nil		126,093.16
Add Item #2 above.			126,093.16
Due from Coast Valleys Gas & Electric Company.	Nil		1,879.60
#5 Liability shown at June 30, 1914 incorrect by reason of including therein \$18,000 for bonds surrendered by them for the sinking fund. Reversing same turns account into debt.			
Current Assets.	2,198.11		2,198.11
Deferred Charges.	1,954.58		1,954.58
Coupon Deposit Account.	8,130.00		8,130.00
Casualty & Insurance Reserve.	105.09		105.09
Deficit.	13,579.19		Nil
Less Item #4 above for surplus credited to Plant in June, 1914.			36,010.19
	638,387.22	454,943.35	364,943.35
			572,697.82

LIABILITIES

	As per Books 6/30/14	Corrections		Corrected as of 6/30/14
		Plus	Minus	
Capital Stock	300,000.00			300,000.00
Bonds	270,000.00			198,000.00
Less Bonds as per Item #3 entered as issued, but apparently not so.			90,000.00	
Add Bonds as per Item #5 turned in to Sinking Fund from Bonds which are not apparently legally issued.		18,000.00		

	<u>LIABILITIES</u>			Corrected As of 6/30/14
	As per Books 6/30/14	Plus	Corrections Minus	
Carried Forward.....	570,000.00	18,000.00	90,000.00	498,000.00
Due to Coast Valleys Gas and Electric Company. Less Bonds surrendered and credit taken therefor at par (See Assets)	16,120.00		18,000.00	
Current Liabilities.	42,907.25			42,907.25
Bond Interest Matured.	8,175.00			8,175.00
Taxes Accrued.	1,184.57			1,184.57
Surplus.	Nil			22,431.00
Deficit - Transferred to Sur- plus (See Assets)				
	638,387.22	18,000.00	108,000.00	572,697.82

3. Revenue and Expenses.

STATEMENT SHOWING VARIOUS TRAFFIC REVENUE AND OTHER STATISTICS
COMPILED FROM ANNUAL REPORTS TO THE COMMISSION.

Item No.	Item	During or at end of Year Ending June 30,			
		1911	1912	1913	1914
<u>Operating Revenue</u>					
1.	Revenue from Transportation	?	\$41,329.28	\$42,589.51	\$39,386.55
2.	Other Operations	?	494.16	717.75	555.45
3.	Total.....	\$37,203.75	\$41,823.44	\$43,307.26	\$39,942.00
<u>Operating Expenses</u>					
4.	Maint. way and Struct.	3,923.12	2,202.79	3,073.96	3,192.92
5.	Maint. Equipment	5,201.53	2,919.26	4,163.45	4,274.94
6.	Conduct. Transportation	18,091.14	19,254.20	18,339.73	16,192.58
7.	General and Miscellaneous	2,351.86	2,059.62	2,465.96	3,392.29
8.	Total.....	29,567.65	26,435.87	28,043.10	27,052.73
9.	Ratio of Operating Expenses to Operating Revenue 3- 8		63%	65%	68%
10.	Net Operating Revenue (3-8)	7,636.10	15,387.57	15,264.16	12,889.27
11.	Taxes	1,028.85	1,704.31	2,104.65	2,625.13
12.	Interest, Funded Debt	11,880.00	11,880.00*	17,010.00x	16,515.00
13.	Interest, Floating Debt	--	1.00	221.00	1,635.98
14.	Total.....	11,880.00	11,881.00	17,231.00	18,150.98
15.	Total deductions (11+14)	12,908.85	13,585.31	19,335.65	20,776.11
16.	Deficit for year	5,272.75	1,802.26φ	4,071.49	7,886.84

* Interest of bonds in hands of public -- only \$198,000 par value.

x Includes interest on bonds held by owing company.

φ Surplus for year.

I believe attention should be drawn to the disproportionate amount of bonded indebtedness on this road, and the consequent high fixed interest charges.

In 1914 the number of passengers carried evidently fell off to 87% of the figures for 1913, which appears to be the principal cause for the reduction in revenue. For the last seven months of 1914, not covered by figures in this report, the earnings fell off 17.1% for the corresponding months of 1913, while for the first five months the reduction was 12%. This loss of 5% is attributed to the advent of the jitney bus and to the removal of soldiers from the Presidio.

It might be noted that the parent company makes no charge for the use of carbarn, general offices, compensation of general officers, and for the services of clerks, stenographers and general office expenses. Were this company under a separate management the foregoing are all general expenses which it would be compelled to assume.

4. Original Cost.

The original cost could not be ascertained, for the reason that the books are in such shape as the result of the relations of the owning companies and this road that it is impossible to make definite statements of fact.

5. Reproduction Cost.

At the hearing the representatives of the company made several objections to the figures as submitted by the engineering department.

First, the company objected to the estimated cost of obtaining franchises and to substantiate its claim introduced in evidence a paid bill representing the cost of acquiring the two present franchises (company's Exhibit No. 1), a letter from the City Clerk of the City of Monterey, stating the amount of the bid for the franchise, together with other information (company's Exhibit No. 2), and a letter stating the amount of the bond premium (company's Exhibit No. 3).

The subject matter of company's Exhibit No. 2 is covered by the first exhibit, and as the bond premium referred to in company's Exhibit No. 3 deals with operating expenses, it is not pertinent to the matters here under consideration.

The bill (Exhibit No. 1) includes a fee of \$2,500 out of which \$500 should be deducted as, at the hearing, it was stated that this amount represented the fee in another case. The actual cost of obtaining the franchises then appears to be as follows:

Paid for franchises,	\$ 200.00
Printing,	136.00
Incidental expenses,	81.56
Attorney's fee,	<u>2000.00</u>
Total,	\$2417.56

This data is new to the engineering department, and I am inclined to think this amount should be included instead of the amount estimated by the engineering department.

The company also objected to the allowance made by the engineering department for contingencies. The objection was general in its nature and not directed to any particular account or groups of accounts. The company offered no suggestions or evidence at the hearing on this subject. After reviewing the allowances made by the engineering department, I am inclined to let the allowance stand as submitted.

The next exception was to the allowance of 5% (calculated on a total of Accounts 4 to 33 inclusive) for engineering. Mr. Woodbridge brought up the fact that the engineering department has found slightly more than this for the actual cost on the Tidewater Southern Railway Company. In this case the difference is about 2/10 of one per cent. In going over the data bearing on this subject, it appears that the low as well as the high have been taken into consideration by the engineering department in fixing the percentage used, and since it further appears that there is no reason why this expense on this road should be exceptionally high, I shall allow the figures of the engineering department to stand.

The engineering department estimated interest at 3%, this estimate being based on an allowance of 6% interest on all the money required for one-half the construction period of one year. To this method the company took no exception, but claimed the rate was too low, and that money could not be raised at this rate for the construction of this class of property. At the precise date of hearing this is possibly correct, but I believe that in determining the cost of money there should be considered some period rather than a particular day or month, and it is an established fact that in California six per cent money is available for new enterprises of this sort. Furthermore, the period of construction was estimated for something less than one year; and there is no real estate, which usually requires outlay for a longer period. This rate of six per cent is one which has come before the Commission in valuations as of the same date, and taking everything into consideration, I believe that the allowance of three per cent is sufficient.

The company stated that its main objection was to the estimate made by the engineering department for Account 44 (Miscellaneous) which was submitted as two per cent of the total of Accounts 1 to 43. (excepting Accounts 2 and 41), which amounted to \$2,467. It was the testimony of the company's witness, Mr. Woodbridge, that the amount should be, in his personal judgment, at least \$10,000.

While the estimate of two per cent on larger roads apparently results in a sufficient allowance, and in the case of still larger roads would result in an allowance far too high, as shown by the analyses of cost made by the engineering department, I am inclined to believe that because this carrier is relatively small, that five per cent instead of two per cent, calculated on the same basis, should be allowed.

These changes will cause several modifications in the account "Interest" and, after making all corrections, the final summary sheet is as shown in Exhibit "C" attached.

After careful consideration of all the evidence submitted in this case, I find that the reproduction cost, as that term has hereinbefore been defined, of the property of the Monterey and Pacific Grove Railway Company, as of June 30, 1914, is the sum of \$137,108.99.

6. Reproduction Cost Less Depreciation.

With respect to this element of value, the company took exception to the depreciation estimated by the engineering department, but the only specific objection was made to the depreciation on copper wire. Whether the objection was made to the estimated life, or scrap value, or both, is not apparent, but it was evidently to the scrap value, which was shown by the engineering department as follows:

Trolley wire, scrap value, ... 25%
Feeder wire, scrap value, 40%

Mr. Woodbridge, the company's engineer, stated that when copper was about 20¢ per pound, the scrap value of copper wire was about 10¢ per pound, or 50%, and when new it cost 31¢, the scrap value was about 20¢, or about 64%. The engineering department used a base price for copper wire of less than 20¢, which involves a scrap value, following this statement, of approximately 50%. This scrap value is not for the wire on the poles, but at a point of sale, so that there must be deducted the cost of taking down the wire, and the cost of taking it to the point of sale; and it is these costs which, it appears, bring down the scrap value to the percentages used by the engineering department. The depreciation of weatherproofing on the feeder wire and on trolley wire, the loss due to wear, is also to be considered. As noted in the report of the Commission's engineers, the depreciation of the trolley wire was not based on a life table exclusively. The 65% used as the condition of the trolley wire is based on inspection, taking into consideration the very large number of splices and such knowledge of renewals as was available.

I am inclined to accept the figures of the engineering department for wire, after a clerical error which was found has been corrected.

Considering all the evidence in this case, I find that the reproduction cost less depreciation, as that term is hereinbefore defined, of the property of the Monterey and Pacific Grove Railway Company, as of June 30, 1914, is the sum of \$102,541.26.

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 27th day of April, 1916.

Max J. Helem

Wm. G. ...

Frank R. ...

Commissioners.

Owning Company **Monterey & Pacific Grove Ry. Co.**

FORM No. 49.

Submitted with Report of _____

Operating Company **same**

H. G. Weeks

Operating Division **Entire Line**

CALIFORNIA RAILROAD COMMISSION

Date compiled **April 7**, 191**5**.

Valuation Unit **W W**

PHYSICAL VALUATION OF ELECTRIC RAILROADS

Main Line 1st Track **5.69** MI.

From **and in Monterey**

FINAL SUMMARY SHEET

Line 2d Track **---** MI.

To **and in Pacific Grove**

Valuation as of June 30, 191**4**.

Yard Tracks, Sidings, etc., **.22** MI.

County **Monterey**

Total **5.91** MI.

Class No.	Form No.	I.C.C. Acct. No.	CLASSES	ORIGINAL COST	REPRODUCTION VALUE	Cond. per ct.	PRESENT VALUE
40	--	1	Engineering		4460 -	100	4460 -
1	1	2	Right of way (Franchises)		530 -	100	530 00
2	2	3	Other land used in electric ry. operations				
3	3	4	Grading		5433 -	100	5433 -
4	4	5	Ballast		2867 -	100	2867 -
5	5	6	Ties		9951 -	67	6696 -
6	6	7	Rails		17402 -	62	10720 -
7	7	7	Track fastenings and joints		4173 -	62	2595 -
8	8	8	Special work		294 -	85	250 -
9	9	8	Frogs and switches		1409 -	62	873 -
10	10	9	Underground construction				
11	11	10	Paving		13673 -	83	11367 -
12	12	11	Tracklaying and surfacing		8113 -	67	5436 -
13	13	12	Roadway tools		235 29		188 23
14	14	13	Tunnels				
15	--	14	Elevated structures and foundations				
16	15	15	Steel bridges and trusses				
17	16	15	Pile and frame trestles				
18	17	15	Culverts		90 -	60	54 -
19	18	16	Fences and cattle guards				
20	19	16	Crossings and signs		31 -	90	28 -
21	20	17	Interlocking plants				
22	21	17	Signal apparatus				
23	22	18	Telegraph and telephone lines		397 -	50	199 -
24	23	10	Poles and fixtures		1180 -	52	611 -
25	24	20	Underground conduits				
26	25	21	Transmission system				
27	26	22	Distribution system		6710 -	65	4385 -
28	27	23	Dams, canals and pipe lines				
29	28	24	Power plant buildings				
30	29	25	Sub-station buildings				
31	30	26	General office buildings				
32	31	27	Shops and car houses		185 53	80	148 42
33	32	28	Stations and waiting rooms		50 -	60	30 -
34	33	28	Miscellaneous buildings				
35	34	29	Docks and wharves				
36	35	30	Power plant equipment				
37	36	31	Sub-station equipment		12183 87	76	9259 74
38	37	32	Shop equipment		4810 -	84	4057 57
39	38	33	Park and resort property				
41	--	34	Cost of road purchased				
42	--	42	Injuries and damages		606 -	100	606 -
43	39	35	Cars		16071 -	58	9381 -
44	40	35	Freight train cars				
45	41	36	Steam locomotives				
46	42	36	Electric locomotives				
47	43	37	Electric equipment of cars		10980 -	64	7002 -
48	44	38	Other rail equipment		555 50	100	555 50
49	45	39	Miscellaneous equipment				
50	--	40	Law expenses		892 -	100	892 -
51	46	43	Taxes		584 -	100	584 -
52	46	44	Miscellaneous		2467 -	100	2467 -
53	--	41	Interest		3774 -	100	3774 -
55	47	--	Stores and supplies on hand for use in Calif.		1157 80	100	1157 80
GRAND TOTAL					131264 99	73.6	96607 26
Average per mile for main track					23069 -		16978 -
Total, "Road," I.C.C. Accounts 1-34 (Inc.)					94177 69	75	70187 96
Total, "Equipment," " " 35-39 "					27606 50	61	16938 50
Total, "General," " " 40-44 "					8323 -	100	8323 -
Total, Non-Operative Property (not included in above totals)							

Owning Company Monterey and Pacific Grove Ry. Co.
 Operating Company Same
 Operating Division Entire Line
 Valuation Unit Same
 From and in Monterey
 To and in Pacific Grove
 County Monterey

FORM No. 49.

CALIFORNIA RAILROAD COMMISSION
 PHYSICAL VALUATION OF ELECTRIC RAILROADS
FINAL SUMMARY SHEET

Valuation as of June 30, 191.....

Submitted with Report of.....
H. G. Weeks
 Date compiled April 18th, 1916.
Main Line 1st Track 5.69 Mi.
 Line 2d Track Mi.
 Yard Tracks, Sidings, etc., .22 Mi.
 Total 5.91 Mi.

Class No.	Form No.	I.C.C. Acct. No.	CLASSES	ORIGINAL COST	REPRODUCTION VALUE	Cond. per ct.	PRESENT VALUE
40	--	1	Engineering		4460	100	4460
1	1	2	Right of way (Franchises)		2563	100	2563
2	2	3	Other land used in electric ry. operations				
3	3	4	Grading		5433	100	5433
4	4	5	Ballast		2867	100	2867
5	5	6	Ties		9951	67	6696
6	6	7	Rails		17402	62	10720
7	7	7	Track fastenings and joints		4173	62	2595
8	8	8	Special work		294	85	250
9	9	8	Frogs and switches		1409	62	873
10	10	9	Underground construction				
11	11	10	Paving		13673	83	11367
12	12	11	Tracklaying and surfacing		8113	67	5436
13	13	12	Roadway tools		235	29 80	188 23
14	14	13	Tunnels				
15	--	14	Elevated structures and foundations				
16	15	15	Steel bridges and trusses				
17	16	15	Pile and frame trestles				
18	17	15	Culverts		90	60	54
19	18	16	Fences and cattle guards				
20	19	16	Crossings and signs		31	90	28
21	20	17	Interlocking plants				
22	21	17	Signal apparatus				
23	22	18	Telegraph and telephone lines		397	50	199
24	23	19	Poles and fixtures		1180	52	611
25	24	20	Underground conduits				
26	25	21	Transmission system				
27	26	22	Distribution system		6710	67	4475
28	27	23	Dams, canals and pipe lines				
29	28	24	Power plant buildings				
30	29	25	Sub-station buildings				
31	30	26	General office buildings				
32	31	27	Shops and car houses		185	53 80	148 42
33	32	28	Stations and waiting rooms		50	60	30
34	33	28	Miscellaneous buildings				
35	34	29	Docks and wharves				
36	36	30	Power plant equipment				
37	36	31	Sub-station equipment		12183	87 76	9259 74
38	37	32	Shop equipment		4810	84	4057 57
39	38	33	Park and resort property				
41	--	34	Cost of road purchased				
42	--	42	Injuries and damages		606	100	606
43	39	35	Cars		16071	58	9381
44	40	36	Freight train cars				
45	41	36	Steam locomotives				
46	42	36	Electric locomotives				
47	43	37	Electric equipment of cars		10980	64	7002
48	44	38	Other rail equipment		555	50 100	555 50
49	45	39	Miscellaneous equipment				
50	--	40	Law expenses		892	100	892
51	46	43	Taxes		584	100	584
52	46	44	Miscellaneous		6167	100	6167
53	--	41	Interest		3885	100	3885
55	47	--	Stores and supplies on hand for use in Calif.		1157	80 100	1157 80
GRAND TOTAL					137108	99 75	102541 26
Average per mile for main track					24096	75	18021
Total, "Road," I.C.C. Accounts 1-34 (Inc.)					96210	69 75	72310 96
Total, "Equipment," " " 35-39 "					27606	50 61	16938 50
Total, "General," " " 40-44 "					12134	100	12134
Total, Non-Operative Property (not included in above totals)							