

REPORT

ON BRANCH LINES

OF

THE DENVER AND RIO GRANDE WESTERN RAILROAD COMPANY

Submitted by

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DENVER, COLORADO.

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PURPOSE

Marked changes in character of the traffic on the Denver & Rio Grande Western Railroad have taken place since 1923. At that time, overhead traffic comprised but 5 percent of the total carried, while in 1937, it made up 22 percent of the total. (See charts of Revenue Traffic). This has resulted in relative changes in traffic density on various parts of the system. Local traffic and interchange traffic have decreased in volume during this period, while overhead traffic has shown an increase of over five hundred percent. Branch line traffic, therefore, is decreasing in volume, while the overhead traffic carried on the main line shows a marked increase. The purpose of this study is to chart the effect of these changes in traffic on branch line operations, and to analyze those branch lines which are at present contributing only a marginal profit to the system, or are being operated at a loss, in order to determine:

- (1) Possibility of supplementing revenues by operation of feeder bus and truck lines, or of further industrial development along the branch.
- (2) Reductions possible in operating expenses through substitution of bus and truck service for present steam service.
- (3) Economics of outright abandonment of branch, or portion of the branch.

SCOPE

This report covers branches shown in heavy lines on the system map, excluding those which, from a preliminary examination of revenues and expenses, show substantial contributions to system earnings.

METHOD PURSUED

Representatives of the Operating, Accounting, and Traffic Departments have taken available railroad records for the study of present and past operations. Governmental studies, data accumulated by mining experts, professional societies, and shippers have been consulted in the consideration of future possibilities.

Shippers have been visited where abandonments might be necessary, state road commissions, where projected highway improvements will affect our operations, and Rio Grande Motor Way, Incorporated, consulted freely where motorway operations might be expanded to increase railway revenues, or decrease expenses.

Any conditions which would lead to extraordinary expenditures during the next five years have been considered. Methods used in compilation of statistical data are included in Appendix A.

SUMMARY

Physical changes, or changes in service recommended by the Committee are listed below:

Ballard & Thompson Railroad

Require Chesterfield Coal Company to make substantial contributions for the rehabilitation of the branch, or discontinue operations.

Little Cottonwood Branch

Negotiate with the Union Pacific Railroad for cancellation of gauntlet track arrangement on the branch, and for the purchase of our track from Sandy, Utah to Sand Pit, Utah, at the end of the branch; abandon our track from Mile Post 1.4 to Sandy, Utah. Should the Union Pacific Railroad not desire the line from Sandy to Sand Pit, Utah, abandon the branch from Mile Post 1.4 to the end of the line.

Mammoth Mill Spur

Sell our interest to the Union Pacific Railroad Company or abandon the entire spur.

Castle Valley Branch

Abandon the entire branch.

Bingham Branch

Only the minimum expenditures to insure safe operation of trains should be made on that portion of the branch between Dalton and Bingham, Utah.

CONCLUSIONS

After consideration of the varied factors involved, the Committee feels that specific recommendations made at the conclusion of each branch studied can effect a substantial increase in net income.

It is also the belief of the Committee that, due to changing traffic trends, a study of marginal lines should be made annually to be certain that these trends are fully understood and equated in the planning of our projected operations for the year. Branches serving mining communities should be carefully watched, particularly with respect to coal revenues, for the reason that oil, gas, and water power generated electricity will, we believe, in the future, exact a more severe toll on our coal revenues than has already been the case. Construction of dams, such as the Boulder Dam in Nevada, and the Grand Coulee and Bonneville Dams in Washington, have already depleted, or will deplete, our coal revenues, and it is our thought that each new construction of this nature will more seriously affect them.

Substitution of motorway service for steam service on certain branches may, at times, give a considerable net saving, although the motorway operations involved may show a loss. In the past, it has been the practice to substitute motor for steam service wherever possible, resulting in savings by reduction of train service, and, in some cases, abandonment of branch lines. Under the existing set-up of the Rio Grande Motor Way, Incorporated, which is partly owned by outside interests, it is difficult to make these substitutions where losses to the Motor Way are involved, and it would, therefore, appear that the best interests of the railroad would be served were the Motorway totally railroad owned and operated as a subsidiary, so that full advantage could be taken, whenever opportunity presented itself, for a net reduction in expenses.

It is suggested that if conclusion is reached to abandon any of these lines, all shippers interested therein be personally informed of this conclusion, and the reasons therefor, prior to filing of applications with State Commissions and the Interstate Commerce Commission.

RECOMMENDATIONS

We, therefore, recommend that:

- (1) The changes summarized on Pages 6 and 7 be carried out.
- (2) This study be supplemented annually.
- (3) The Rio Grande Motor Way, Incorporated, be made a wholly-owned subsidiary of The Denver & Rio Grande Western Railroad Company.

BRANCHES STUDIED

PUEBLO DIVISION

- 1 Fort Logan Branch
- 2 Manitou Branch
- 3 Capers Branch
- 4 Sonora Branch
- 5 Rouse Branch
- 6 Chandler Branch
- 7 { Reilly Canon Branch (Trinidad to Cokedale)
Reilly Canon Branch (Cokedale to Bon Carbo)

GRAND JUNCTION DIVISION

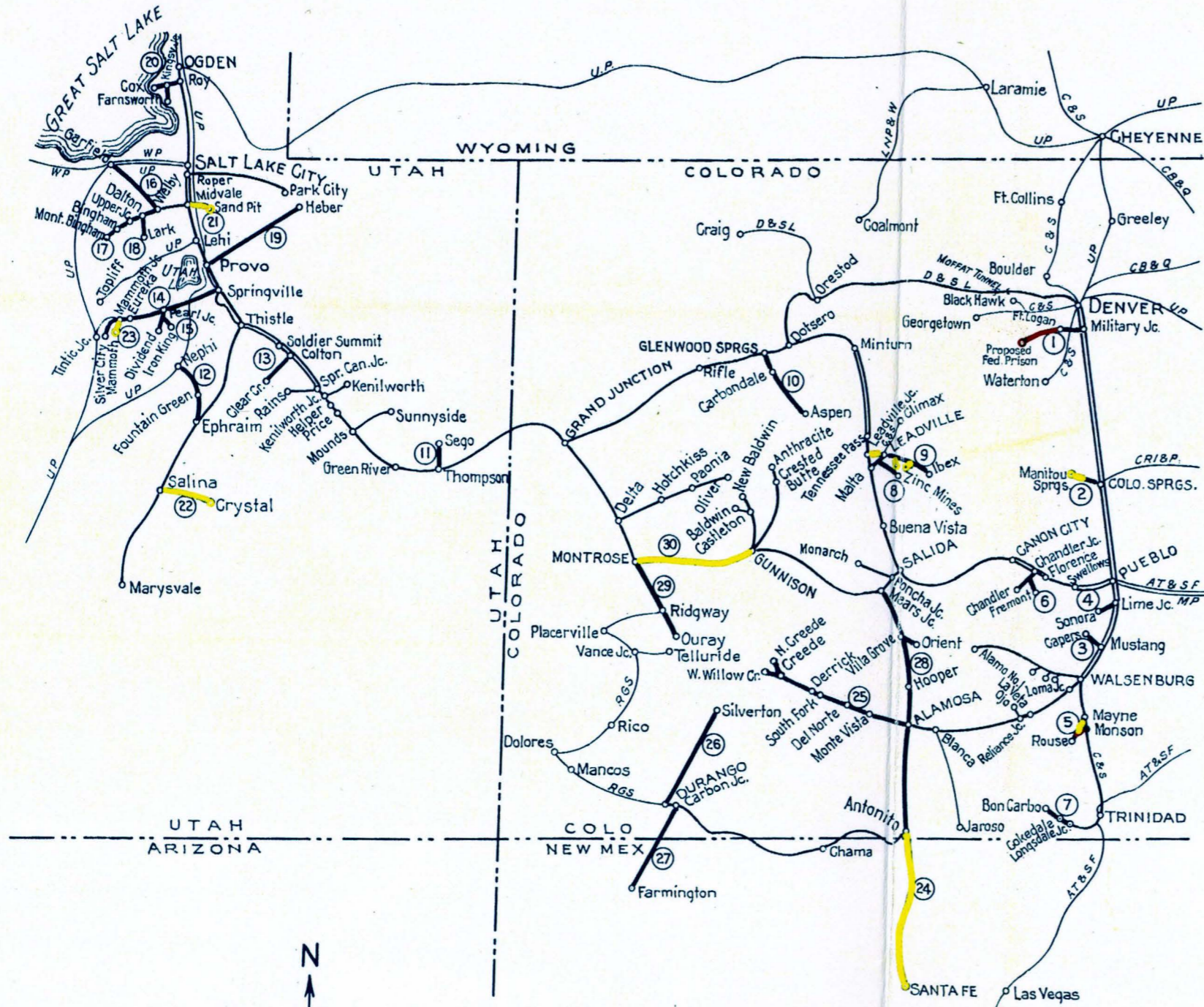
- 8 Leadville Branch (Including California Gulch Line)
- 9 Ibx Branch
- 10 { Aspen Branch (Entire Line)
Aspen Branch (Carbondale to Aspen)
- 11 Ballard & Thompson R.R.

SALT LAKE DIVISION

- 12 { San Pete Valley Branch (Entire Line)
San Pete Valley Branch (Fountain Green to Nephi)
- 13 Pleasant Valley Branch
- 14 { Tintic Branch (Entire Line)
Tintic Branch (Hillside to Silver City)
- 15 Goshen Valley R.R.
- 16 Garfield Branch
- 17 Bingham Branch
- 18 Dalton to Lark
- 19 Provo Canyon Branch
- 20 { Hooper Branch (Entire Line)
Hooper Branch (Kingsville Jc. to Cox)
- 21 Little Cottonwood Branch
- 22 Castle Valley Branch
- 23 Mammoth Mill Spur (Joint with U.P.)

ALAMOSA DIVISION

- 24 Santa Fe Branch (Antonito to Santa Fe)
- 25 { Creede Branch (Entire Line)
Creede Branch (West of South Fork)
- 26 Silverton Branch
- 27 Farmington Branch
- 28 { Mears Jct. to Alamosa
Mears Jct. to Hooper
Orient Branch
- 29 { Ouray Branch (Montrose to Ridgway)
Ouray Branch (Ridgway to Ouray)
- 30 Gunnison to Montrose



LEGEND
 — Branches Studied
 — Other D. & R. G. W. Lines
 - - - Foreign Railroads
 — Proposed Abandonments
 — Proposed Extensions

**D. & R. G. W. SYSTEM
 1938 BRANCH LINE REPORT**

Office of Engineer Maintenance of Way

AUGUST 29, 1938

BALLARD & THOMPSON RAILROAD - GRAND JUNCTION DIVISION
Entire Line - 5.21 Miles

DATE OF CONSTRUCTION AND PURPOSE FOR WHICH CONSTRUCTED

Built in 1914 - Operated and maintained but not owned by D&RGW.

Claimed Investment Cost - Approximately \$160,000.00.

Prior to 1912, Mr. B. F. Bauer and associates, of the Salt Lake Hardware Company of Salt Lake City, acquired coal lands five miles northerly from Thompson, Utah, and two years later constructed a line of railroad from our wye at Thompson to their mine at Neslen (now Segó) under the incorporated name of the "Ballard and Thompson Railroad Company". The mine was operated by a company incorporated as the "American Fuel Company".

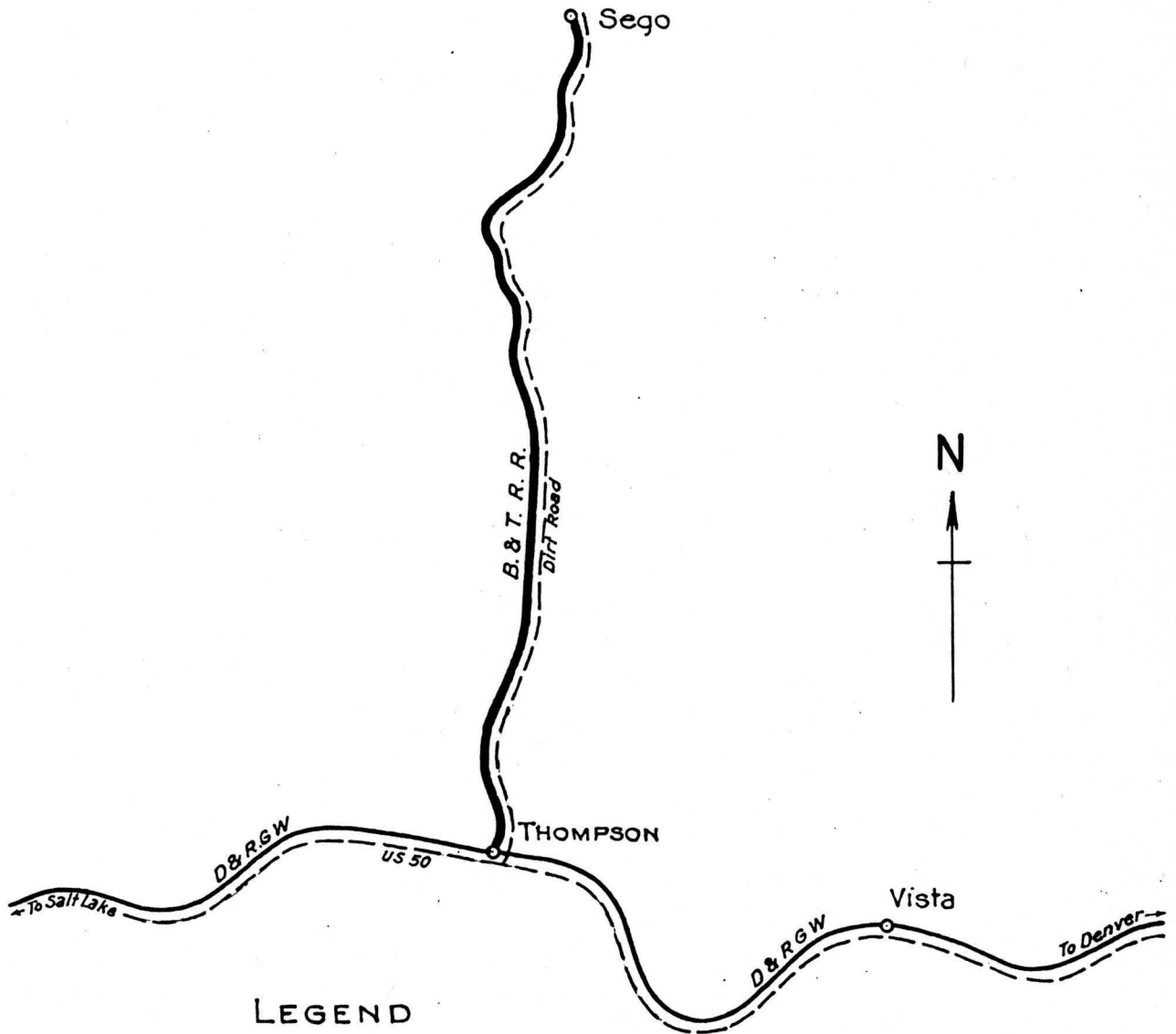
The railroad, which was poorly constructed, being laid principally with scrap 52# iron rail, was operated by the Denver & Rio Grande Western Railroad under an arrangement that was very unsatisfactory from the outset, since maintenance was neglected by the coal people and it was necessary for the Denver & Rio Grande Western to handle their coal with light power at greater expense than their revenues on the coal warranted. Attempts by the coal people to persuade or force the Denver & Rio Grande Western to buy the railroad failed, and the endeavors of the Denver & Rio Grande Western to get them to maintain it satisfactorily resulted in an extended controversy that involved a substantial claim against them for maintenance and a counter claim against the Denver & Rio Grande Western for coal furnished them and for which they refused to pay. The American Fuel Company and the Ballard & Thompson Railroad Company were finally acquired by the Chesterfield Coal Company under mortgage foreclosure, and in 1925, an agreement was reached whereby we canceled our claims, they canceled theirs, and we agreed to operate the line at our expense as long as they maintained it satisfactorily.

Subsequently, we agreed to relay some of the worst rail taking pay (\$5,000) in coal furnished us, and finally, in 1929, agreed as a relief measure to take over the maintenance with the provision that we be allowed to remove any rail laid in their track on termination of our maintenance and operation by six months' notice.



DESCRIPTION OF BRANCH

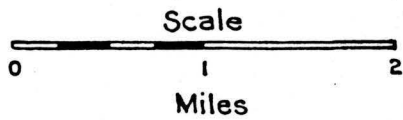
The rail on this line is as follows:

<u>Location</u>	<u>Weight</u>	<u>Date Laid</u>
M.P. 527.95 to 529.01	65#	1925
M.P. 527.95 to 533.16	Mixed 52# to 65#	1914



LEGEND

-  Ballard & Thompson R.R.
-  Other D. & R. G. W. Lines
-  Principal Highways



BALLARD & THOMPSON R.R.
Thompson to Segoe

Office of Engineer of Maintenance of Way

JUNE 13, 1938

This branch is on natural mixed clay and silt. There are approximately 3,000 ties per mile, all of which are untreated. Maximum grade 4.00 percent - Maximum curvature 14 degrees.

MAINTENANCE ORGANIZATION

This branch is maintained by the regular main line section crew which consists of a Foreman and an average of 3 laborers - 20 percent of their time being used on this line.

BRIDGES, TRESTLES & CULVERTS		
Type	Number	Total Length
Frame Trestles - To 30' High	14	425 feet
Pile Trestles - Standard Loading	1	15 "
Wooden Boxes - 1'7"xl' to 6'xl8'	10	211 "

The bridges on this line should be rebuilt within the next six months to insure safety of operation.

TELEGRAPH, SIGNAL AND ELECTRICAL FACILITIES

There are no telegraph, signal or electrical facilities on this line.

MAINTENANCE OF FIXED PROPERTY (ESTIMATED 1938-1942)					
	1938	1939	1940	1941	1942
Track & Structures	\$26,000	\$3,700	\$3,700	\$3,700	\$3,700
Bridges (average)	10,000	200	200	200	200
Total	\$36,000	\$3,900	\$3,900	\$3,900	\$3,900
Average Per Mile	6,910	749	749	749	749

ESTIMATED SALVAGE VALUE AND COST TO DISMANTLE

Salvage Value (Not Owned by D&RGW)	\$4,300.00
Cost to Recover Salvage	2,500.00
Net Salvage	\$1,800.00

RESOURCES

This branch line was built to serve a coal mine at Sego, Utah, now owned by the Chesterfield Coal Company, which is composed of the Bauer Estate and associates of the Salt Lake Hardware Company. We have been informed there is a large reserve of coal which, if mined, will last for a number of years.

INDUSTRIES AND FREIGHT TRAFFIC

The only industry on the branch is the Sego Mine, which ships commercial coal and furnishes company coal to the railroad. The total production for the year 1937 was 58,797 tons on which system revenue amounted to \$34,936.00. Analysis of the Sego coal indicates the following:

Moisture	-	5.44%
Carbon	-	53.68%
Volatile	-	27.51%
Ash	-	13.37%
B.T.U.	-	11,637

This coal is very high in ash content and not as desirable as the majority of the other coals in Carbon County, it being estimated about 10 percent inferior to the Sunnyside coal.

PRESENT SERVICE

Freight service only - irregular - averages about four round trips a month, Grand Junction to Sego and return. During the winter months, when there is a heavy coal movement, it is necessary to make about eight or nine round trips a month.

COMPETITION

No competition exists on this branch

EARNINGS AND EXPENSES

	REVENUES (1936 - 1937).							
	1936				1937			
	Freight For'd	Freight Rec'd	Pass For'd	Total	Freight For'd	Freight Rec'd	Pass For'd	Total
Sego	\$33,683	\$ 1,253	\$ -	\$34,936	\$30,251	\$ 1,292	\$ -	\$31,543
Total Sys. Revenue	\$33,683	\$ 1,253	\$ -	\$34,936	\$30,251	\$ 1,292	\$ -	\$31,543
Branch Line Mileage Prorate of Revenue				\$ 714				\$ 623
Branch Line Revenues <u>Unallocated to Stations</u>								
Mail	-	-	-	-	-	-	-	-
Express	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-
Total Branch Line Rev.	-	-	-	\$ 714	-	-	-	\$ 623

NET TON MILES FOR BRANCH (THOUSANDS)

Not Available

EXPENSES (1936 - 1937)

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
<u>STATIONS</u>		
Wages	\$ -	\$ -
Other Expenses	-	-
Expense at Thompson, Utah, Station Directly Due to Branch Operation	\$ 300.00	\$ 309.40
Total Station Expense	<u>\$ 300.00</u>	<u>\$ 309.40</u>
<u>MAINTENANCE OF WAY & STRUCTURES</u>		
Track and Buildings	\$ -	\$ 2,533.55
Bridges	-	-
Other	-	20.03
Total Maintenance of Way & Structures	<u>\$ 2,167.78</u>	<u>\$ 2,553.58</u>
<u>MAINTENANCE OF EQUIPMENT</u>		
Locomotives	\$ 2,181.03	\$ 1,989.65
Freight Cars	477.48	369.91
Passenger Cars	-	-
Total Maintenance of Equipment	<u>\$ 2,658.51</u>	<u>\$ 2,359.56</u>
<u>TRANSPORTATION</u>		
Train & Enginemen Wages	\$ 4,131.22	\$ 3,822.05
Fuel, Water, Lubricants	1,073.10	1,065.58
Train Supplies & Expenses	64.17	55.92
Other	467.54	158.33
Total Transportation	<u>\$ 5,736.03</u>	<u>\$ 5,101.88</u>
JOINT FACILITY RENTS, ETC.	<u>\$ -</u>	<u>\$ -</u>
TAXES	<u>\$ -</u>	<u>\$ -</u>

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
TOTAL EXPENSES	<u>\$10,862.32</u>	<u>\$10,324.42</u>
CAPITAL EXPENDITURES - ROAD	<u>\$ 3,160.31</u>	<u>\$ -</u>

TOTAL BRANCH LINE REVENUES 1936	-	\$ 714.00
TOTAL EXPENSES 1936	-	10,862.32
NET LOSS 1936	-	<u>\$10,148.32</u>

TOTAL BRANCH LINE REVENUES 1937	-	\$ 623.00
TOTAL EXPENSES 1937	-	10,324.42
NET LOSS 1937	-	<u>\$ 9,701.42</u>

R E C A P I T U L A T I O N

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
1. Gross Revenue Contributed to System	\$34,222	\$30,920
2. Net Revenue Contributed to System	25,667	23,190
3. Loss from Branch Operation (Incl. Cap'l Expenditures)	13,308	9,701
4. Revenue to System from Branch Operation	12,359	13,489

FUTURE POSSIBILITIES

It is difficult to say at this time whether the Segó mine will continue in operation, although we were told that is the present plan of those in control. In 1936 and 1937, the Denver & Rio Grande Western purchased approximately 65 percent of the total output so that continued operation is dependent on railway purchases. Revenue from commercial shipments during the first six months of 1938 was only 45 percent of the revenue for the same period in 1937.

CONCLUSIONS

Inasmuch as the operation of this branch line indicates a system profit of \$13,489.00 during the year of 1937, but heavy expenditures for rail and bridges will be required immediately, we should ask the owners to make the necessary

capital expenditures to insure safe operation. With the uncertainties now before us in regard to future possibilities of the Chesterfield Coal Company, it appears that the Denver & Rio Grande Western is not fully warranted in expending \$65,200.00 for the rehabilitation of this line, yet this expenditure is necessary immediately for safe operation.

RECOMMENDATIONS

It is recommended that the Chesterfield Coal Company be asked to make this line safe for operation. In the event of their refusal, we recommend abandonment of our operations on this line.

SAN PETE VALLEY BRANCH - SALT LAKE DIVISIONEntire Line - 34.67 MilesDATE OF CONSTRUCTION AND PURPOSE FOR WHICH CONSTRUCTED

Built piecemeal by San Pete Valley Railway Company - 1882-1894.

Purchased by D&RG in 1908.

Estimated Investment Cost to Date:

Ephraim to Fountain Green, Utah	-	\$267,710.00
Fountain Green to Nephi, Utah	-	188,529.00
Entire Line	-	<u>\$456,239.00</u>

Covered by RGW First Consolidated Mortgage of 1899.

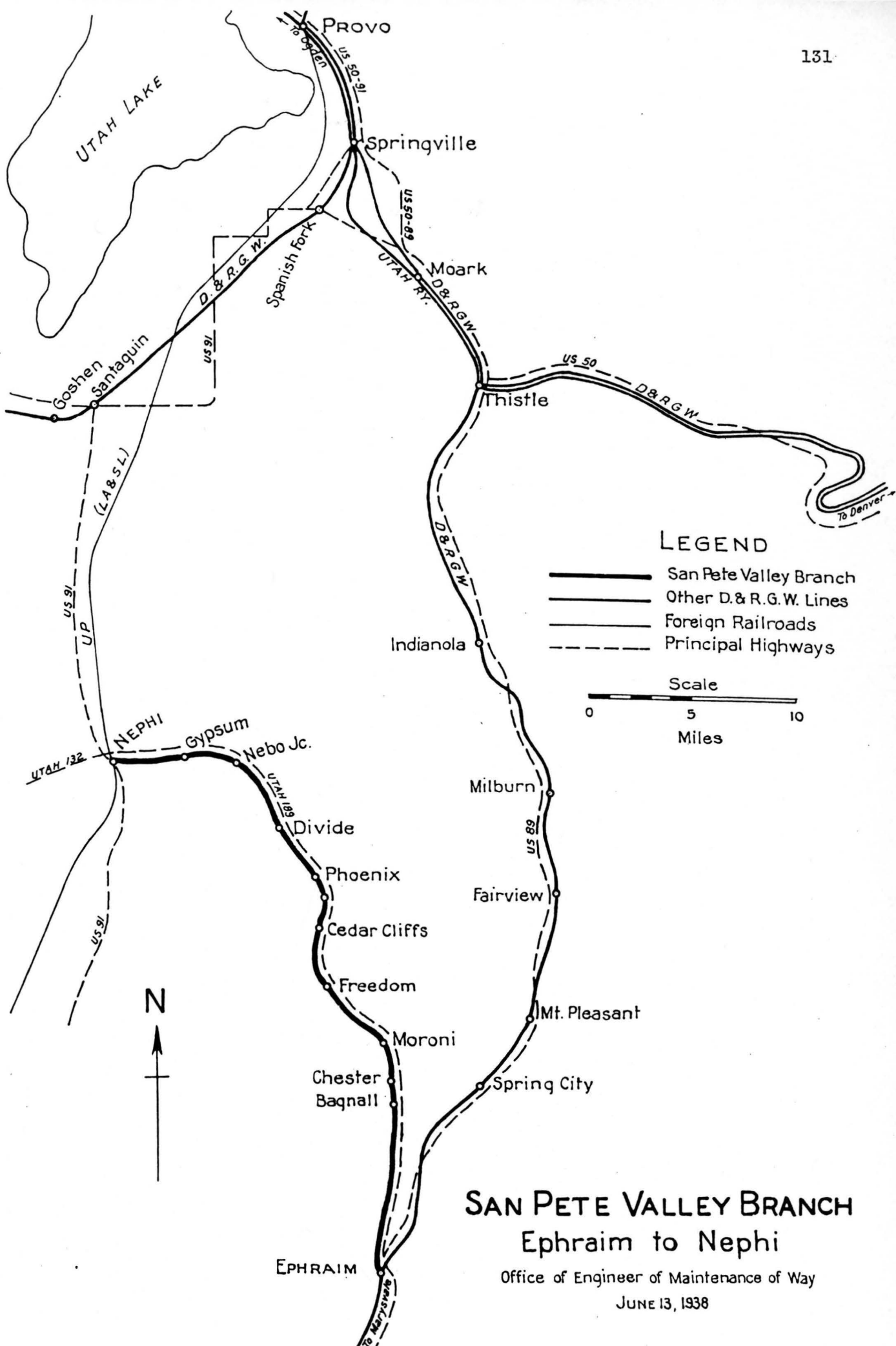
As originally built by the San Pete Valley Railway Company, beginning in 1882, this line extended from Nephi southeasterly to Ephraim, thence southerly paralleling our Marysvale Branch through Manti and thence easterly to Morrison. A period of 12 years was occupied in its construction which was done largely by the Mormon people who were seeking to open up the fertile San Pete Valley for agricultural development and stock raising. In 1899, a 5½ mile spur was constructed to the stone quarry at Mt. Nebo, and stone for several important buildings was handled from this quarry. For a period of nine years, the railroad was operated as an independent line, control of which was said to belong to a wealthy Englishman named Charles Morrison.

Due to its connection with the Los Angeles & Salt Lake Railroad at Nephi, the San Pete Valley line occupied a position that threatened continued competition in the territory occupied by the Marysvale Branch when it was built in the Nineties. It was, therefore, deemed a provident move when the property was acquired in 1907, by purchase of securities, and consolidated with our other lines in 1908. Operation of that part of the line south of Ephraim, designated by us the "Morrison Branch", was discontinued at once and the Morrison Branch has since been taken up, leaving only that part of the line from Ephraim to Nephi.

DESCRIPTION OF BRANCH

The rail laid on this line is as follows:

<u>Location</u>	<u>Weight</u>	<u>Date Laid</u>
M.P. 0.00 to 2.79	75#	1927
M.P. 2.79 to 3.75	60#	1907
M.P. 3.75 to 9.96	75#	1927
M.P. 9.96 to 10.13	65#	1926



SAN PETE VALLEY BRANCH Ephraim to Nephi

Office of Engineer of Maintenance of Way

JUNE 13, 1938

<u>Location</u>	<u>Weight</u>	<u>Date Laid</u>
M.P. 10.13 to 11.52	75#	1926
M.P. 11.52 to 15.48	60#	1907
M.P. 15.48 to 28.65	75#	1925
M.P. 28.65 to 34.64	65#	1926
M.P. 34.64 to 34.67	85#	1925

This entire line is on natural mixed clay and loam. There are approximately 3,200 ties per mile, 40 percent of which are treated. Maximum grade 3.6 percent. Maximum curvature 6 degrees.

MAINTENANCE ORGANIZATION

1 Section Foreman	-	12 Months
1 to 2 Section Laborers	-	12 Months
5 Additional Section Laborers	-	3 to 5 Months

In 1917, a force of 7 to 9 men, in addition to the above, was used for about three months on tie renewals.

BRIDGES, TRESTLES & CULVERTS

<u>Type</u>	<u>Number</u>	<u>Total Length</u>
Frame Trestles - To 30' High	11	351 feet
Pile Trestles - Standard Loading	6	144 "
Pile Trestles - Light Loading	1	16 "
Concrete Culverts - 2'5" x 2'	1	24 "
Stone Culverts - 2'x1'6" to 8'x3'	21	523 "
Wooden Boxes - 1'x1' to 4'x4'	135	2,877 "
Corr. Iron Pipe - 18" to 42" (As Listed)	10	306 "

CORRUGATED IRON PIPE

<u>Size</u>	<u>Length</u>
18"	130'
24"	48'
30"	76'
36"	20'
42"	32'

TELEGRAPH, SIGNAL AND ELECTRICAL FACILITIES

Signal Facilities

There are no signal facilities on this line.

Telegraph Facilities

Miles of Wire And Kind	No. Tele- phone Sets	No. Tele- graph Sets	Estimated Maintenance				
			1938	1939	1940	1941	1942
34.7 Iron	4	-	\$52.05	\$52.05	\$52.05	\$52.05	\$52.05

Electrical Facilities

There are no electrical facilities on this line.

MAINTENANCE OF FIXED PROPERTY (ESTIMATED 1938-1942)

	1938	1939	1940	1941	1942
Track & Structures	\$19,215	\$26,930	\$26,115	\$26,115	\$21,565
Bridges (average)	1,325	2,200	2,300	2,300	2,200
Total	\$20,540	\$29,130	\$28,415	\$28,415	\$23,765
Average Per Mile	593	840	820	820	683

ESTIMATED SALVAGE VALUE AND COST TO DISMANTLE

Salvage Value	\$58,305.00
Cost to Recover Salvage	26,329.00
Net Salvage	\$31,976.00

RESOURCES

That portion of the San Pete Valley Branch from Bagnall to Fountain Green is an agricultural and stock raising district. Beyond Fountain Green there are no material resources of any sort until Gypsum Mill is reached. At that point is located the plant of the Nephi Plaster and Manufacturing Company, which secures its gypsum rock from the hills nearby. The only commodity movement out of Bagnall is a car or two of sheep. At Chester, the outbound movement is sugar beets going to the Gunnison Valley Sugar Company at Spearmint, Utah. The Utah Idaho Sugar Company has shipped the sugar making machinery out of the Larson Sugar Works and are going to use the plant for sugar storage. This sugar will move from Spanish Fork and will be an additional source of revenue for the branch. The territory around Moroni is very productive; sugar beets are raised in large quantities and go to the plant of the Gunnison Valley Sugar Company at Spearmint, Utah. Live-stock, principally sheep, are raised in this territory. The poultry industry is also active.

INDUSTRIES AND FREIGHT TRAFFIC

The Gunnison Valley Sugar Factory has beet loaders located at Chester, Moroni, and Fountain Green, from which points the beets move to Spearmint, and while the movement last year was not up to standard because of blight, a bumper crop is expected this Fall. At Larson, the Utah Idaho Sugar Company has a sugar factory which has been abandoned for that purpose, but which will be used for storage of sugar moving from Spanish Fork. Just how much sugar will be stored is not certain, but we are told by the Utah Idaho Sugar people that our long haul sugar movement will be materially increased because of this arrangement. At Moroni, the Utah Poultry Producers have a poultry dressing plant and shipped 280 tons of poultry to various destinations last year. While this was somewhat under the movement in 1936 because of surplus production throughout the United States and consequent storage of large quantities of turkeys, it is thought this industry will continue to contribute largely to the revenue of this branch. The inbound movement consists of the usual commodities, such as groceries, coal, lumber, cement, gasoline, etc. At Fountain Green, there are no industries. Livestock and wool are the principal outbound commodities. Inbound shipments consist of bituminous coal, lumber, and gasoline. The plant of the Nephi Plaster and Manufacturing Company at Gypsum Mill contributes more than any one industry to the revenue on the branch. During the year 1937, we handled for them 514 cars of plaster and 37 cars of gypsum rock outbound, and received 34 cars, 22 of which consisted of coal from Carbon County mines; the balance, supplies used at their Gypsum Mill.

Nephi, Utah, is one of the interchange points with the Union Pacific Railroad. There are delivered to the Union Pacific Railroad at that point various commodities originating on the San Pete Valley and Marysville Branches. The inbound carload movement to Nephi proper is principally that of gasoline going to the Continental Oil Company at that point. Because of our roundabout route out of Salt Lake City and Ogden, the Union Pacific Railroad handles most of the balance of the carload business.

PRESENT SERVICE

Freight service only - tri-weekly - Manti to Nephi and return on Mondays - Ephraim to Nephi and return on Wednesdays and Fridays. During the month of October, when the sugar beets are moving, a beet run is put on which operates on an average of six days a week as far as Moroni or Fountain Green.

Both truck and bus service are furnished by the Rio Grande Motor Way on this branch, obviating the necessity of passenger service by the railroad and enabling reduction in freight service. The Rio Grande Motor Way handle the merchandise almost exclusively.

COMPETITION

Rail competition exists at Nephi with the Union Pacific Railroad. Common carrier truck and bus competition is furnished by the Rio Grande Motor Way, Incorporated, operating out of Salt Lake City and Provo to all points on this branch, and the merchandise is in a large part handled by that line.

EARNINGS AND EXPENSES

REVENUES (1928 to 1935 Incl.)

	1928	1929	1930	1931	1932	1933	1934	1935
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STATION EARNINGS

Freight & Pass.	\$64,489	\$84,548	\$63,353	\$63,263	\$45,114	\$51,955	\$42,898	\$55,286
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Note:- Including duplications for local branch traffic, corrections and absorptions, which have been deducted for 1936 and 1937 earnings statements.

REVENUES (1936 - 1937)

	1936				1937			
	Freight For'd	Freight Rec'd	Pass. For'd	Total	Freight For'd	Freight Rec'd	Pass. For'd	Total
Bagnall	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7	\$ -	\$ 7
Chester	1,347	217	-	1,564	540	3	-	543
Larsen Sugar Works	3,418	-	-	3,418	530	-	-	530
Moroni	12,346	3,560	-	15,906	9,719	1,414	-	11,133
Fountain Green	2,978	948	-	3,926	3,797	807	-	4,604
Divide	-	-	-	-	-	-	-	-
Nebo Junction	-	-	-	-	-	88	-	88
Gypsum Mill	19,753	471	-	20,224	19,465	274	-	19,739
Nephi	4,164	29,170	-	33,334	2,828	14,668	-	17,496
Total System Revenue	\$44,006	\$34,366	\$ -	\$78,372	\$36,879	\$17,261	\$ -	\$54,140
Branch Line Mileage Prorate of Revenue				\$17,902				\$14,013
Branch Line Revenues Unallocated to Stations								
Mail	-	-	-	-	-	-	-	-
Express	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	\$ 562*	-	-	-	\$ 5
Total Branch Line Revenues	-	-	-	\$18,464	-	-	-	\$14,018

(*) Demurrage.

NET TON MILES FOR BRANCH (THOUSANDS)

1937	-	933		1932	-	729
1936	-	1,271		1931	-	767
1935	-	754		1930	-	943
1934	-	531		1929	-	911
1933	-	754		1928	-	690

EXPENSES (1936 - 1937)

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
<u>STATIONS</u>		
<u>Moroni, Utah</u>		
Wages	\$ 1,312.76	\$ 1,526.18
Other Expenses	218.48	230.10
Expense at Station Directly Due to Branch Operation	-	-
Total Station Expense	<u>\$ 1,531.24</u>	<u>\$ 1,756.28</u>
 <u>MAINTENANCE OF WAY & STRUCTURES</u>		
Track and Buildings	\$ -	\$18,259.12
Bridges	-	2,611.65
Other	-	329.65
Total Maintenance of Way & Structures	<u>\$13,363.40</u>	<u>\$21,200.42</u>
 <u>MAINTENANCE OF EQUIPMENT</u>		
Locomotives	\$ 3,252.72	\$ 3,219.67
Freight Cars	1,124.04	1,026.26
Passenger Cars	-	-
Total Maintenance of Equipment	<u>\$ 4,376.76</u>	<u>\$ 4,245.93</u>
 <u>TRANSPORTATION</u>		
Train & Enginemen Wages	\$ 8,530.00	\$ 7,552.00
Fuel, Water, Lubricants	2,275.41	1,907.10
Train Supplies & Expenses	170.02	139.26
Other	38.00	14.81
Total Transportation	<u>\$11,013.43</u>	<u>\$ 9,613.17</u>

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
<u>JOINT FACILITY RENTS, ETC.</u>		
Amount Paid Union Pacific R.R. at Nephi, Utah.	\$ 2,297.51	\$ 2,446.35
TAXES	\$ 6,500.00 (Est.)	\$ 6,500.00 (Act.)
TOTAL EXPENSES	<u>\$39,082.34</u>	<u>\$45,762.15</u>
CAPITAL EXPENDITURES - ROAD	<u>\$ 116.90</u>	<u>\$ 2,931.99</u>

TOTAL BRANCH LINE REVENUE 1936	-	\$18,464.00
TOTAL EXPENSES 1936	-	39,082.34
NET LOSS 1936	-	\$20,618.34

TOTAL BRANCH LINE REVENUE 1937	-	\$14,018.00
TOTAL EXPENSES 1937	-	45,762.15
NET LOSS 1937	-	\$31,744.15

R E C A P I T U L A T I O N

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
1. Gross Revenue Contributed to System	\$60,470	\$40,127
2. Net Revenue Contributed to System	45,353	30,095
3. Loss from Branch Operation (Incl. Cap'l Exp. & Taxes)	20,735	34,676
4. Revenue to System from Branch Operation	24,618	4,581(red)

FUTURE POSSIBILITIES

Future possibilities of that portion of the branch from Fountain Green to Nephi are fully explained in the study covering that part of the line. As to that portion of the branch from Bagnall to Gypsum Mill, not including the latter point, there is no prospect of increased traffic, except as to increased sugar beet movement and in and outbound movement of sugar from Spanish Fork, which

will be stored at Larson Sugar Works. This section is a fertile agricultural country, but grains raised thereon are nearly all used locally and the territory also is used extensively for grazing purposes. It appears that there will not be any worthwhile development that will materially increase the rail movement. In 1936, this branch contributed net revenues to the system of \$24,618.00. In 1937, the result was a loss of \$4,581.00. This was occasioned by reason of expenditures for maintenance of way and structures amounting to \$21,200.00, together with a revenue loss of \$24,000.00, the principal movement contributing to the revenue loss being rock asphalt from Sunnyside, Utah, for road work south of Nephi. This amounted to approximately \$18,000.00. The plaster movement increased to some extent, but the interchange business through Nephi with the Union Pacific Railroad decreased.

CONCLUSIONS

It is concluded that we should continue operation of this branch until we are able to ascertain what effect the operation of the United States Gypsum Mill will have on the Nephi Plaster and Manufacturing Company, and particularly so since we will have sugar stored in the Larson Sugar Works of the Utah Idaho Sugar Company, and since the plaster movement out of Gypsum Mill is increasing.

RECOMMENDATIONS

It is recommended that we continue operation of this branch.

SAN PETE VALLEY BRANCH.- SALT LAKE DIVISION
Fountain Green to Nephi - 14.36 Miles

DATE OF CONSTRUCTION AND PURPOSE FOR WHICH CONSTRUCTED

Built piecemeal by San Pete Valley Railway Company - 1882-1894.

Purchased by D&RG in 1908.

Estimated Investment Cost to Date - \$188,529.00

Covered by RGW First Consolidated Mortgage of 1899.

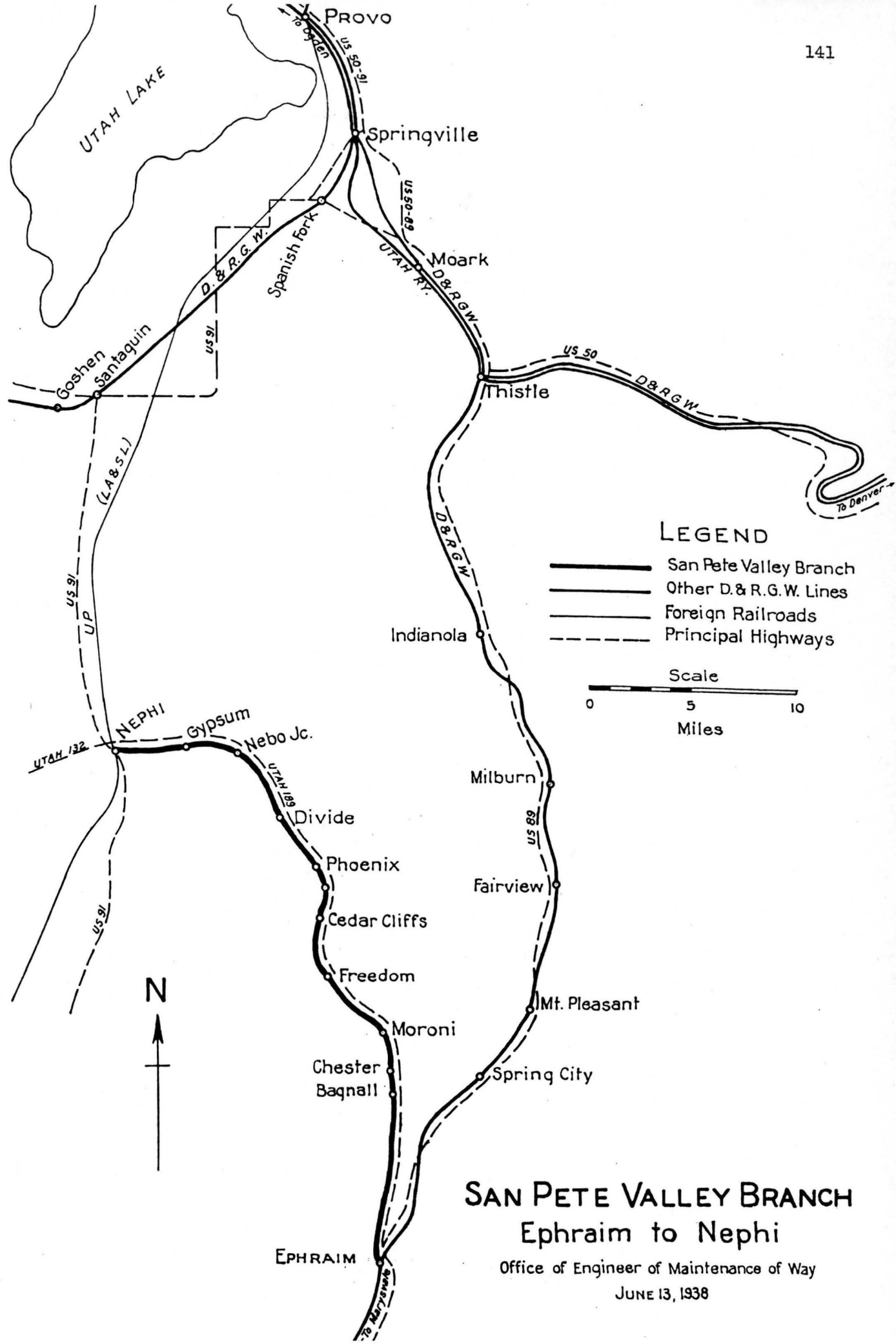
As originally built by the San Pete Valley Railway Company, beginning in 1882, this line extended from Nephi southeasterly to Ephraim, thence southerly paralleling our Marysvale Branch through Manti and thence easterly to Morrison. A period of 12 years was occupied in its construction which was done largely by the Mormon people who were seeking to open up the fertile San Pete Valley for agricultural development and stock raising. In 1899, a 5 $\frac{1}{2}$ mile spur was constructed to the stone quarry at Mt. Nebo, and stone for several important buildings was handled from this quarry. For a period of nine years, the railroad was operated as an independent line, control of which was said to belong to a wealthy Englishman named Charles Morrison.

Due to its connection with the Los Angeles and Salt Lake Railroad at Nephi, the San Pete Valley line occupied a position that threatened continued competition in the territory occupied by our Marysvale Branch when it was built in the Nineties. It was therefore deemed a provident move when the property was acquired in 1907, by purchase of securities, and consolidated with our other lines in 1908. Operation of that part of the line south of Ephraim, designated by us as the "Morrison Branch", was discontinued at once and the Morrison Branch has since been taken up, leaving only that part of the line from Ephraim to Nephi.





DESCRIPTION OF BRANCH

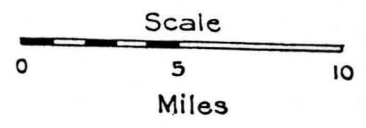
The rail laid on this line is as follows:

<u>Location</u>	<u>Weight</u>	<u>Date Laid</u>
M.P. 0.00 to 2.79	75#	1927
M.P. 2.79 to 3.75	60#	1907
M.P. 3.75 to 9.96	75#	1927
M.P. 9.96 to 10.13	65#	1926
M.P. 10.13 to 11.52	75#	1926
M.P. 11.52 to 14.36	60#	1907



LEGEND

-  San Pete Valley Branch
-  Other D.&R.G.W. Lines
-  Foreign Railroads
-  Principal Highways



SAN PETE VALLEY BRANCH
Ephraim to Nephi

Office of Engineer of Maintenance of Way
 JUNE 13, 1938

This line is on natural mixed clay and loam. There is approximately 3,200 ties per mile, 40 per cent of which are treated. Maximum grade 3.6 per cent - Maximum curvature 6 degrees.

MAINTENANCE ORGANIZATION

The entire San Pete Valley Branch is maintained by one section gang which consists of the following force - about 40 per cent of their time being used on that part of the line from Fountain Green to Nephi:

1 Section Foreman	-	12 Months
1 to 2 Sec. Laborers	-	12 "
5 Add'l Sec. Laborers	-	3 to 5 Months

In 1937 a force of 7 to 9 men, in addition to the above, was used for about three months on tie renewals

BRIDGES, TRESTLES & CULVERTS

Type	Number	Total Length
Frame Trestles - To 30 Feet High	7	247 Feet
Pile Trestles - Standard Loading	2	74 "
Stone Culverts - 2' x 1'6" to 8' x 3'	15	379 "
Concrete Boxes - 2'5" x 2'	1	24 "
Wooden Boxes - 1' x 1' to 4' x 4'	35	767 "
Corr. Iron Pipe - 102' of 18" and 18' of 24"	4	120 "

TELEGRAPH, SIGNAL AND ELECTRICAL FACILITIES

Signal Facilities

There are no signal facilities on this line.

Telegraph Facilities

Miles of Wire And Kind	No. Tele- phone Sets	No. Tele- graph Sets	Estimated Maintenance				
			1938	1939	1940	1941	1942
14.4 Iron	2	-	\$21.60	\$21.60	\$21.60	\$21.60	\$21.60

Electrical Facilities

There are no electrical facilities on this line.

MAINTENANCE OF FIXED PROPERTY (ESTIMATED 1938-1942)

	1938	1939	1940	1941	1942
Track & Structures	\$ 7,710	\$10,580	\$10,455	\$10,455	\$ 8,630
Bridges (average)	820	800	850	850	800
Total	\$ 8,530	\$11,380	\$11,305	\$11,305	\$ 9,430
Average Per Mile	\$ 594	\$ 792	\$ 787	\$ 787	\$ 657

ESTIMATED SALVAGE VALUE AND COST TO DISMANTLE

Salvage Value	\$23,879.00
Cost to Recover Salvage	<u>10,815.00</u>
Net Salvage	\$13,064.00

RESOURCES

That portion of the San Pete Valley Branch beyond Fountain Green to Nephi, Utah, is non-productive until Gypsum Mill and Nephi are reached. The plant of the Nephi Plaster and Manufacturing Company is located at Gypsum Mill, the plaster rock from which the plaster is made being found in abundance in the surrounding hills.

INDUSTRIES AND FREIGHT TRAFFIC

The Nephi Plaster and Manufacturing Company, with a mill located at Gypsum Mill, is the only industry of consequence that contributes to our freight revenues. During the year 1937, we handled for this company 514 cars of outbound plaster, 37 cars of gypsum rock, and received for them 34 cars, 22 of which consisted of coal, the balance, supplies used at their Gypsum Mill. The inbound carload movement to Nephi proper is principally that of gasoline going to the Continental Oil Company at that point. Because of our roundabout route out of Salt Lake City and Ogden, the Union Pacific Railroad handles most of the balance of the carload business. Nephi, Utah, is one of the interchange points with the Union Pacific Railroad. There are delivered to the Union Pacific at that point various commodities originating on the San Pete Valley and Marysvale Branches.

PRESENT SERVICE

Freight service only - tri-weekly - Manti to Nephi and return on Mondays - Ephraim to Nephi and return on Wednesdays and Fridays. Both truck and bus service are furnished by the Rio Grande Motor Way on this branch, obviating the necessity of passenger service by the railroad and enabling reduction in freight service. The Rio Grande Motor Way handles the merchandise shipments almost exclusively.

COMPETITION

Rail competition exists at Nephi only with the Union Pacific Railroad. Bus competition is furnished by the Rio Grande Motor Way, and the Union Pacific Stages, operating out of Salt Lake City and Provo, Utah, and points east. Truck competition is furnished by the Rio Grande Motor Way, which handles practically all the merchandise traffic for points on the branch beyond Nephi, Utah.

EARNINGS AND EXPENSES

	REVENUES (1928 to 1935 Incl.)							
	1928	1929	1930	1931	1932	1933	1934	1935

STATION EARNINGS

Freight & Pass.	\$31,464	\$46,237	\$43,534	\$33,233	\$26,157	\$21,252	\$20,553	\$28,311
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Note:- Including duplications for local branch traffic, corrections and absorptions, which have been deducted for 1936 and 1937 earnings statements.

	REVENUES (1936 - 1937)							
	1936				1937			
	Freight For'd	Freight Rec'd	Pass. For'd	Total	Freight For'd	Freight Rec'd	Pass. For'd	Total
Phoenix Mill	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Divide	-	-	-	-	-	-	-	-
Nebo Junction	-	-	-	-	-	88	-	88
Water Tank	-	-	-	-	-	-	-	-
Gypsum Mill	19,753	471	-	20,224	19,465	274	-	19,739
Nephi	4,195	29,170	-	33,365	2,835	14,668	-	17,503
Total System Revenue	\$23,948	\$29,641	\$ -	\$ 53,589	\$22,300	\$15,030	\$ -	\$37,330
Branch Line Mileage Prorate of Revenue				\$ 8,021				\$ 6,439
Branch Line Revenues								
<u>Unallocated to Stations</u>								
Mail	-	-	-	-	-	-	-	-
Express	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	\$ 366 *	-	-	-	1
Total Branch Line Revenues	-	-	-	\$ 8,387	-	-	-	\$ 6,440

(*) Demurrage.

NET TON MILES FOR BRANCH (THOUSANDS)

1937 - 311	1932 - 243
1936 - 423	1931 - 255
1935 - 251	1930 - 314
1934 - 177	1929 - 303
1933 - 251	1928 - 230

EXPENSES (1936 - 1937)

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
<u>STATIONS</u>		
Wages	\$ -	\$ -
Expenses (Other)	-	-
Expense at Station Directly Due to Branch Operation	-	-
Total Station Expense	<u>\$ -</u>	<u>\$ -</u>
<u>MAINTENANCE OF WAY & STRUCTURES</u>		
Track and Buildings	\$ -	\$7,128.12
Bridges	-	1,058.04
Other	-	102.41
Total Maintenance of Way & Structures	<u>\$5,708.14</u>	<u>\$8,288.57</u>
<u>MAINTENANCE OF EQUIPMENT</u>		
Locomotives	\$1,045.10	\$1,038.33
Freight Cars	345.07	374.31
Passenger Cars	-	-
Total Maintenance of Equipment	<u>\$1,390.17</u>	<u>\$1,412.64</u>
<u>TRANSPORTATION</u>		
Train & Enginemen Wages	\$2,758.54	\$2,446.81
Fuel, Water, Lubricants	731.30	614.55
Train Supplies & Expenses	46.37	56.62
Other	-	-
Total Transportation	<u>\$3,536.21</u>	<u>\$3,117.98</u>
TAXES	<u>\$2,550.00 (Est)</u>	<u>\$2,550.00 (Act)</u>

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
<u>JOINT FACILITY RENTS. ETC.</u>		
Amount Paid Union Pacific R.R. at Nephi, Utah	\$2,297.51	\$2,446.35
TOTAL EXPENSES	<u>\$15,482.03</u>	<u>\$17,815.54</u>
CAPITAL EXPENDITURES - ROAD	<u>\$ -</u>	<u>\$ 1,404.31</u>

TOTAL BRANCH LINE REVENUES 1936 -	\$ 8,387.00
<u>TOTAL EXPENSE 1936</u>	<u>15,482.03</u>
NET LOSS 1936	\$ 7,095.03

TOTAL BRANCH LINE REVENUES 1937 -	\$ 6,440.00
<u>TOTAL EXPENSE 1937</u>	<u>17,815.54</u>
NET LOSS 1937	\$11,375.54

R E C A P I T U L A T I O N

	1 9 3 6	1 9 3 7
1. Gross Revenue Contributed to System	\$45,568	\$30,891
2. Net Revenue Contributed to System	\$34,176	23,168
3. Loss from Branch Operation (Incl. Cap'l Exp. & Taxes)	7,095	12,779
4. Revenue to System from Branch Operation	27,081	10,389

FUTURE POSSIBILITIES

It is difficult to anticipate the future possibilities of development on this portion of the San Pete Valley Branch. Station earnings for the period 1928 to 1935, inclusive, are representative of the rise and fall in building activities, and it will be noted that there has been a marked falling off in revenue from the year 1930 to and including 1934, but that in 1935, 1936, and 1937, there was a sharp increase. The earnings figures since 1934 are augmented somewhat by the interchange with the Union Pacific, but represent in large part the shipments of plaster from the Nephi Plaster and Manufacturing Company. Whether this trend will continue is problematical for the reason that the United States Gypsum Company is now negotiating for purchase of gypsum property located at Sigurd, Utah, on our Marysvale Branch, and, as soon as land titles are cleared, will construct a mill at that point. With so many outlets throughout the country and the prospects that

they also may construct a plaster board mill in connection with their plaster plant it is conceivable they will take over some of the accounts of the Nephi operator.

CONCLUSIONS

In view of the fact that this portion of the branch produced a system net revenue amounting to approximately \$25,000.00 in 1936 and \$10,000.00 in 1937, it is our conclusion that we should not abandon it. The mill of the Nephi Plaster and Manufacturing Company is about 1.9 miles from Nephi and abandonment would result in the Union Pacific serving the plant, depriving us of the entire revenue. However, the situation should be watched to see the results of business conditions and operation of the plant of the United States Gypsum Company at Sigurd on the Nephi operation.

RECOMMENDATIONS

It is recommended that the operation of this portion of the San Pete Valley Branch be continued.

PLEASANT VALLEY BRANCH - SALT LAKE DIVISION
Entire Line (Incl. U.P. Mine Spur) - 22.82 Miles

DATE OF CONSTRUCTION AND PURPOSE FOR WHICH CONSTRUCTED

Built standard gauge to Scofield in 1890 - to Clear Creek in 1899.

Estimated Investment Cost to December 31, 1937 - Including Union Pacific Mine Spur - \$767,815.00.

Colton to Scofield - Covered by RGW First Trust Mortgage of 1889. Scofield to Clear Creek - Covered by RGW First Consolidated Mortgage of 1899.

Pleasant Valley was settled by Mormons who pioneered the construction of the early narrow gauge railroad line known as the "Calico Road", which was built in 1881 out of the Salt Lake Valley via Thistle and Old Tucker into the camp of Scofield. The road was so designated because much of its construction, particularly the grading, was done by the Mormons who took pay for their work in goods of various kinds, including calico for their families' use.

Settling in the beautiful mountain valley, presumably because of its agricultural and grazing possibilities, these hardy pioneers were not long discovering and opening the coal deposits at Scofield and Winter Quarters. Coal was shipped to the Salt Lake Valley by the old narrow gauge road until 1890, when the Rio Grande Western built the standard gauge line from Colton through Scofield to Winter Quarters. This line was extended from Scofield to Clear Creek in 1899. Important coal deposits on lands owned by the Union Pacific Railroad near Scofield were opened by a switchback branch known as the Union Pacific Mine Spur. With these several mines in operation, a steady stream of coal traffic was delivered by the branch to the main line at Colton.

Failure of the Price River Irrigation Company's reservoir on Gooseberry Creek, west of Scofield, in 1917, severely damaged the lower part of the branch and washed out portions of the main line below Colton in Price River Canon. This dam was never replaced, but the Irrigation people, after several years of negotiations, built the Pleasant Valley Reservoir near Hale under the authority of the Price River Conservation District. This construction necessitated the rebuilding of six miles of the branch between Hale and Scofield in 1925.

The line from Scofield to Winter Quarters was taken up in 1933 as the old mines in that locality had ceased producing.

DESCRIPTION OF BRANCH

The ballast on this line consists of natural earth. Maximum grade 3.00 percent - Maximum curvature 11 degrees 20 minutes.

The rail laid on this line is as follows:

<u>Location</u>	<u>Weight</u>	<u>Date Laid</u>
M.P. 644.38 to 648.06	85#	1924
M.P. 648.06 to 649.38	75#	1911
M.P. 649.38 to 653.29	75#	1910
M.P. 653.29 to 659.04	85#	1925
M.P. 659.04 to 659.10	65#	1924
M.P. 659.10 to 659.40	75#	1924
M.P. 659.40 to 659.64	65#	1924
M.P. 659.64 to 662.89	85#	1920
M.P. 662.89 to 665.92	85#	1924

MAINTENANCE ORGANIZATION

1 Section Foreman	-	12 Months
1 to 2 Section Laborers	-	12 Months
5 Additional Section Laborers	-	3 to 5 Months

BRIDGES, TRESTLES & CULVERTS

<u>Type</u>	<u>Number</u>	<u>Total Length</u>
Frame Trestles - Up to 30' High	3	103 Feet
Pile Trestles - Standard Loading	2	32 "
Pile Trestles - Light Loading	3	98 "
I Beams	1	24 "
T.P.G.	5	288 "
D.P.G.	1	32 "
Stone Culverts - 3' x 2'	1	40 "
Vitrified Tile - 16"	1	20 "
Concrete Pipe - 10" to 36" (As Listed Below)	3	100 "
Wooden Boxes - 1'x1' to 4'5"x2'	39	838 "
Corr. Iron Pipe - 8" to 48" (As Listed Below)	23	895 "

CORRUGATED IRON PIPE

<u>Size</u>	<u>Length</u>
8"	10'
12"	16'
18"	168'
30"	318'
36"	115'
42"	205'
48"	63'

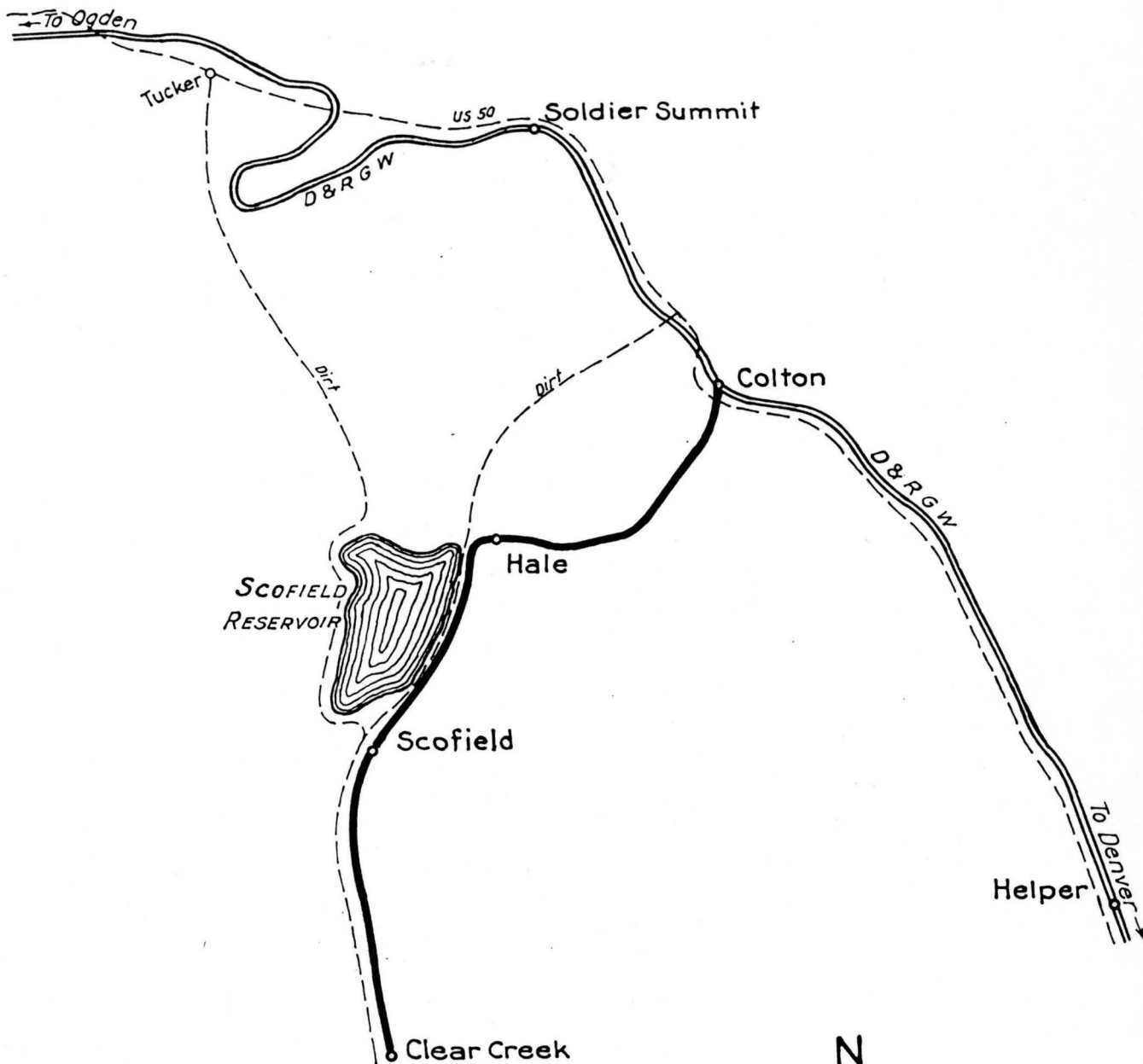
CONCRETE PIPE

<u>Size</u>	<u>Length</u>
10"	40'
15"	28'
36"	32'

TELEGRAPH, SIGNAL AND ELECTRICAL FACILITIES

SIGNAL FACILITIES

There are no signal facilities on this branch.



- LEGEND**
- Pleasant Valley Branch
 - ==== Other D. & R. G. W. Lines
 - - - - - Principal Highways



PLEASANT VALLEY BRANCH Colton to Clear Creek

Office of Engineer of Maintenance of Way
JUNE 15, 1938

TELEGRAPH FACILITIES

Miles of Wire and Kind	Number Telephone Sets	Number Telegraph Sets	Estimated Maintenance				
			1938	1939	1940	1941	1942
42.8 Copper	3	-	\$64.20	\$64.20	\$64.20	\$64.20	\$64.20

ELECTRICAL FACILITIES

There are no electrical facilities on this branch.

MAINTENANCE OF FIXED PROPERTY (ESTIMATED 1938-1942)

	1938	1939	1940	1941	1942
Track & Structures	\$18,510	\$20,620	\$20,340	\$19,840	\$19,840
Bridges (average)	500	900	1,300	1,000	650
Total	\$19,010	\$21,520	\$21,640	\$20,840	\$20,490
Average Per Mile	883	999	1,005	968	951

ESTIMATED SALVAGE VALUE AND COST TO DISMANTLE

Salvage Value	\$95,686.00
Cost to Recover Salvage	25,611.00
Net Salvage	\$70,075.00

RESOURCES

This branch serves a portion of the Carbon County coal fields of Utah. Some sheep from nearby grazing country are handled from Scofield, Utah.

INDUSTRIES & FREIGHT TRAFFIC

The Klean Heat Coal Company, Money Coal Company, and Scofield Coal Company operate at Scofield, Utah, and the Utah Fuel Company and Glenn Coal Company at Clear Creek, Utah. The Winter Quarters Mine of the Utah Fuel Company has discontinued operation. The Clear Creek Mine of the Utah Fuel Company is the heaviest producer on the branch.

PRESENT SERVICE

Freight service only - irregular - operated once or twice a week as required.

COMPETITION

No rail competition. There is some truck competition by commercial carriers who buy coal at the mine and sell direct to consumers at destination.

EARNINGS AND EXPENSES

REVENUES (1928 to 1935 Incl.)

1928	1929	1930	1931	1932	1933	1934	1935
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STATION EARNINGS

Freight & Pass.	\$204,778	\$173,481	\$173,163	\$130,355	\$120,642	\$105,132	\$89,926	\$75,767
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Note:- Including duplications for local branch traffic, corrections and absorptions, which have been deducted for 1936 and 1937 earnings statements.

REVENUES (1936 - 1937)

	1936				1937			
	Freight For'd	Freight Rec'd	Pass. For'd	Total	Freight For'd	Freight Rec'd	Pass. For'd	Total
Scofield	\$19,773	\$ 588	\$ -	\$20,361	\$ 4,637	\$ 503	\$ -	\$ 5,140
Winter Quarters	-	-	-	-	-	-	-	-
Clear Creek	63,477	1,429	-	64,906	64,080	2,268	-	66,348
Total System Revenue	\$83,250	\$ 2,017	\$ -	\$85,267	\$68,717	\$ 2,771	\$ -	\$71,488
Branch Line Mileage Prorate of Revenue				\$14,120				\$11,999
Branch Line Revenues								
<u>Unallocated to Stations</u>								
Mail	-	-	-	-	-	-	-	-
Express	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	\$ 113	-	-	-	\$ 89
Total Branch Line Revenues	-	-	-	\$14,233	-	-	-	\$12,088

NET TON MILES FOR BRANCH (THOUSANDS)

1937	-	888	1932	-	1,005
1936	-	918	1931	-	1,157
1935	-	782	1930	-	1,658
1934	-	999	1929	-	1,829
1933	-	1,042	1928	-	2,426

EXPENSES (1936 - 1937)

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
<u>STATIONS</u>		
Wages	\$ -	\$ -
Other Expenses	-	-
Expense at Soldier Summit, Utah, Station, Directly Due to Branch Operation	\$ 265.89	\$ 310.00
Total Station Expense	<u>\$ 265.89</u>	<u>\$ 310.00</u>
<u>MAINTENANCE OF WAY & STRUCTURES</u>		
Track and Buildings	\$ -	\$14,558.46
Bridges	-	502.02
Other	-	485.50
Total Maintenance of Way & Structures	<u>\$12,180.48</u>	<u>\$15,545.98</u>
<u>MAINTENANCE OF EQUIPMENT</u>		
Locomotives	\$ 1,482.68	\$ 1,555.57
Freight Cars	1,187.01	970.71
Passenger Cars	-	-
Total Maintenance of Equipment	<u>\$ 2,669.69</u>	<u>\$ 2,526.28</u>
<u>TRANSPORTATION</u>		
Train & Enginemen Wages	\$ 6,623.59	\$ 7,462.19
Fuel, Water, Lubricants	1,545.36	1,872.45
Train Supplies & Expenses	146.77	159.51
Other	354.48	1,092.42
Total Transportation	<u>\$ 8,670.20</u>	<u>\$10,586.57</u>
TAXES	<u>\$ 9,900.00 (Est.)</u>	<u>\$ 9,900.00 (Act.)</u>
JOINT FACILITY RENTS, ETC.	<u>\$ -</u>	<u>\$ -</u>
TOTAL EXPENSES	<u>\$33,686.26</u>	<u>\$38,868.33</u>
CAPITAL EXPENDITURES - ROAD	<u>\$ 404.83</u>	<u>\$ 3,758.29</u>

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
RETIRE TRACES & FACILITIES	\$ -	\$19,144.13 (red)

TOTAL BRANCH LINE REVENUE 1936	- \$14,233.00
TOTAL EXPENSES 1936	- 33,686.26
NET LOSS 1936	- \$19,453.26

TOTAL BRANCH LINE REVENUE 1937	- \$12,088.00
TOTAL EXPENSES 1937	- 38,868.83
NET LOSS 1937	- \$26,780.83

R E C A P I T U L A T I O N

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
1. Gross Revenue Contributed to System	\$71,147	\$59,489
2. Net Revenue Contributed to System	53,360	44,616
3. Loss from Branch Operation (Incl. Cap'l Exp. & Taxes)	19,858	30,539
4. Revenue to System from Branch Operation	33,502	14,077

FUTURE POSSIBILITIES

By reason of the closing of the mine of the Blue Blaze Coal Company on the Utah Railway this year, an appreciable increase in traffic from Clear Creek Mine of the Utah Fuel Company is expected, because of the formation of a selling agency composed of a portion of the sales force and traffic department of the defunct Blue Blaze Coal Company, who will sell Clear Creek Mine Coal.

CONCLUSIONS

By reason of the net system revenues now contributed by this branch, and the outlook for increased traffic therefrom, it is concluded we should not abandon it.

Business handled on this branch consists of coal in carload quantities, with a little merchandise. The latter is handled by the railroad and Rio Grande Motor Way into Helper and delivery made by truck therefrom. It would not be practicable to substitute truck service on this branch.

RECOMMENDATIONS

It is recommended that present operations on this branch be continued.

TINTIC BRANCH - SALT LAKE DIVISION
Entire Line - 43.79 Miles

DATE OF CONSTRUCTION AND PURPOSE FOR WHICH CONSTRUCTED

Built 1891-1892 (Mammoth Mill Spur built in 1894).

Estimated Investment Cost to December 31, 1937:

Entire Line (Except Mammoth Mill Spur)	\$1,554,631.00
Thistle to Hillside	636,626.00
Hillside to Silver City	918,005.00
Mammoth Mill Spur (Joint with UP 1/2 Interest)	13,684.00

Covered by RCW First Consolidated Mortgage of 1899.

Rich discoveries of silver ores in the Tintic and Eureka mining districts during the days of the silver boom made it relatively easy to promote a railroad line to this mining district, and it was during the silver boom of 1891 and 1892 that the Tintic Branch was built.

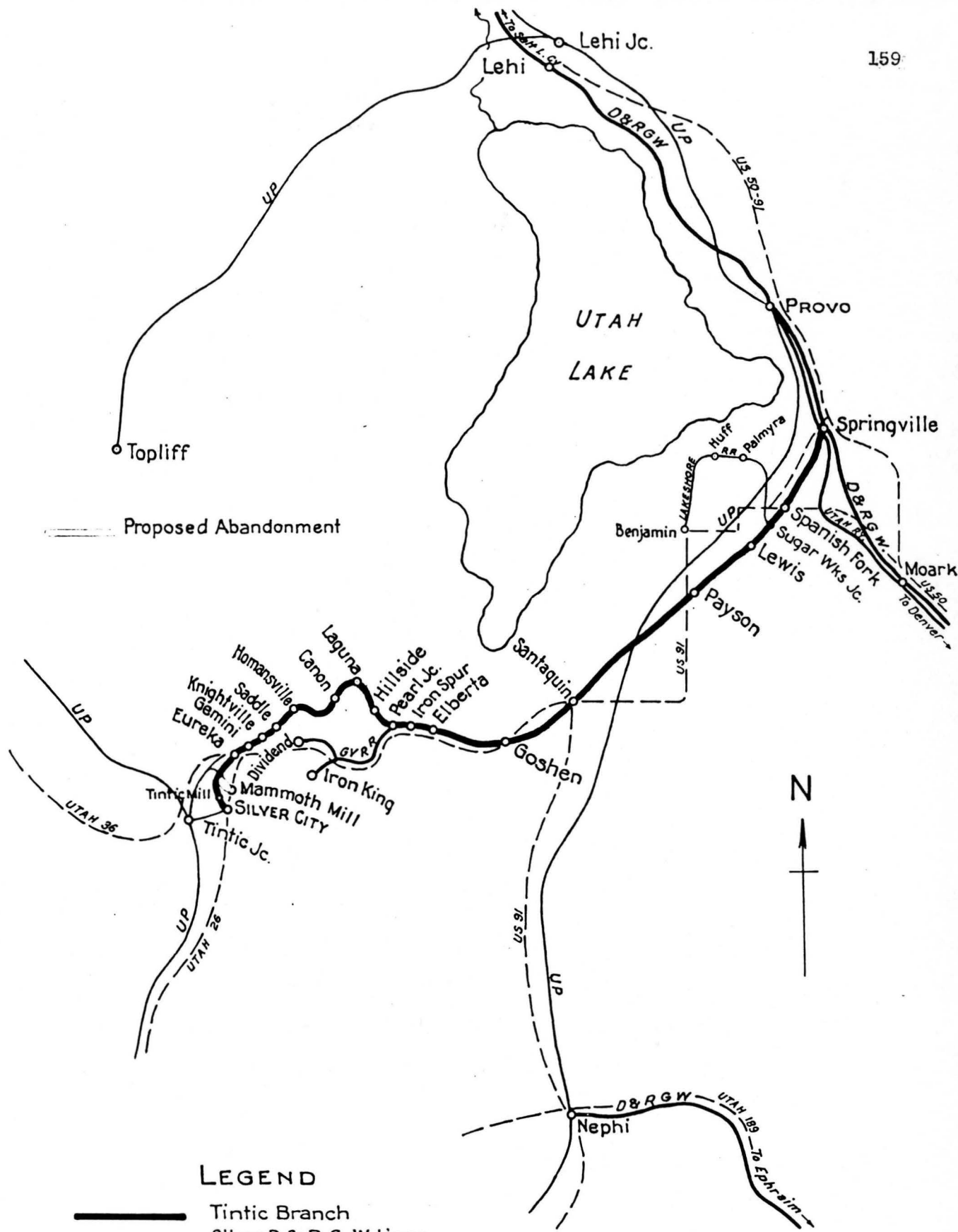
This camp has been a steady producer and, even during the years when silver prices were low, production has been relatively continuous at some of the properties. Notable among the producing mines of this district are the Mammoth, Grand Central, Eagle and Blue Bell, Chief Consolidated, Bullion, Beck, and others.

The Mammoth Mill Spur, jointly owned and operated with the Union Pacific Railroad, was constructed shortly after completion of the branch, being completed in 1894 to serve one of the best producing areas of the district.

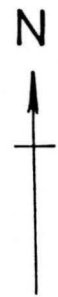
DESCRIPTION OF BRANCH

The rail laid on this line is as follows:

<u>Location</u>	<u>Weight</u>	<u>Date Laid</u>
M.P. 695.79 to 715.99	85#	1915
M.P. 715.99 to 726.83	75#	1913
M.P. 726.83 to 730.83	90#	1928
M.P. 730.83 to 731.44	85#	1924
M.P. 731.44 to 734.31	90#	1929
M.P. 734.31 to 735.61	85#	1924
M.P. 735.61 to 735.84	85#	1916
M.P. 735.84 to 739.58	85#	1924

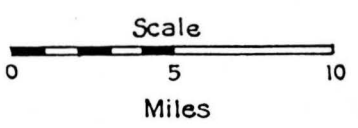


Proposed Abandonment



LEGEND

-  Tintic Branch
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways



TINTIC BRANCH

Springville to Silver City

Office of Engineer of Maintenance of Way
JUNE 14, 1938

The greater portion of this branch is on native earth with a few scattered locations on gravel and cinders. There are approximately 3,200 ties per mile, 55 percent of which are treated. Maximum grade 3.00 percent - Maximum curvature 14 degrees.

MAINTENANCE ORGANIZATION

2 Section Foremen	-	12 Months
2 to 4 Section Laborers	-	12 Months
10 to 14 Additional Section Laborers	-	3 to 5 Months

A 24-man extra gang worked 5 weeks in 1937 on tie renewals.

The section gang at Eureka spends 16 percent of its time on the Goshen Valley Branch.

BRIDGES, TRESTLES AND CULVERTS

Type	Number	Total Length
Frame Trestles - To 30' High	10	671 Feet
Pile Trestles - Standard Loading	14	355 "
Frame Trestles - 30' and Higher	3	1,140 "
T.P.G.	1	64 "
Stone Culverts - 3'x3' to 6'x2'	53	2,854 "
Vitrified Tile - 24"	1	113 "
Concrete Box - 5'x4'	1	46 "
Wooden Boxes 1'x1' to 5'x5'3"	131	3,636 "
Corr. Iron Pipe - 18" to 48" (As Listed Below)	31	927 "

RIBBON CORRUGATED IRON PIPE

<u>Size</u>	<u>Length</u>
18"	40'
20"	18'
21"	272'
23"	59'
24"	322'
30"	120'
36"	30'
42"	34'
48"	32'

CONCRETE PIPE

<u>Size</u>	<u>Length</u>
15"	96'
18"	100'
30"	64'
48"	42'

TELEGRAPH, SIGNAL AND ELECTRICAL FACILITIES

SIGNAL FACILITIES

There are no signal facilities on this line.

TELEGRAPH FACILITIES

Miles of Wire And Kind	No. Tele- phone Sets	No. Tele- graph Sets	Estimated Maintenance				
			1938	1939	1940	1941	1942
47.4 Iron	3	4	\$71.10	\$71.10	\$71.10	\$71.10	\$71.10

ELECTRICAL FACILITIES

The passenger depots at Spanish Fork, Payson, Goshen, and Eureka are equipped with electric lights.

MAINTENANCE OF FIXED PROPERTY (ESTIMATED 1938-1942)

	1938	1939	1940	1941	1942
Track & Structures	\$39,620	\$39,410	\$38,420	\$36,520	\$36,520
Bridges (average)	1,800	12,900*	22,900*	10,900*	3,900
Total	\$41,420	\$52,310	\$61,320	\$47,420	\$40,420
Average Per Mile	946	1,195	1,400	1,083	923

(*) Amounts shown for 1939, 1940, and 1941 include retirements of Bridges 29.64 - 32.21 - 33.74 - 36.02 account highway change.

ESTIMATED SALVAGE VALUE AND COST TO DISMANTLE

Salvage Value	\$248,113.00
Cost to Recover Salvage	53,878.00
Net Salvage	<u>\$194,235.00</u>

RESOURCES

That portion of the branch from Springville Sugar Works to Payson, Utah, is an agricultural and stock raising territory. Beyond Payson, there is some agricultural development with stock raising, but the predominant industry is metal mining.

INDUSTRIES AND FREIGHT TRAFFIC

At Spanish Fork, Utah, is located the sugar plant of the Utah Idaho Sugar Company, which draws its beets from surrounding territory on and adjacent to the branch. At Harold, Utah, are located lime rock and dolomite quarries, and from that point to the end of the branch, metal mining is engaged in almost exclusively,

except that at Hillside, Utah, we handle shipments of livestock and wool. At Dividend, Utah, on the Goshen Valley Branch, the Tintic Standard, North Lily, and Eureka Lily Mines are producing actively. At Iron King Spur, the Eureka Standard Mining Company, Apex Mine, and Colorado Consolidated Mines Company are regular shippers. At Knightville, Utah, Tintic Standard, Yankee Consolidated, Dragon Consolidated, Utah Consolidated, and several lessors are shipping. At Eureka, Utah, the Chief Consolidated Mining Company, Eagle and Blue Bell Mines, Plutus, and the United States Smelting Refining and Mining Company are actively shipping. At Silver City, the Empire Mines Company, Mammoth Mining Company, and several lessors are shipping.

The International Smelting Company is quite active in the Tintic district, controlling the North Lily, Yankee Consolidated, Dragon Consolidated, and Empire properties. They also control the East Tintic Coalition, which will, as quickly as possible, be put into the active exploration class. The Tintic Standard Mining Company controls the Iron Blossom property, The Colorado and Iron King Consolidated Mining Companies, and the Eureka Standard, while the Plutus Mine in this district is owned by the Chief Consolidated Mining Company.

PRESENT SERVICE

Freight service only - Extra freight trains are ordinarily operated between Provo, Dividend, and Silver City on Mondays, Wednesdays, and Fridays, and between Silver City, Iron King, and Provo on Tuesdays, Thursdays, and Saturdays.

COMPETITION

Competition is furnished by the Union Pacific Railroad Company at Eureka, Mammoth, and Silver City, but it does not reach any of the large producing mines in this district with its own tracks. The Utah Central Truck Line has a truck permit between Salt Lake City, Provo, and Eureka, Utah, and because of rail service into the district handle most of the merchandise.

Our railroad handles the usual run of mining supplies in carlots, such as coal, lumber, explosives, shipments of coal for coal dealers, gasoline, etc., in addition to the outbound movement of ore and concentrates.

REVENUES AND EXPENSES

	REVENUES (1928 to 1935 Incl)							
	1928	1929	1930	1931	1932	1933	1934	1935

STATION

EARNINGS

Frt & Pass.	\$744,093	\$328,595	\$282,509	\$120,397	\$81,761	\$74,244	\$78,814	\$97,506
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Note:- Including duplications for local branch traffic, corrections and absorptions, which have been deducted for 1936 and 1937 earnings statements.

REVENUES (1936 - 1937)

	1936				1937			
	Freight For'd	Freight Rec'd	Pass. For'd	Total	Freight For'd	Freight Rec'd	Pass. For'd	Total
Springville Sugar Works	\$ 12	\$ -	\$ -	\$ 12	\$ -	\$ -	\$ -	\$ -
Spanish Fork	1,884	5,812	-	7,696	493	5,096	-	5,589
Spanish Fork Sugar Works	1,906	65	-	1,971	2,415	15,613	-	18,028
Leland	976	295	-	1,271	2,632	225	-	2,857
Lewis	-	-	-	-	235	-	-	235
Payson	1,833	7,118	-	8,951	1,361	3,433	-	4,794
Santaquin	170	-	-	170	-	78	-	78
Townsend Quarry	577	-	-	577	-	-	-	-
Townsend Depot	660	205	-	865	309	75	-	384
Harold	5,782	22	-	5,804	12,428	-	-	12,428
Goshen	385	744	-	1,129	244	1,187	-	1,431
Lant	394	-	-	394	291	-	-	291
Elberta	170	1	-	171	-	19	-	19
Iron Spur	-	147	-	147	-	-	-	-
Eunice	-	-	-	-	79	155	-	234
Iron King	50,761	2,613	-	53,374	54,252	4,574	-	58,826
Dividend	83,848	13,416	-	97,264	119,601	16,484	-	136,085
Hillside	3,291	74	-	3,365	2,566	453	-	3,019
Homansville	141	-	-	141	-	-	-	-
Saddle	2,562	8	-	2,570	2,221	6	-	2,227
Eagle & Blue Bell Mine	19,512	-	-	19,512	21,642	-	-	21,642
Codiva	-	-	-	-	68	-	-	68
Knightville	18,314	3,197	-	21,511	13,517	3,284	-	16,801
Gemini Mine	1,587	-	-	1,587	1,850	-	-	1,850
Chief Consolidated Mine	8,554	-	-	8,554	12,351	-	-	12,351
Eureka	15,202	11,843	-	27,045	27,438	13,190	-	40,628
Mammoth	-	169	-	169	-	170	-	170
Silver City	4,558	-	-	4,558	6,131	141	-	6,272
Total System Revenue	\$223,079	\$ 45,729	\$ -	\$268,808	\$282,124	\$ 64,183	\$ -	\$346,307
Branch Line Mileage								
Prorate of Revenue				\$100,473				\$132,921

	1 9 3 6				1 9 3 7			
	Freight	Freight	Pass	Total	Freight	Freight	Pass	Total
	For'd	Rec'd	For'd		For'd	Rec'd	For'd	
Branch Line Revenues Unallocated to Stations								
Mail	-	-	-	-	-	-	-	-
Express	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	411	-	-	-	794
Total Branch Line Revenue	-	-	-	\$100,884	-	-	-	\$133,715

NET TON MILES FOR BRANCH (THOUSANDS)

1937	-	11,907	1932	-	4,706
1936	-	9,221	1931	-	8,136
1935	-	8,074	1930	-	13,609
1934	-	6,087	1929	-	15,605
1933	-	3,803	1928	-	14,248

EXPENSES (1936 - 1937)

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
<u>STATIONS</u>		
<u>Spanish Fork, Utah.</u>		
Wages	\$ 1,672.63	\$ 1,895.64
Other Expenses	252.08	330.28
<u>Payson, Utah</u>		
Wages	1,593.08	1,618.96
Other Expenses	209.24	204.75
<u>Eureka, Utah</u>		
Wages	1,561.14	1,605.31
Other Expenses	269.76	278.06
Expense at Goshen, Utah, Station Directly Due to Branch Operation	305.65	322.62
Total Station Expense	\$ 5,863.58	\$ 6,255.62
<u>MAINTENANCE OF WAY & STRUCTURES</u>		
Track and Buildings	\$ -	\$38,041.31
Bridges	-	3,755.26
Other	-	3,266.17
Total Maintenance of Way & Structures	\$23,733.07	\$45,105.74

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
<u>MAINTENANCE OF EQUIPMENT</u>		
Locomotives	\$12,502.91	\$15,049.01
Freight Cars	3,735.34	6,381.71
Passenger Cars	-	-
Total Maintenance of Equipment	<u>\$16,238.25</u>	<u>\$21,430.72</u>
<u>TRANSPORTATION</u>		
Train & Enginemen Wages	\$14,968.71	\$23,630.86
Fuel, Water, Lubricants	5,765.53	8,614.14
Train Supplies & Expenses	564.99	889.45
Other	419.31	1,450.51
Total Transportation	<u>\$21,718.54</u>	<u>\$34,584.96</u>
TAXES	<u>\$22,445.52(Est.)</u>	<u>\$22,445.52(Act.)</u>
<u>JOINT FACILITY RENTS, ETC.</u>		
Salt Lake & Utah Railroad Corp.	\$ 671.77(red)	\$ 1,698.67(red)
Springville, Mapleton & Spanish Fork	119.47	131.36
Total Joint Facility Rents, Etc.	<u>\$ 552.30(red)</u>	<u>\$ 1,567.31(red)</u>
TOTAL EXPENSES	<u>\$89,446.66</u>	<u>\$128,255.25</u>
CAPITAL EXPENDITURES - ROAD	<u>\$16,426.27</u>	<u>\$ 3,206.30</u>
RETIREMENT OF TRACK & FACILITIES	<u>\$ -</u>	<u>\$ 13,695.13(red)</u>

TOTAL BRANCH LINE REVENUES 1936	-	\$100,884.00
TOTAL EXPENSES 1936	-	89,446.66
NET PROFIT 1936	-	\$ 11,437.34

TOTAL BRANCH LINE REVENUES 1937	-	\$133,715.00
TOTAL EXPENSES 1937	-	128,255.25
NET PROFIT 1937	-	\$ 5,459.75

RECAPITULATION

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
1. Gross Revenue Contributed to System	\$158,335	\$213,486
2. Net Revenue Contributed to System	118,751	160,114
3. Profit from Branch Operation (Incl. Cap'l Exp. & Taxes)	4,989(red)	2,254
4. Revenue to System from Branch Operation	113,762	162,368

FUTURE POSSIBILITIES

With the exception of Mammoth Mill Spur, of which a separate study has been made, shipments should continue to move to and from points on this branch as they have in the past, fluctuating with the variations in the metal market and crop conditions, for some years to come.

CONCLUSIONS

It is our conclusion that operation of this branch, with the exception of Mammoth Mill, Grand Central, and Snell Spurs, be continued.

RECOMMENDATIONS

It is recommended that we abandon only those portions of the branch known as Mammoth Mill, Grand Central, and Snell Spurs, and continue operation of the remaining mileage.

TINTIC BRANCH - SALT LAKE DIVISION
Hillside to Silver City - 15.88 Miles

DATE OF CONSTRUCTION AND PURPOSE FOR WHICH CONSTRUCTED

Built 1891-1892. (Mammoth Mill Spur built - 1894)

Estimated Investment Cost to December 31, 1937:

Hillside to Silver City	- \$918,005.00
Mammoth Mill Spur (Joint with U.P. $\frac{1}{2}$ interest)	- 13,684.00

Covered by RCW First Consolidated Mortgage of 1899.

Rich discoveries of silver ores in the Tintic and Eureka mining districts during the days of the silver boom made it relatively easy to promote a railroad line to this mining district, and it was during the silver boom of 1891 and 1892 that the Tintic Branch was built.

This camp has been a steady producer and even during the years when silver prices were low, production has been relatively continuous at some of the properties. Notable among the producing mines of this district are the Mammoth, Grand Central, Eagle and Blue Bell, Chief Consolidated, Bullion, Beck, and others.

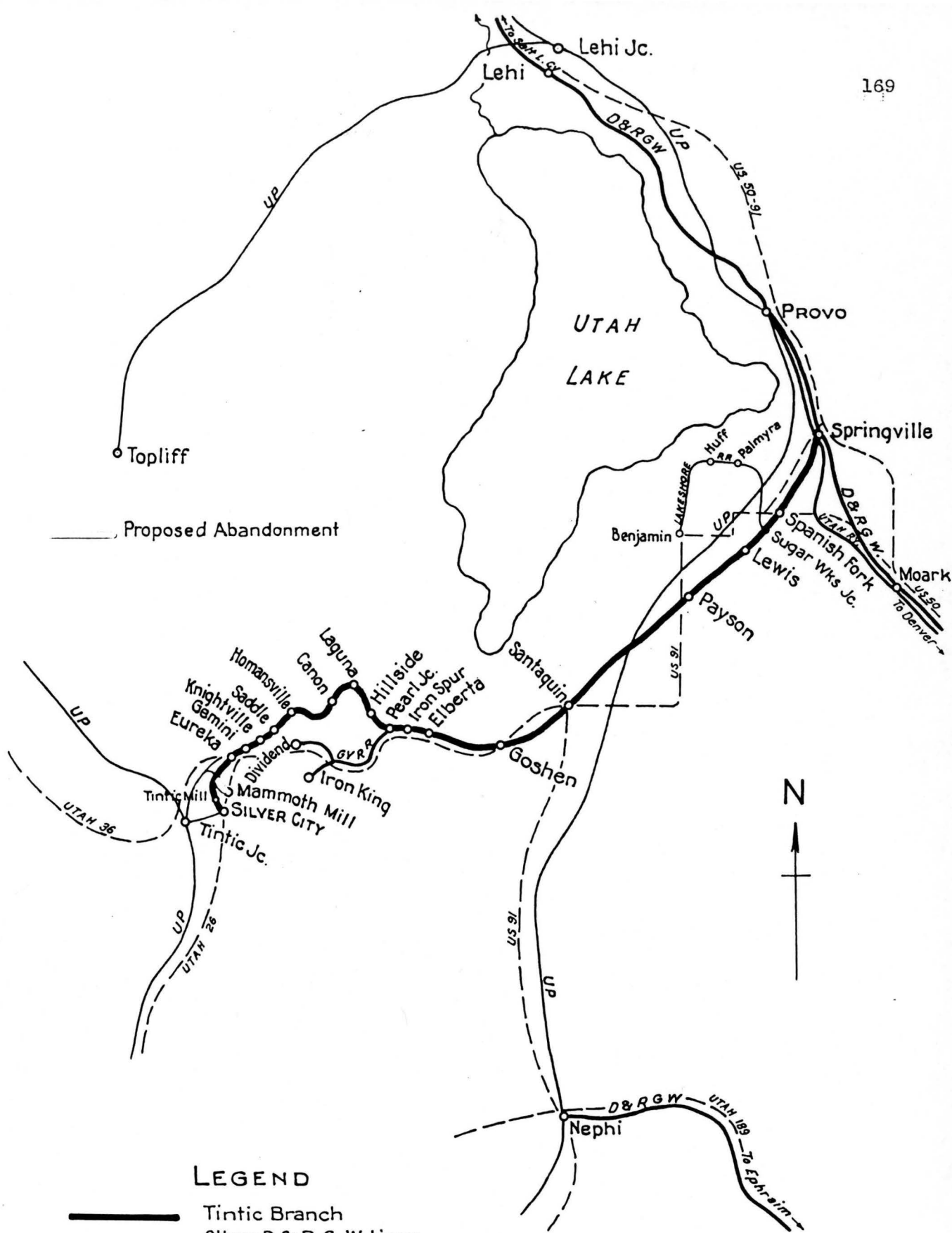
The Mammoth Mill Spur, jointly owned and operated with the Union Pacific Railroad, was constructed shortly after completion of the branch, being completed in 1894, to serve one of the best producing areas of the district.

DESCRIPTION OF BRANCH

The rail laid on this line is as follows:

<u>Location</u>	<u>Weight</u>	<u>Date Laid</u>
M.P. 723.70 to 726.83	75#	1913
M.P. 726.83 to 730.83	90#	1928
M.P. 730.83 to 731.44	85#	1924
M.P. 731.44 to 734.31	90#	1929
M.P. 734.31 to 735.61	85#	1924
M.P. 735.61 to 735.84	85#	1916
M.P. 735.84 to 739.58	85#	1924

This line is on native earth with a few scattered locations on gravel and cinders. There are approximately 3,200 ties per mile, 55 percent of which are treated. Maximum grade 3.00 percent - Maximum curvature 14 degrees.



TINTIC BRANCH Springville to Silver City

Office of Engineer of Maintenance of Way
JUNE 14, 1938

MAINTENANCE ORGANIZATION

2/3 Section Foreman	12 Months
2/3 to 1-1/3 Section Laborers	12 "
3-1/3 to 4-2/3 Section Laborers	3 to 5 Months

24-man extra gang worked 5 weeks in 1937 on tie renewals.
 Section gang at Eureka spends 16 percent of its time on
 Goshen Valley Branch.

BRIDGES, TRESTLES & CULVERTS

Type	Number	Total Length
Frame Trestles - To 30' High	6	562 Feet
Frame Trestles - 160' to 30' High - 288' Higher Than 30'	1	448 "
Frame Trestles - 80' to 30' High - 384' Higher Than 30'	1	464 "
Vitrified Tile - 24"	1	113 "
Concrete Pipe 126' of 24" and 27' of 36"	3	153 "
Stone Culverts - 1'5" x 1'5" to 6' x 2'	49	2,605 "
Corr. Iron Pipe - 23"	2	59 "
Wooden Boxes - 1' x 1' to 3' x 2'	22	709 "

TELEGRAPH, SIGNAL, AND ELECTRICAL FACILITIESSIGNAL FACILITIES

There are no signal facilities on this branch.

TELEGRAPH FACILITIES

Miles of Wire And Kind	No. Tele- phone Sets	No. Tele- graph Sets	Estimated Maintenance				
			1938	1939	1940	1941	1942
31.6 Iron	1	-	\$47.40	\$47.40	\$47.40	\$47.40	\$47.40

ELECTRICAL FACILITIES

Eureka Passenger Depot is equipped with electric lights.

MAINTENANCE OF FIXED PROPERTY (ESTIMATED 1938-1942)

	1938	1939	1940	1941	1942
Track & Structures	\$14,420	\$20,175	\$19,460	\$18,430	\$18,345
Bridges (average)	800	11,200*	21,200*	9,200*	2,200
Total	\$15,220	\$31,375	\$40,660	\$27,630	\$20,545
Average Per Mile	958	1,976	2,561	1,740	1,294

(*) Includes retirement of Bridges 29.64, 32.21, 33.74, and 36.02, account highway change.

ESTIMATED SALVAGE VALUE AND COST TO DISMANTLE

Salvage Value	\$94,986.00
Cost to Recover Salvage	<u>20,767.00</u>
Net Salvage	\$74,219.00

RESOURCES

This portion of the Tintic Branch serves mining communities. The preponderance of the traffic is ore, supplemented with a movement of lime out of Saddle, Utah, and lime rock and dolomite out of Harold, Utah. There is also a movement of wool and sheep out of Hillside, Utah.

INDUSTRIES AND FREIGHT TRAFFIC

Mines in the Tintic District have produced an immense amount of ore in the past. The principal shipping companies are the Chief Consolidated Mining Company, the Eagle and Blue Bell Mine, Plutus Mining Company, United States Smelting Refining & Mining Company, the Empire Mines, P. P. Clark, who operates the Godiva and Mountain View Mines, the Utah Consolidated Mines, Yankee Consolidated Mines, and various lessors who use our ramps at Eureka and Silver City. Prior to the drop in metal prices, there was a good movement of dump ore and tailings out of the district, but under present conditions, there has been a decrease in this class of business. With a rise in metal prices, this activity will again be resumed. This is also applicable to lessors working low grade ore out of the mines. The Mammoth Mill, Grand Central, and Snell Spurs are not contributing, and probably will not in the future contribute, revenues sufficient to justify continuance of operation. The Mammoth Mill has been abandoned for quite some time, and Mammoth Mill Spur is used only for inbound shipments now. In 1937, we handled only one car of lumber and one car of coal, which was spotted on this spur. This spur is covered in a separate study.

PRESENT SERVICE

Freight service only - extra freight trains are ordinarily operated between Provo, Dividend, and Silver City on Mondays, Wednesdays, and Fridays, and between Silver City, Iron King, and Provo on Tuesdays, Thursdays, and Saturdays.

COMPETITION

Competition is furnished by the Union Pacific Railroad at Eureka, Mammoth, and Silver City, but it does not reach any of the large producing mines in this district with its own tracks. The Utah Central Truck Line has a truck permit between Salt Lake City, Provo, and Eureka, Utah, and because of rail service into the district, this concern handles most of the merchandise.

We handle the usual run of mining supplies in carlots, such as coal, lumber, explosives, and, in addition, shipments of coal for coal dealers, moving from the Carbon County field, gasoline for filling stations, moving from Salt Lake City, and an occasional car of automobiles.

EARNINGS AND EXPENSES

REVENUES (1928 to 1935 Incl.)

	1928	1929	1930	1931	1932	1933	1934	1935
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STATION EARNINGS

Freight & Pass.	\$216,090	\$191,496	\$150,530	\$61,411	\$24,817	\$16,764	\$46,798	\$67,436
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Note:- Including duplications for local branch traffic, corrections and absorptions, which have been deducted for 1936 and 1937 earnings statements.

REVENUES (1936 - 1937)

	1936				1937			
	Freight For'd	Freight Rec'd	Pass. For'd	Total	Freight For'd	Freight Rec'd	Pass. For'd	Total
Laguna	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Homansville	141	-	-	141	-	-	-	-
Saddle	2,562	8	-	2,570	2,221	6	-	2,227
Eagle & Blue Bell Mine	19,512	-	-	19,512	21,642	-	-	21,642
Godiva	-	-	-	-	68	-	-	68
Knightville	18,314	3,197	-	21,511	13,517	3,284	-	16,801
Gemini Mine	1,587	-	-	1,587	1,850	-	-	1,850
Chief Consolidated Mine	8,554	-	-	8,554	12,351	-	-	12,351
Eureka	15,202	11,843	-	27,045	27,438	13,190	-	40,628
Mammoth	-	169	-	169	-	170	-	170
Silver City	4,558	-	-	4,558	6,131	141	-	6,272
Total System Revenue	\$ 70,430	\$ 15,217	\$ -	\$ 85,647	\$ 85,218	\$ 16,791	\$ -	\$ 102,009
Branch Line Mileage								
Prorate of Revenue				\$ 11,098				\$ 13,296
Branch Line Revenues								
<u>Unallocated to Stations</u>								
Mail	-	-	-	-	-	-	-	-
Express	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	\$ 153	-	-	-	\$ 65
Total Branch Line Revenues	-	-	-	\$ 11,251	-	-	-	\$ 13,361

NET TON MILES FOR BRANCH (THOUSANDS - ESTIMATED)

1937 -	1,857	1932 -	734
1936 -	1,438	1931 -	1,269
1935 -	1,260	1930 -	2,123
1934 -	950	1929 -	2,434
1933 -	593	1928 -	2,223

EXPENSES (1936 - 1937)

<u>STATIONS</u>	<u>1936</u>	<u>1937</u>
<u>Eureka, Utah</u>		
Wages	\$ 1,561.14	\$ 1,605.31
Other Expenses	269.76	278.06
Expense at Station Directly Due to Branch Operations	-	-
Total Station Expense	<u>\$ 1,830.90</u>	<u>\$ 1,883.37</u>
 <u>MAINTENANCE OF WAY & STRUCTURES</u>		
Track and Buildings	\$ -	\$15,585.63
Bridges	-	916.00
Other	-	2,488.13
Total Maintenance of Way & Structures	<u>\$ 8,704.40</u>	<u>\$18,989.76</u>
 <u>MAINTENANCE OF EQUIPMENT</u>		
Locomotives	\$ 6,983.35	\$ 7,970.59
Freight Cars	567.29	517.19
Passenger Cars	-	-
Total Maintenance of Equipment	<u>\$ 7,550.64</u>	<u>\$ 8,487.78</u>
 <u>TRANSPORTATION</u>		
Train & Enginemen Wages	\$ 8,142.98	\$11,751.54
Fuel, Water, Lubricants	3,136.24	4,184.35
Train Supplies & Expenses	85.81	69.50
Other	413.54	1,312.43
Total Transportation	<u>\$11,778.57</u>	<u>\$17,317.82</u>
 JOINT FACILITY RENTS, ETC.	<u>\$ -</u>	<u>\$ -</u>

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
TAXES	<u>\$ 8,320.00 (Est.)</u>	<u>\$ 8,320.00 (Act.)</u>
TOTAL EXPENSES	<u>\$38,184.51</u>	<u>\$54,998.73</u>
CAPITAL EXPENDITURES - ROAD	<u>\$ 271.98 (red)</u>	<u>\$ 1,976.23</u>
RETIREMENT	<u>\$ -</u>	<u>\$11,373.48 (red)</u>

TOTAL BRANCH LINE REVENUES 1936	-	\$11,251.00
TOTAL EXPENSES 1936	-	38,184.51
NET LOSS 1936	-	<u>\$26,933.51</u>

TOTAL BRANCH LINE REVENUES 1937	-	\$13,361.00
TOTAL EXPENSES 1937	-	54,998.73
NET LOSS 1937	-	<u>\$41,637.73</u>

R E C A P I T U L A T I O N

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
1. Gross Revenue Contributed to System	\$74,549	\$88,713
2. Net Revenue Contributed to System	55,911	55,536
3. Loss from Branch Operation (Incl. Cap'l Exp. & Taxes)	26,993	43,613
4. Revenue to System from Branch Operation	28,978	11,923

FUTURE POSSIBILITIES

With the exception of Mammoth Mill, Grand Central, and Snell Spurs, the future possibilities are that shipments to and from points on this branch will, for some years to come, continue as in the past, fluctuating with the variations in the metal market.

CONCLUSIONS

It is our conclusion that operation of this branch, with the exception of the Mammoth Mill, Grand Central, and Snell Spurs, be continued.

RECOMMENDATIONS

It is our recommendation that we abandon only those portions of the branch known as the Mammoth Mill, Grand Central, and Snell Spurs, and continue operation of the balance.

GOSHEN VALLEY BRANCH - SALT LAKE DIVISION
Including Iron King Spur - 8.79 Miles

DATE OF CONSTRUCTION AND PURPOSE FOR WHICH CONSTRUCTED

Built in 1919 by Goshen Valley Railroad Company.

Stock acquired and lease taken - 1927.

Total Investment Cost as of December 31, 1937 - \$504,167.00.

Not covered by mortgage.

Stock pledged with the Reconstruction Finance Corporation.

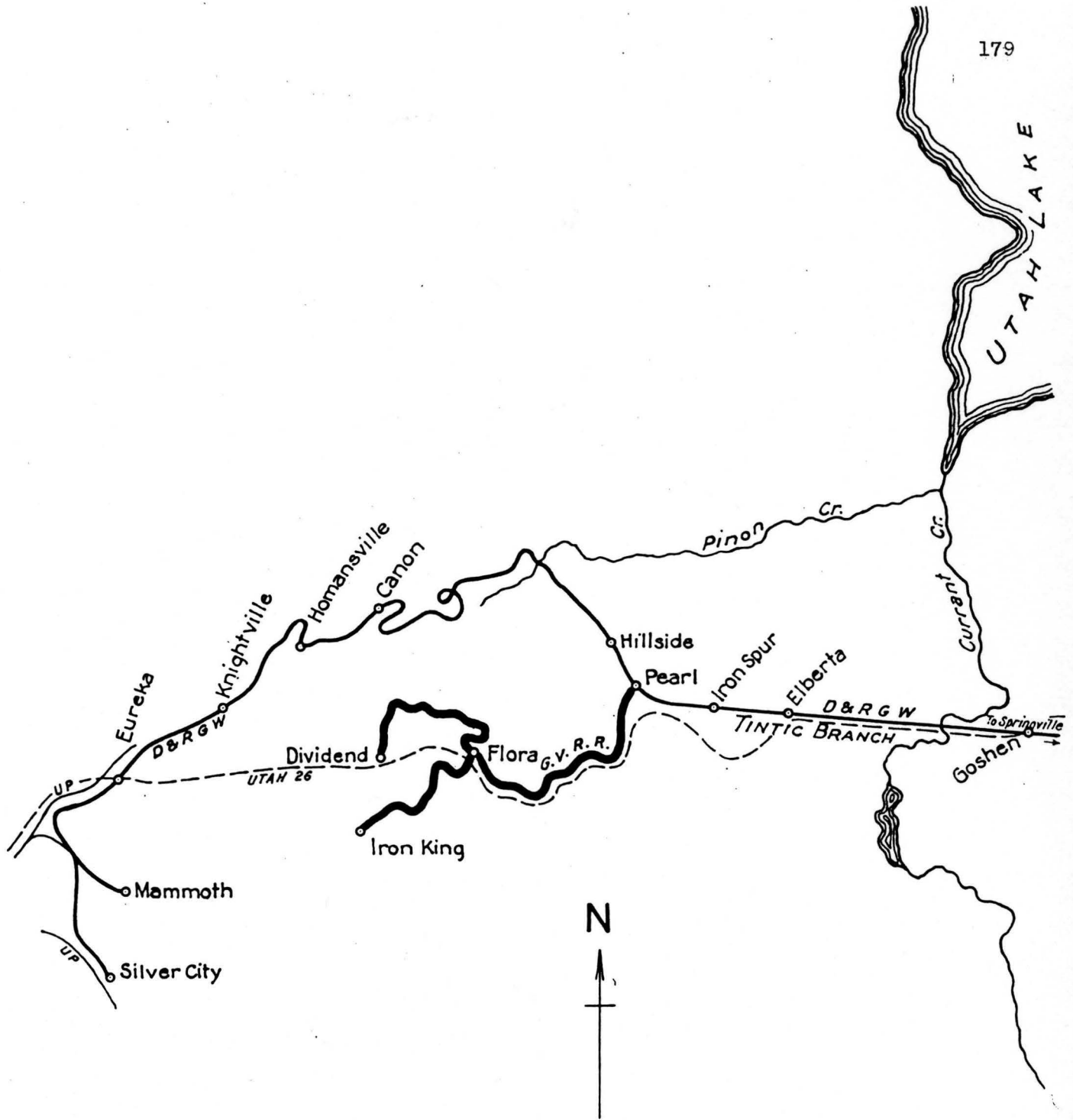
Following the discovery and development of important mines in the East Tintic Mining district, the owners of these mines, in 1917, began urging our management to build a branch line and spur from our Tintic Branch to serve their properties. One of the principal mines seeking transportation facilities was the Iron King, which had been hauling its iron ore to a point on the Tintic Branch called "Iron Spur" for shipment to the American Smelting & Refining Company smelter at Murray, Utah, and was hauling as much as 100 tons a day in this manner. The other mine was the Tintic Standard, it having just made a fabulously rich strike of lead-silver ore, estimated to exceed two million tons. Before the construction of the railroad, the Tintic Standard ore also was being hauled by wagon to our Tintic Branch for shipment to the smelters in Salt Lake Valley.

Caution on the part of our management and the difficulty of advancing a project of this kind during Federal Control delayed building the trackage until the mining companies themselves, early in 1919, undertook its construction with their own funds under the name of the Goshen Valley Railroad Company.



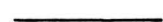

Immediately after its completion, we began operation of the Goshen Valley Railroad under an agreement that gave us the option to purchase it after the termination of Federal Control.

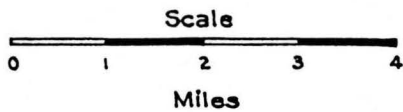
Due to heavy ore shipments, operation of the line has proved exceedingly profitable. However, because of the sale and reorganization of our own property and the continued caution of our new management, it was not until 1927 that we acquired the Goshen Valley Railroad Company by purchase of its capital stock. It is now operated under a lease, dated June 1, 1927, the rental of which is \$1.00 a year.

Continued production by the mines and the possibilities for additional ore-development make this line a valuable feeder. Based on records made some years ago, it is estimated that we have hauled more than 25,000 railroad carloads of ore from these mines to the smelters, with much of the ore reserves remaining to be mined.



LEGEND

-  Goshen Valley R. R.
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways



GOSHEN VALLEY R. R.

Pearl to Dividend and Iron King

Office of Engineer of Maintenance of Way

JUNE 14, 1938

DESCRIPTION OF BRANCH

The rail laid in this line is as follows:

GOSHEN VALLEY RAILROAD

<u>Location</u>	<u>Weight</u>	<u>Date Laid</u>
M.P. 723.25 to 724.79	85#	1919
M.P. 724.79 to 729.77	75#	1919

IRON KING SPUR

M.P. 727.35 to 729.62	75#	1919
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This line is on natural earth and shale. There are approximately 3,200 ties per mile, 83% of which are treated. Maximum grade 4.00 percent - Maximum curvature 16 degrees.

MAINTENANCE ORGANIZATION

The Eureka section gang, which consists of 1 Foreman and 1 to 2 section laborers twelve months of the year and 5 to 7 additional section laborers 3 to 5 months of the year, handles this branch, about 16 percent of their time being used on this branch.

BRIDGES, TRESTLES & CULVERTS

<u>Type</u>	<u>Number</u>	<u>Total Length</u>
<u>GOSHEN VALLEY RAILROAD</u>		
Wooden Boxes, 1'3" x 1' to 6'6" x 2'	23	785 Feet
Pile Trestle 20' Frame Trestle 107'	1	127 "
Frame Trestle	2	50 "
Concrete Pipe, 160' of 24", 72' of 30", 256' of 36"	7	488 "
<u>IRON KING SPUR</u>		
Wooden Boxes, 1' x 1' to 3'3" x 2'	15	579 "
Corr. Iron Pipe, 160' of 18"	2	160 "

TELEGRAPH, SIGNAL, AND ELECTRICAL FACILITIES

There are no telegraph, signal, or electrical facilities on this branch.

MAINTENANCE OF FIXED PROPERTY (ESTIMATED 1938-1942)

	1938	1939	1940	1941	1942
Track & Structures	\$8,500	\$2,750	\$2,750	\$2,750	\$2,750
Bridges (average)	400	1,900	1,900	1,900	1,900
Total	\$8,900	\$4,650*	\$4,650*	\$4,650*	\$4,650*
Average Per Mile	\$1,013	\$ 529	\$ 529	\$ 529	\$ 529

(*) Includes replacement and renewal of two bridges and 1,200 lineal feet of wood box culverts.

ESTIMATED SALVAGE VALUE AND COST TO DISMANTLE

Salvage Value	\$44,440.00
Cost to Recover Salvage	8,038.00
Net Salvage	<u>\$36,402.00</u>

RESOURCES

The territory served by this branch is a mineralized district, the mines therein being owned by the Tintic Standard Mining Company and the International Smelting and Refining Company, of Salt Lake City, Utah. The latter company also owns the North Lily Mining Company. All the mines in this district are producing and shipping and have continued to do so throughout the depression, the Tintic Standard shipping considerable in excess of all the other mines.

INDUSTRIES AND FREIGHT TRAFFIC

The Tintic Standard Mining Company, operating the Tintic Standard Mine, Eureka, Lily, and Colorado Consolidated Mines, is the heaviest shipper in the district, and its mines have been in production throughout the depression. The North Lily Mining Company, a subsidiary of the International Smelting and Refining Company, is also in production. All the mines on this branch have been good producers in the past, and indications are that they will so continue for some years. Inbound movement consists of machinery and parts, material, and supplies generally used in mining operations.

PRESENT SERVICE

Freight service only - operated in conjunction with the Tintic Branch on which extra freight trains are ordinarily operated between Provo, Dividend, and Silver City on Mondays, Wednesdays, and Fridays, and between Silver City, Iron King, and Provo on Tuesdays, Thursdays, and Saturdays. The Goshen Valley Branch is generally served on the southbound trips and Iron King Spur on the northbound trips.

COMPETITION

There is no rail or truck competition on this branch.

REVENUES AND EXPENSES

REVENUES (1928 to 1935 Incl.)

	1928	1929	1930	1931	1932	1933	1934	1935
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STATION EARNINGS

Freight & Pass.	\$232,790	\$268,037	\$225,577	\$154,041	\$108,626	\$81,341	\$116,381	\$136,894
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Note:- Including duplications for local branch traffic, corrections and absorptions, which have been deducted for 1936 and 1937 earnings statements.

REVENUES (1936 - 1937)

	1 9 3 6				1 9 3 7			
	Freight For'd	Freight Rec'd	Pass. For'd	Total	Freight For'd	Freight Rec'd	Pass. For'd	Total
Eunice	\$ -	\$ -	\$ -	\$ -	\$ 79	\$ 155	\$ -	\$ 234
Flora Junction	-	-	-	-	-	-	-	-
Iron King	50,761	2,613	-	53,374	54,252	4,574	-	58,826
Dividend	83,848	13,416	-	97,264	119,601	16,484	-	136,085
Total System Revenue	\$134,609	\$ 16,029	\$ -	\$150,638	\$173,932	\$ 21,213	\$ -	\$195,145
Branch Line Mileage Prorate of Revenue				\$ 11,025				\$ 14,334
Branch Line Revenues Unallocated to Stations								
Mail	-	-	-	-	-	-	-	-
Express	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-
Total Branch Line Revenues	-	-	-	\$ 11,025	-	-	-	\$ 14,334

NET TON MILES FOR BRANCH (THOUSANDS)

Not Available

EXPENSES (1936 - 1937)

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
<u>STATIONS</u>		
Wages	\$ -	\$ -
Other Expenses	-	-
Expense at Goshen, Utah, Station Directly Due to Branch Operation	<u>1,581.10</u>	<u>1,693.70</u>
Total Station Expense	<u>\$ 1,581.10</u>	<u>\$ 1,693.70</u>
<u>MAINTENANCE OF WAY & STRUCTURES</u>		
Track and Buildings	\$ -	\$ 7,115.85
Bridges	-	25.14
Other	-	<u>586.02</u>
Total Maintenance of Way & Structures	<u>\$ 3,649.56</u>	<u>\$ 7,727.01</u>
<u>MAINTENANCE OF EQUIPMENT</u>		
Locomotives	\$ 3,962.93	\$ 4,083.73
Freight Cars	290.21	516.72
Passenger Cars	-	-
Total Maintenance of Equipment	<u>\$ 4,253.14</u>	<u>\$ 4,600.45</u>
<u>TRANSPORTATION</u>		
Train & Enginemen Wages	\$ 6,002.29	\$ 6,507.64
Fuel, Water, Lubricants	1,789.84	2,061.99
Train Supplies & Expenses	43.90	69.44
Other	<u>563.79</u>	<u>3.47</u>
Total Transportation	<u>\$ 8,399.82</u>	<u>\$ 8,642.54</u>
TAXES	<u>\$ 3,740.00 (Est.)</u>	<u>\$ 3,740.00 (Act.)</u>
JOINT FACILITY RENTS, ETC.	<u>\$ -</u>	<u>\$ -</u>
TOTAL EXPENSES	<u>\$21,623.62</u>	<u>\$26,403.70</u>
CAPITAL EXPENDITURES - ROAD	<u>\$ 50.95 (red)</u>	<u>\$ 6.58</u>

TOTAL BRANCH LINE REVENUE 1936	- \$11,025.00
<u>TOTAL EXPENSES 1936</u>	<u>- 21,623.62</u>
NET LOSS 1936	- \$10,598.62

TOTAL BRANCH LINE REVENUE 1937	- \$14,334.00
<u>TOTAL EXPENSES 1937</u>	<u>- 26,403.70</u>
NET LOSS 1937	- \$12,069.70

R E C A P I T U L A T I O N

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
1. Gross Revenue Contributed to System	\$139,613	\$180,811
2. Net Revenue Contributed to System	104,710	135,608
3. Loss from Branch Operation (Incl. Cap'l Exp. & Taxes)	10,599	12,077
4. Revenue to System from Branch Operation	94,111	123,531

FUTURE POSSIBILITIES

There is every reason to believe business on this branch will continue as it has in the past, fluctuating with changes in the metal market. Undeveloped ore reserves are plentiful.

CONCLUSIONS

By reason of the net system profit received from the operation of this branch, it is our conclusion that we should not abandon it.

The principal traffic on this line is outbound ore, and therefore, it would not be practicable to substitute truck service for rail service.

RECOMMENDATIONS

It is recommended that the present operations on this branch be continued.

GARFIELD BEACH EXTENSION - SALT LAKE DIVISION
15.94 Miles

DATE OF CONSTRUCTION AND PURPOSE FOR WHICH CONSTRUCTED

Built standard gauge in 1905.

Estimated Investment Cost to December 31, 1937 - \$423,811.00.

Covered by RGW First Consolidated Mortgage of 1899.

In the days when the Bingham District was one of the foremost producers of the West, the smelters in the Salt Lake Valley were becoming a detriment to agriculture and to the health and well-being of the Salt Lake City metropolitan area.

With the Utah Copper Company beginning its gigantic low grade production, smelter fumes threatened to become a real menace to life and property. Accordingly, the American Smelting & Refining Company and the Utah Copper Company joined interests in construction of the Garfield Smelter. Of primary importance to the operation of this plant was a railroad line from the Bingham District and from the coal mines. The Rio Grande Western, with its friendly relations with both companies, was the logical choice, and as construction went forward on the smelter, the Garfield Branch was built.

For a period of six years, the traffic on this branch was exceedingly heavy. Then the Bingham and Garfield line was built and the Utah Copper ore traffic was lost by the Rio Grande.

DESCRIPTION OF BRANCH

The rail laid on this line is as follows:

<u>Location</u>	<u>Weight</u>	<u>Date Laid</u>
M.P. 739.64 to 739.92	75#	1908
M.P. 739.92 to 743.02	85#	1912
M.P. 743.02 to 745.75	85#	1909
M.P. 745.75 to 749.71	85#	1910
M.P. 749.71 to 755.13	85#	1913

This line is on 12-inch gravel ballast from Mile Post 739.64 to 747.12, and 8-inch gravel ballast from Mile Post 747.12 to 751.62 - balance of the line is on natural earth. There are approximately 3,200 ties per mile, 80 percent of which are treated. Maximum grade 1.20 percent - Maximum curvature 12 degrees.

MAINTENANCE ORGANIZATION

One section gang, consisting of the following average force, maintains the entire branch:

1 Section Foreman	- 12 Months
1 to 2 Section Laborers	- 12 "
5 Additional Section Laborers	- 3 "

BRIDGES, TRESTLES & CULVERTS

Type	Number	Total Length
Frame Trestles - To 30' High	1	62 Feet
Pile Trestles - Light Loading	1	42 "
Concrete Pipe - 18" to 60" (As Listed)	12	425 "
Corr. Iron Pipe - 24" to 48" (As Listed)	5	201 "
Wooden Boxes - 1' x 1' to 2'6" x 2'	19	571 "

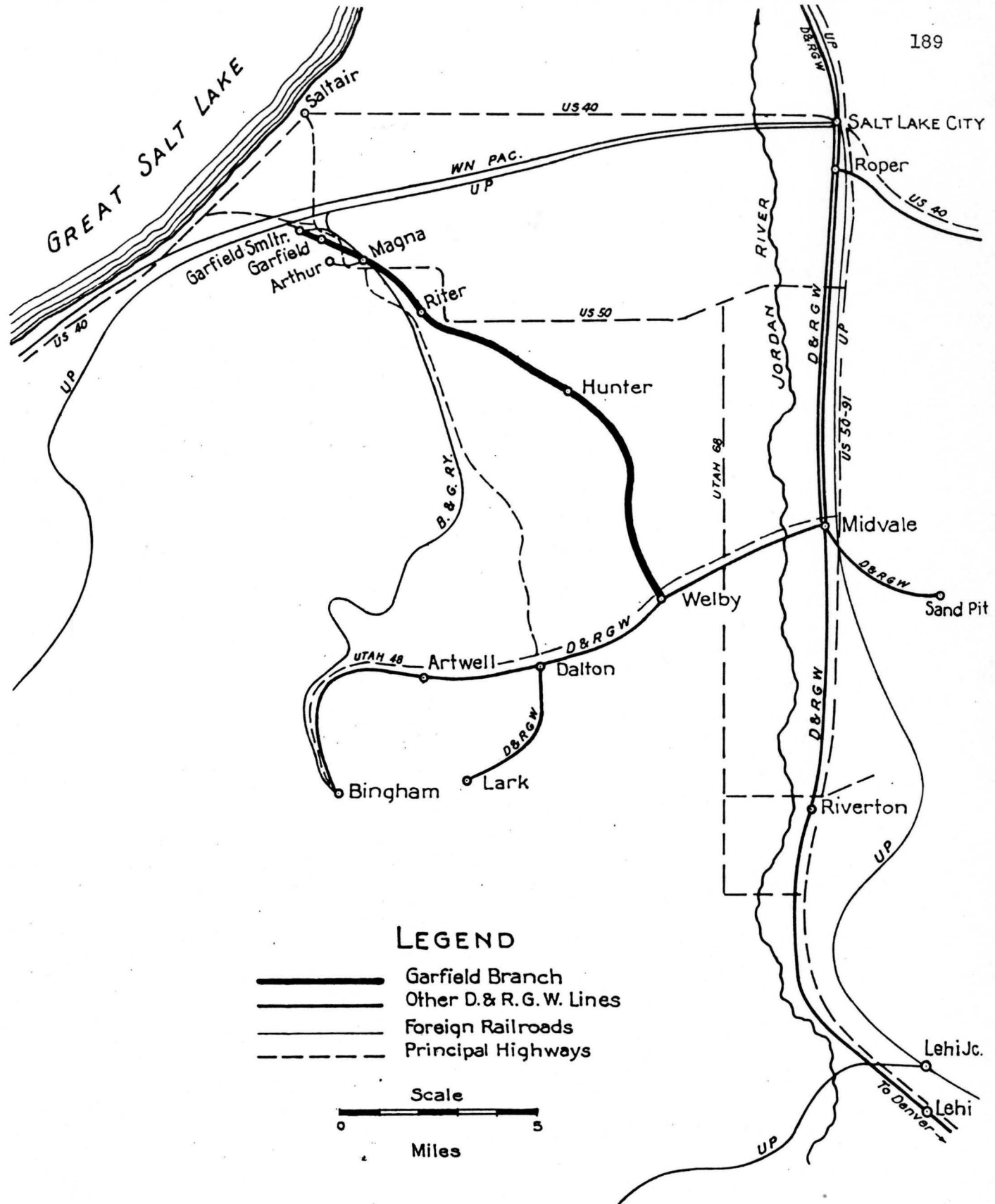
<u>CORR. IRON PIPE</u>		<u>CONCRETE PIPE</u>	
<u>Size</u>	<u>Length</u>	<u>Size</u>	<u>Length</u>
24"	58'	18"	161'
30"	33'	24"	28'
36"	80'	36"	120'
48"	30'	60"	116'

TELEGRAPH, SIGNAL, AND ELECTRICAL FACILITIESSIGNAL FACILITIES





There are no signal facilities on this branch.

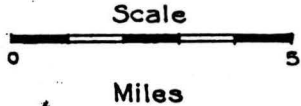
TELEGRAPH FACILITIES

Miles of Wire And Kind	No. Tele- phone Sets	No. Tele- graph Sets	Estimated Maintenance				
			1938	1939	1940	1941	1942
51.0 Copper	2	-	\$24.00	\$24.00	\$24.00	\$24.00	\$24.00



LEGEND

-  Garfield Branch
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways



GARFIELD BRANCH
Welby to Garfield

Office of Engineer of Maintenance of Way
 JUNE 15, 1938

ELECTRICAL FACILITIES

Garfield Passenger Depot is equipped with electric lights.

MAINTENANCE OF FIXED PROPERTY (ESTIMATED 1938-1942)					
	1938	1939	1940	1941	1942
Track & Structures	\$10,605	\$13,155	\$13,090	\$13,090	\$13,090
Bridges (average)	300	150	150	150	150
Total	\$10,905	\$13,305	\$13,240	\$13,240	\$13,240
Average Per Mile	684	835	831	831	831

ESTIMATED SALVAGE VALUE AND COST TO DISMANTLE

Salvage Value	\$52,792.00
Cost to Recover Salvage	<u>14,468.00</u>
Net Salvage	\$38,324.00

RESOURCES

This branch was built primarily to reach the smelting plant at Garfield, Utah, and passes through Magna and Arthur, Utah, at which points are located concentrating plants of the Utah Copper Company. Interchange is maintained with the Bingham & Garfield Railway at Magna, Utah. At this point is located the Bacchus plant of the Hercules Powder Company.

INDUSTRIES AND FREIGHT TRAFFIC

The American Smelting & Refining Company, in 1904, began construction of the smelter at Garfield, which treats copper concentrates produced by the Utah Copper Company at Magna, Utah, together with nearly all the dry siliceous ores produced in the intermountain region, and today is one of the most progressive metallurgical institutions in the world. A great many of the important improvements in copper metallurgy have been perfected there. At Magna is located the large concentrating plant of the Utah Copper Company. Copper ore is shipped from the copper mine owned by that company in the Bingham district, concentrated at Magna, and sent to the Garfield smelter for further treatment. We receive the bulk of the copper matte shipped out of the Garfield smelter going to eastern points for further refining and manufacture, in addition to the lead bullion we handle for the American Smelting & Refining Company out of this smelter. We also handle considerable ore inbound together with shipments of cement, lime, sand and gravel, nitrates, lumber, brick, acid, etc.

PRESENT SERVICE

Freight service only - operated Roper to Garfield, Utah, and return daily, except Sunday.

COMPETITION

Rail competition is furnished by the Western Pacific Railroad Company, Union Pacific Railroad Company, and the Bingham and Garfield Railway. There is no truck competition in this territory.

EARNINGS AND EXPENSES

REVENUES (1928 to 1935 Incl.)							
1928	1929	1930	1931	1932	1933	1934	1935

STATION EARNINGS

Freight & Pass.	\$848,299	\$1,106,838	\$937,119	\$643,473	\$420,509	\$481,088	\$731,154	\$1,073,153
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Note:- Including duplications for local branch traffic, corrections and absorptions, which have been deducted for 1936 and 1937 earnings statements.

REVENUES (1936 - 1937)								
1936					1937			
	Freight For'd	Freight Rec'd	Pass. For'd	Total	Freight For'd	Freight Rec'd	Pass. For'd	Total

Hunter	\$ 271	\$ -	\$ -	\$ 271	\$ -	\$ -	\$ -	\$ -
Magna	247,589	72,592	-	320,181	429,055	108,353	-	537,408
Arthur	-	26,723	-	26,723	-	37,028	-	37,028
Garfield	24,365	1,019,322	-	1,043,687	31,539	1,189,003	-	1,220,542
Total System Revenue	\$272,225	\$1,118,637	\$ -	\$1,390,862	\$460,594	\$1,334,384	\$ -	\$1,794,978

Branch Line Mileage Prorate of Revenue				\$ 128,622				\$ 169,445
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Branch Line Revenues Unallocated to Stations

Mail	-	-	-	-	-	-	-	-
Express	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	\$ 32,505*	-	-	-	\$ 38,699*
Total Branch Line Revenues	-	-	-	\$ 161,127	-	-	-	\$ 208,144

(*) Switching & Demurrage.

NET TON MILES FOR BRANCH (THOUSANDS)

Not Available

EXPENSES (1936 - 1937)

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
<u>STATIONS</u>		
<u>Garfield, Utah</u>		
Wages	\$ 3,716.84	\$ 4,058.78
Other Expenses	283.61	287.04
<u>Magna, Utah</u>		
Wages	-	-
Other Expenses (Weighing Cars)	156.10	520.75
Expense at Station Directly Due to Branch Operation	-	-
Total Station Expense	<u>\$ 4,156.55</u>	<u>\$ 4,866.57</u>
<u>MAINTENANCE OF WAY & STRUCTURES</u>		
Track and Buildings	\$ -	\$11,735.95
Bridges	-	49.14
Other	-	293.79
Total Maintenance of Way & Structures	<u>\$ 9,076.70</u>	<u>\$12,078.88</u>
<u>MAINTENANCE OF EQUIPMENT</u>		
Locomotives	\$18,942.33	\$24,036.72
Freight Cars	3,602.11	4,834.70
Passenger Cars	-	-
Total Maintenance of Equipment	<u>\$22,544.44</u>	<u>\$28,871.42</u>
<u>TRANSPORTATION</u>		
Train & Enginemen Wages	\$48,568.57	\$60,574.94
Fuel, Water, Lubricants	16,566.15	19,946.22
Train Supplies & Expenses	1,086.26	1,278.96
Other	38.57	232.76
Total Transportation	<u>\$66,259.55</u>	<u>\$82,032.88</u>
JOINT FACILITY RENTS, ETC. - Union Pacific Garfield Yard Switching	<u>\$11,928.51(red)</u>	<u>\$17,653.19(red)</u>
TAXES	<u>\$ 4,280.00(Est.)</u>	<u>\$ 4,280.00(Act.)</u>

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
TOTAL EXPENSES	<u>\$94,388.73</u>	<u>\$114,476.56</u>
CAPITAL EXPENDITURES	<u>\$ 907.10</u>	<u>\$ 84.08</u>
RETIREMENT OF TRACKAGE	<u>\$ 1,193.43 (red)</u>	<u>\$ 5,286.29 (red)</u>

TOTAL BRANCH LINE REVENUES 1936	-	\$161,127.00
<u>TOTAL EXPENSES 1936</u>	-	<u>94,388.73</u>
NET PROFIT 1936	-	\$ 66,738.27

TOTAL BRANCH LINE REVENUES 1937	-	\$208,144.00
<u>TOTAL EXPENSES 1937</u>	-	<u>114,476.56</u>
NET PROFIT 1937	-	\$ 93,667.44

R E C A P I T U L A T I O N

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
1. Gross Revenue Contributed to System	\$1,262,240	\$1,625,533
2. Net Revenue Contributed to System	946,680	1,219,150
3. Profit from Branch Operation (Incl. Cap'l Exp. & Taxes)	65,831	93,583
4. Revenue to System from Branch Operation	1,012,511	1,312,733

FUTURE POSSIBILITIES

There should be no change in the trend of traffic to and from points on this branch, the industries thereon being dependent on the mining industry. Business will rise and fall with fluctuations in that industry.

CONCLUSIONS

It is concluded because of the net system revenues contributed by the branch

that we should continue its operation.

Because of the heavy loading commodities handled to and from this branch, with a dearth of merchandise traffic, it would not be practicable to substitute bus and truck service.

RECOMMENDATIONS

It is recommended that the operation of this branch be continued.

BINGHAM BRANCH - SALT LAKE DIVISION
Welby to Bingham - 9.61 Miles

DATE OF CONSTRUCTION AND PURPOSE FOR WHICH CONSTRUCTED

Built narrow gauge in 1873 by Bingham Canon & Camp Floyd Railroad Company.

Purchased 1881 - Standard gauged 1890.

Estimated Investment Cost to December 31, 1937 - \$250,032.00.

Covered by RGW First Trust Mortgage of 1889.

The need for transportation in the early days of the Salt Lake Valley brought about the construction by mining interests of the Bingham Canon and Camp Floyd Railroad extending westerly from Sandy, on the old Utah Central, to Bingham. This line handled the ores from the mines at and near Bingham to the old smelter at Sandy which also handled the ores from early mining operations at the head of Little Cottonwood Canon.

In 1881, the Rio Grande Western Railway Company purchased this old narrow gauge line as a feeder to its rapidly growing railroad system and connected it with its narrow gauge track at Midvale. Later, when the main line was standard gauged in 1890, the Bingham Branch was standard gauged also, as Bingham was rapidly growing as a mining district. Thereafter for many years, the branch grew in importance as a feeder bringing gold, silver, lead, and copper ores to the smelters that had been established near Midvale.

In the early years of the present century, the Bingham district forged ahead in production and became of tremendous importance through the low grade copper operations of the Utah Copper Company.

In 1906, when our Bingham low grade line was built to reach the great producers of the Carr Fork and Upper Bingham Canon districts, it was not uncommon for scores of trains of loads and empties to be moving during a 24-hour period.

After the opening of the Garfield Smelter and the construction of the Garfield Branch, thousands of tons of crude ores moved out of the district every day. A network of spurs and sidetracks was built to serve the mines in the Bingham district. Then, in 1912, the Utah Copper Company, unwilling to pay the tariffs on low grade ores to the smelter, built the Bingham and Garfield Railway, and our traffic rapidly declined. Year by year the closing of independent producers' mines and the aggressive tactics of the Utah Copper Company depleted our traffic to a point where it was no longer profitable to maintain and operate the complex system of tracks in the upper canon. Many of these were dismantled and others sold to the Bingham and Garfield, until today there is little remaining of the former system. Ores from the Lark Branch and traffic hauled from the main line to Garfield via Midvale and Welby constitute the greater part of the remaining traffic on the branch.

DESCRIPTION OF BRANCH

The rail laid on this line is as follows:

<u>Location</u>	<u>Weight</u>	<u>Date Laid</u>
M.P. 739.20 to 739.32	75#	1907
M.P. 739.32 to 742.08	75#	1908
M.P. 742.08 to 745.13	85#	1930
M.P. 745.13 to 747.77	85#	1936
M.P. 747.77 to 747.89	65#	1899
M.P. 747.89 to 748.81	85#	1936

This branch is on natural clay and loam, with a few scattered cinders. There are approximately 3,200 ties per mile, 97% of which are treated. Maximum grade 4.50 percent - Maximum curvature 6 degrees.

MAINTENANCE ORGANIZATION

The entire branch, from Mile Post 1 to end of line, including Lark Branch, is maintained by one section gang, which, on an average, consists of the following:

1 Section Foreman	-	12 Months
1 to 2 Section Laborers	-	12 Months
5 Additional Section Laborers	-	3 to 5 Months

15 percent of this gang's time is used on the line Midvale to Welby - 60 percent Welby to Bingham - 25 percent Dalton to Lark.

BRIDGES, TRESTLES & CULVERTS

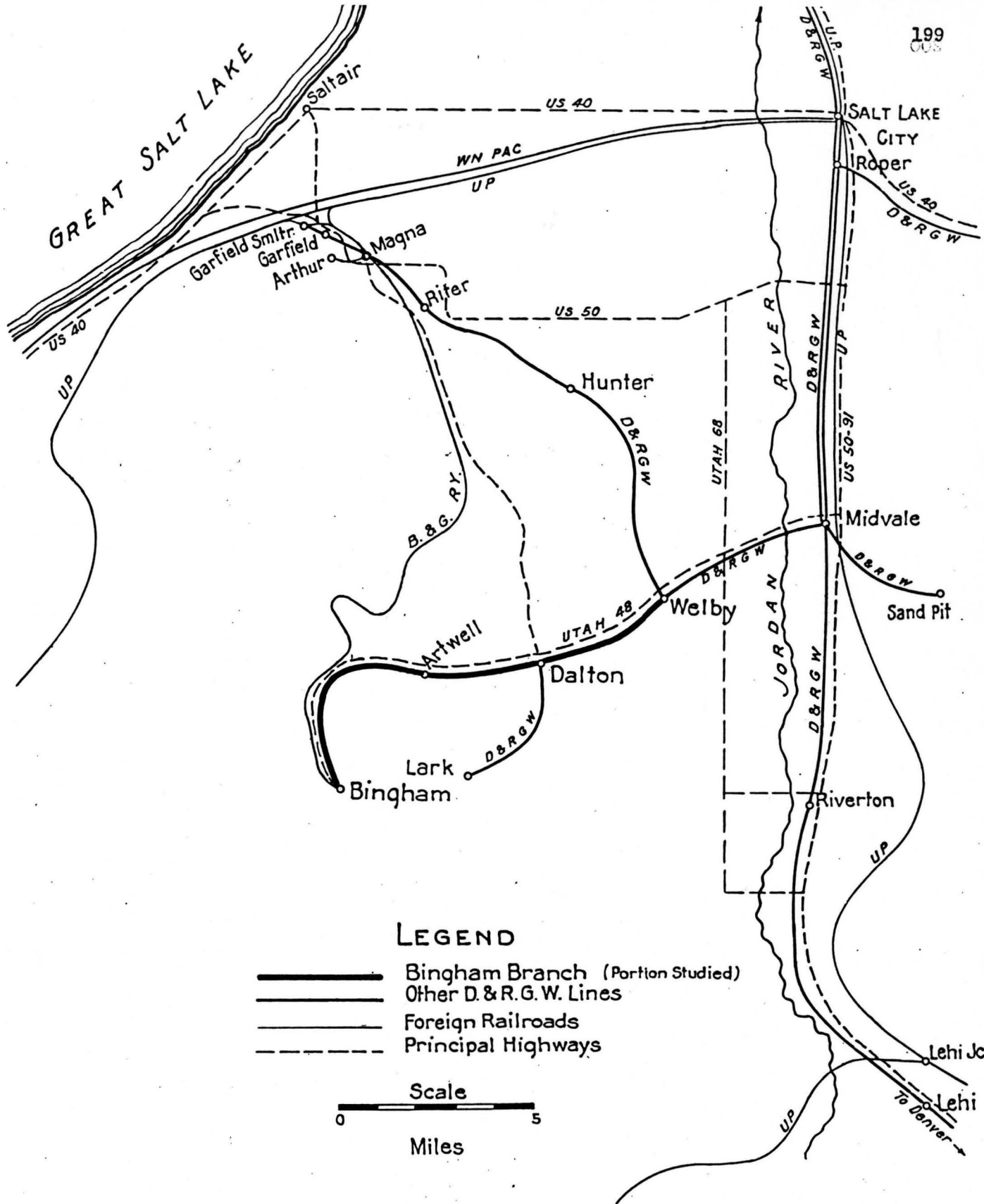
<u>Type</u>	<u>Number</u>	<u>Total Length</u>
Frame Trestles - To 30' High	1	24 Feet
Pile Trestles	5	132 "
Wooden Boxes - 1'x1' to 4'5"x4'5"	12	693 "
Concrete Pipe - 30"	4	576 "

TELEGRAPH, SIGNAL AND ELECTRICAL FACILITIESSIGNAL FACILITIES





There are no signal facilities on this branch.

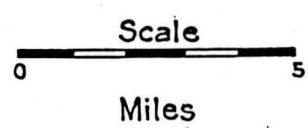
TELEGRAPH FACILITIES

<u>Miles of Wire And Kind</u>	<u>No. Telegraph Sets</u>	<u>No. Telephone Sets</u>	<u>Estimated Maintenance</u>				
			<u>1938</u>	<u>1939</u>	<u>1940</u>	<u>1941</u>	<u>1942</u>
19.22 Copper	-	1	\$ 50	\$ 50	\$ 50	\$ 50	\$ 50
19.22 Iron							



LEGEND

-  Bingham Branch (Portion Studied)
-  Other D.&R.G.W. Lines
-  Foreign Railroads
-  Principal Highways



BINGHAM BRANCH
Midvale to Bingham
 Office of Engineer of Maintenance of Way
 AUGUST 24, 1938.

ELECTRICAL FACILITIES

There are no electrical facilities on this branch.

MAINTENANCE OF FIXED PROPERTY (ESTIMATED 1938-1942)					
	1938	1939	1940	1941	1942
Track & Structures	\$5,870	\$3,820	\$3,620	\$3,420	\$3,420
Bridges (average)	20	20	20	20	20
Total	\$5,890	\$3,840	\$3,640	\$3,440	\$3,440
Average Per Mile	613	400	379	357	357

ESTIMATED SALVAGE VALUE AND COST TO DISMANTLE

Salvage Value	\$50,338.00
Cost to Recover Salvage	11,240.00
Net Salvage	\$39,093.00

RESOURCES

This branch was originally built to serve the producing mines in the Carr Fork and Upper Bingham Canon Districts, one of the great mining districts in Utah.

INDUSTRIES AND FREIGHT TRAFFIC

The only industry of consequence on this branch at the present time is the mine-water precipitating plant of the Utah Copper Company at Copperton, which in the year 1937 shipped 63 carloads of these precipitates, and received 75 carloads of scrap tin, which is used in that process. In addition to the scrap tin in-bound, shipments consisted of coal, gasoline amounting to 71 cars, lumber, and sand and gravel. Total shipments to and from points on the branch amounted to 411 cars, producing system revenue of \$28,293.00.

PRESENT SERVICE

Freight service only - operation 6 days a week, as follows: 4 days a week to Lark only - 1 day a week to Lark and Bingham - 1 day a week to Bingham only.

COMPETITION

There is no rail competition on this branch, although the Bingham & Garfield Railway serves the mines of the Utah Copper Company just beyond Bingham.

EARNINGS AND EXPENSESREVENUES (1928 to 1935 Incl.)

1928	1929	1930	1931	1932	1933	1934	1935
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STATION EARNINGS

Freight & Pass.	\$53,274	\$86,471	\$51,287	\$36,029	\$29,400	\$25,001	\$14,319	\$22,126
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Note:- Including duplications for local branch traffic, corrections and absorptions, which have been deducted for 1936 and 1937 earnings statements.

REVENUES (1936 - 1937)

	1936				1937			
	Freight For'd	Freight Rec'd	Pass. For'd	Total	Freight For'd	Freight Rec'd	Pass. For'd	Total
Loline Junction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dalton	-	229	-	229	-	157	-	157
Lead Mine	4,647	11,513	-	16,160	3,486	6,762	-	10,248
Copperton	-	1,862	-	1,862	314	2,701	-	3,015
Bingham	315	13,402	-	13,717	238	14,635	-	14,873
Congor	-	-	-	-	-	-	-	-
Total System Revenue	\$ 4,962	\$27,006	\$ -	\$ 31,968	\$ 4,038	\$24,255	\$ -	\$28,293
Branch Line Mileage Prorate of Revenue				\$ 6,552				\$ 5,199
Branch Line Revenues Unallocated to Stations								
Mail	-	-	-	-	-	-	-	-
Express	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-
Total Branch Line Revenues	-	-	-	\$ 6,552	-	-	-	\$ 5,199

NET TON MILES FOR BRANCH (THOUSANDS)

Not Available

EXPENSES (1936 - 1937)

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
<u>STATIONS</u>		
Bingham, Utah		
Wages	\$ 120.00	\$ 120.00
Other Expenses	-	-
Expense at Midvale, Utah, Station Directly Due to Branch Operation	<u>\$ 242.64</u>	<u>\$ 223.45</u>
Total Station Expense	<u>\$ 362.64</u>	<u>\$ 343.45</u>
<u>MAINTENANCE OF WAY & STRUCTURES</u>		
Track & Buildings	\$ -	\$ 8,541.77
Bridges	-	769.68
Other	-	178.56
Total Maintenance of Way & Structures	<u>\$12,432.14</u>	<u>\$ 9,490.01</u>
<u>MAINTENANCE OF EQUIPMENT</u>		
Locomotives	\$ 1, 018.22	\$ 1,058.37
Freight Cars	98.65	119.98
Passenger Cars	-	-
Total Maintenance of Equipment	<u>\$ 1,116.87</u>	<u>\$ 1,178.35</u>
<u>TRANSPORTATION</u>		
Train & Enginemen Wages	\$ 960.79	\$ 1,015.79
Fuel, Water, Lubricants	627.37	695.04
Train Supplies & Expenses	14.92	16.12
Other	151.21	159.00
Total Transportation	<u>\$ 1,754.29</u>	<u>\$ 1,885.95</u>
JOINT FACILITY RENTS, ETC.	<u>\$ -</u>	<u>\$ -</u>
TAXES	<u>\$ 1,911.00(Est.)</u>	<u>\$ 1,911.00(Act.)</u>
TOTAL EXPENSES	<u>\$17,576.94</u>	<u>\$14,808.76</u>

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
CAPITAL EXPENDITURES - ROAD	<u>\$14,231.85</u>	<u>\$ 1,688.13</u>
RETIREMENT OF TRACKAGE & FACILITIES	<u>\$ 1,878.21(red)</u>	<u>\$306,948.40(red)</u>

TOTAL BRANCH LINE REVENUES 1936	- \$ 6,552.00
<u>TOTAL EXPENSES 1936</u>	<u>- 17,576.94</u>
NET LOSS 1936	- \$11,024.94

TOTAL BRANCH LINE REVENUES 1937	- \$ 5,199.00
<u>TOTAL EXPENSES 1937</u>	<u>- 14,808.76</u>
NET LOSS 1937	- \$ 9,609.76

R E C A P I T U L A T I O N

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
1. Gross Revenue Contributed to System	\$25,416	\$23,094
2. Net Revenue Contributed to System	19,062	17,321
3. Loss from Branch Operation (Incl. Cap'l Exp. & Taxes)	25,257*	11,298
4. Revenue to System from Branch Operation	6,195(red)	6,023

(*) Includes \$9,637.00 expended for rail relay.

FUTURE POSSIBILITIES

Present indications are that business will continue as it has in the past few years on this branch. That portion of it between Welby and Dalton is a necessity because of the ore movement out of Lark, Utah, and the Combined Metals Reduction Company ore to Bauer, Utah.

CONCLUSIONS

Inasmuch as the net system revenue produced by this branch shows a profit, it is our conclusion that operation should be continued pending future developments.

Because of the heavy loading commodities handled to and from this branch, with a dearth of merchandise traffic, it would not be practicable to substitute bus and truck service.

RECOMMENDATIONS

It is recommended that operation of this branch be continued, doing only sufficient maintenance on that portion of the line from Dalton to Bingham to insure safe operation of trains.

DALTON & LARK SPUR - SALT LAKE DIVISION
3.60 Miles

DATE OF CONSTRUCTION AND PURPOSE FOR WHICH CONSTRUCTED

Built in 1901 by Bingham Consolidated Mining & Smelting Company interests.

Purchased in 1903.

Estimated Investment Cost to December 31, 1937 - \$67,615.00.

Covered by RGW First Consolidated Mortgage of 1899.

Built by mining interests in 1901 primarily to serve the mines of the Bingham Consolidated Mining and Smelting Company. This branch was purchased by our predecessor in 1903 and has since remained a feeder line of relative importance.

The acquisition of mining properties by the United States Mining Smelting and Refining Company in the territory served by this branch has assured reasonable continuity of ore shipments.

DESCRIPTION OF BRANCH

The rail in this line is 85#, laid in 1925 and 1927. It is on natural clay and loam, with a few scattered cinders. There are approximately 3,200 ties per mile, 97% of which are treated. Maximum grade 3.60 percent - Maximum curvature 12 degrees 30 minutes.

MAINTENANCE ORGANIZATION

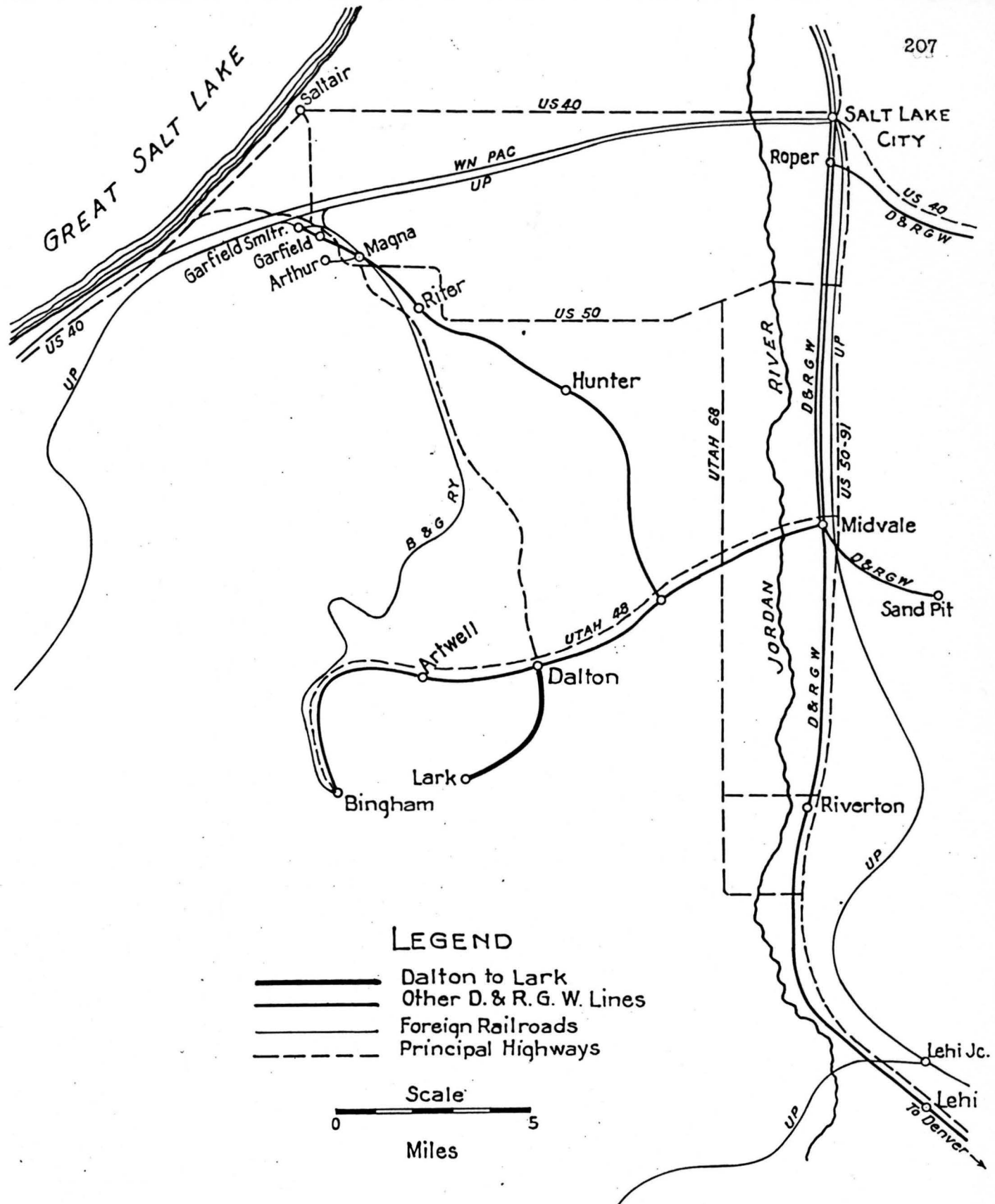
This line is maintained by the section gang assigned to the entire Bingham Branch, which consists of the following force:

1 Foreman	- 12 Months
1 to 2 Section Laborers	- 12 Months
5 Additional Section Laborers	- 3 to 5 Months




25 percent of this gang's time is used on the Lark Branch.

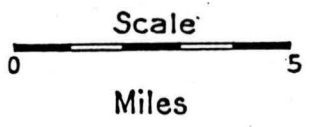
BRIDGES, TRESTLES & CULVERTS

Type	Number	Total Length
Pile Trestles	3	168 Feet
Wooden Boxes, 1' x 1' to 3'5" x 2'	11	428 "
Corr. Iron Pipe, 142' of 36" - 15' of 24"	4	157 "



LEGEND

-  Dalton to Lark
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways



DALTON-LARK SPUR

Dalton to Lark

Office of Engineer of Maintenance of Way
AUGUST 25, 1938

TELEGRAPH, SIGNAL, AND ELECTRICAL FACILITIES

There are no telegraph, signal, or electrical facilities on this line.

MAINTENANCE OF FIXED PROPERTY (ESTIMATED 1938-1942)					
	1938	1939	1940	1941	1942
Track & Structures	\$3,925	\$2,775	\$2,675	\$2,475	\$2,475
Bridges (average)	200	100	800	50	50
Total	\$4,125	\$2,875	\$3,475	\$2,525	\$2,525
Average Per Mile	1,143	799	965	701	701

ESTIMATED SALVAGE VALUE AND COST TO DISMANTLE

Salvage Value	\$21,656.00
Cost to Recover Salvage	<u>5,276.00</u>
Net Salvage	\$16,380.00

RESOURCES

Metal Mining is the only resource of consequence on this branch.

INDUSTRIES AND FREIGHT TRAFFIC

The United States Smelting Refining & Mining Company owns the United States and Lark and Niagra properties, which are the heaviest shippers on the branch. The Combined Metals Reduction Company owns the Park Bingham Group which ships siliceous ore, of smelting grade, and lead-zinc ore to their plant at Bauer, Utah. In addition to the ore movement, we handle supplies such as coke, lumber, powder, etc. to these lines.

PRESENT SERVICE

Freight service only - operated six days a week on entire Bingham Branch, as follows: four days a week to Lark only - one day a week to Lark and Bingham - one day a week to Bingham only.

COMPETITION

There is no rail or truck competition into Lark, Utah.

EARNINGS AND EXPENSES

REVENUES (1928 to 1935 Incl.)							
1928	1929	1930	1931	1932	1933	1934	1935

STATION EARNINGS

Freight & Pass.	\$55,028	\$55,344	\$56,067	\$12,520	\$9,325	\$24,329	\$65,015	\$96,433
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Note:- Including duplications for local branch traffic, corrections and absorptions, which have been deducted for 1936 and 1937 earnings statements.

	REVENUES (1936 - 1937)							
	1936				1937			
	Freight For'd	Freight Rec'd	Pass. For'd	Total	Freight For'd	Freight Rec'd	Pass. For'd	Total
Dalton	\$ -	\$ 229	\$ -	\$ 229	\$ -	\$ 157	\$ -	\$ 157
Snyder	6,248	17	-	6,265	8,276	-	-	8,276
Lark	76,803	12,336	-	89,139	90,313	15,732	-	106,045
Total System Revenue	\$ 83,051	\$ 12,582	\$ -	\$ 95,633	\$ 98,589	\$ 15,889	\$ -	\$ 114,478
Branch Line Mileage Prorate of Revenue				\$ 45,106				\$ 58,543
Branch Line Revenues Unallocated to Stations								
Mail	-	-	-	-	-	-	-	-
Express	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-
Total Branch Line Revenues	-	-	-	\$ 45,106	-	-	-	\$ 58,543

NET TON MILES FOR BRANCH (THOUSANDS)

Not Available

EXPENSES (1936 - 1937)

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
<u>STATIONS</u>		
Wages	\$ -	\$ -
Other Expenses	-	-
Expense at Midvale, Utah, Station Directly Due to Branch Operation	<u>\$ 1,567.36</u>	<u>1,627.80</u>
Total Station Expense	<u>\$ 1,567.36</u>	<u>\$ 1,627.80</u>
<u>MAINTENANCE OF WAY & STRUCTURES</u>		
Track and Buildings	\$ -	\$ 7,175.95
Bridges	-	186.51
Other	-	101.89
Total Maintenance of Way & Structures	<u>\$ 6,726.31</u>	<u>\$ 7,464.35</u>
<u>MAINTENANCE OF EQUIPMENT</u>		
Locomotives	\$ 4,788.52	\$ 4,981.44
Freight Cars	748.75	971.39
Passenger Cars	-	-
Total Maintenance of Equipment	<u>\$ 5,537.27</u>	<u>\$ 5,952.83</u>
<u>TRANSPORTATION</u>		
Train & Enginemen Wages	\$ 5,051.83	\$ 5,221.23
Fuel, Water, Lubricants	2,709.52	2,940.85
Train Supplies & Expenses	113.25	130.54
Other	36.72	37.05
Total Transportation	<u>\$ 7,911.32</u>	<u>\$ 8,329.67</u>
JOINT FACILITY RENTS, ETC.	<u>\$ -</u>	<u>\$ -</u>
TAXES	<u>\$ 323.00 (Est.)</u>	<u>\$ 323.00 (Act.)</u>
TOTAL EXPENSES	<u>\$22,065.26</u>	<u>\$23,697.65</u>
CAPITAL EXPENDITURES - ROAD	<u>\$ 9,508.61</u>	<u>\$ 653.27</u>

PROVO CANYON BRANCH - SALT LAKE DIVISION

Entire Line - 26.00 Miles

DATE OF CONSTRUCTION AND PURPOSE FOR WHICH CONSTRUCTED

Part built in 1899 - part purchased in 1900.

Estimated Investment Cost to December 31, 1937 - \$588,871.00.

Covered by RGW First Consolidated Mortgage of 1899.

A fertile valley with great areas of rich meadow land and a livestock industry growing in importance drew attention of the railroad builders to the desirability of building this branch. In 1899, the RGW built the first eleven miles out of Provo, Utah, and in the next year acquired, by deed, the upper 15 miles from the Utah Eastern Railway Company, that had just completed it under its own charter and filings.

Shipments of sheep from the low country and from the feed lots in the Salt Lake Valley to the mountain ranges adjacent to the branch and shipment of sheep and wool off the branch, together with some gilsonite that moves by truck from the Uintah Basin, constitute a large part of the branch traffic.

The proposed construction of the Deer Creek Reservoir by the United States Reclamation Service will make necessary the reconstruction of several miles of the upper part of the branch at the expense of the Government.

DESCRIPTION OF BRANCH

The rail laid in this line is as follows:

<u>Location</u>	<u>Weight</u>	<u>Date Laid</u>
M.P. 700.97 to 701.12	65#	1897
M.P. 701.12 to 701.68	90#	1928-37
M.P. 701.68 to 702.06	85#	1924
M.P. 702.06 to 712.91	75#	1924
M.P. 712.91 to 717.17	85#	1920
M.P. 717.17 to 726.97	75#	1924

This branch is on natural earth, sand, scattered gravel, and cinders. There are approximately 3,200 ties per mile, 83 percent of which are treated. Maximum grade 2.00 percent - Maximum curvature 12 degrees 27 minutes.

MAINTENANCE ORGANIZATION

1 Section Foreman - 12 Months
 1 to 2 Section Laborers - 12 Months
 5 Additional Section Laborers - 3 to 5 Months

In 1937, a 24-man extra gang worked 4 weeks on tie renewals.

BRIDGES, TRESTLES & CULVERTS

Type	Number	Total Length
Frame Trestles - To 30' High	10	346 Feet
Pile Trestles - Standard Loading	2	146 "
Pile Trestles - Light Loading	5	144 "
Frame Trestle 32' - T.T.S. 64'	1	96 "
T.T.S.	1	85 "
Concrete Culverts - 24"	4	112 "
Stone Culverts - 2' x 2' to 3' x 2'	6	161 "
Concrete Boxes - 10' x 7'	1	20 "
Wooden Boxes - 1' x 1' to 5' x 3'3"	99	2,417 "
Corr. Iron Pipe - 8" to 36" (As Listed Below)	45	1,079 "

CORR. IRON PIPE

Size	Length
8"	15'
20"	54'
21"	370'
24"	608'
36"	32'

TELEGRAPH, SIGNAL, AND ELECTRICAL FACILITIESSIGNAL FACILITIES

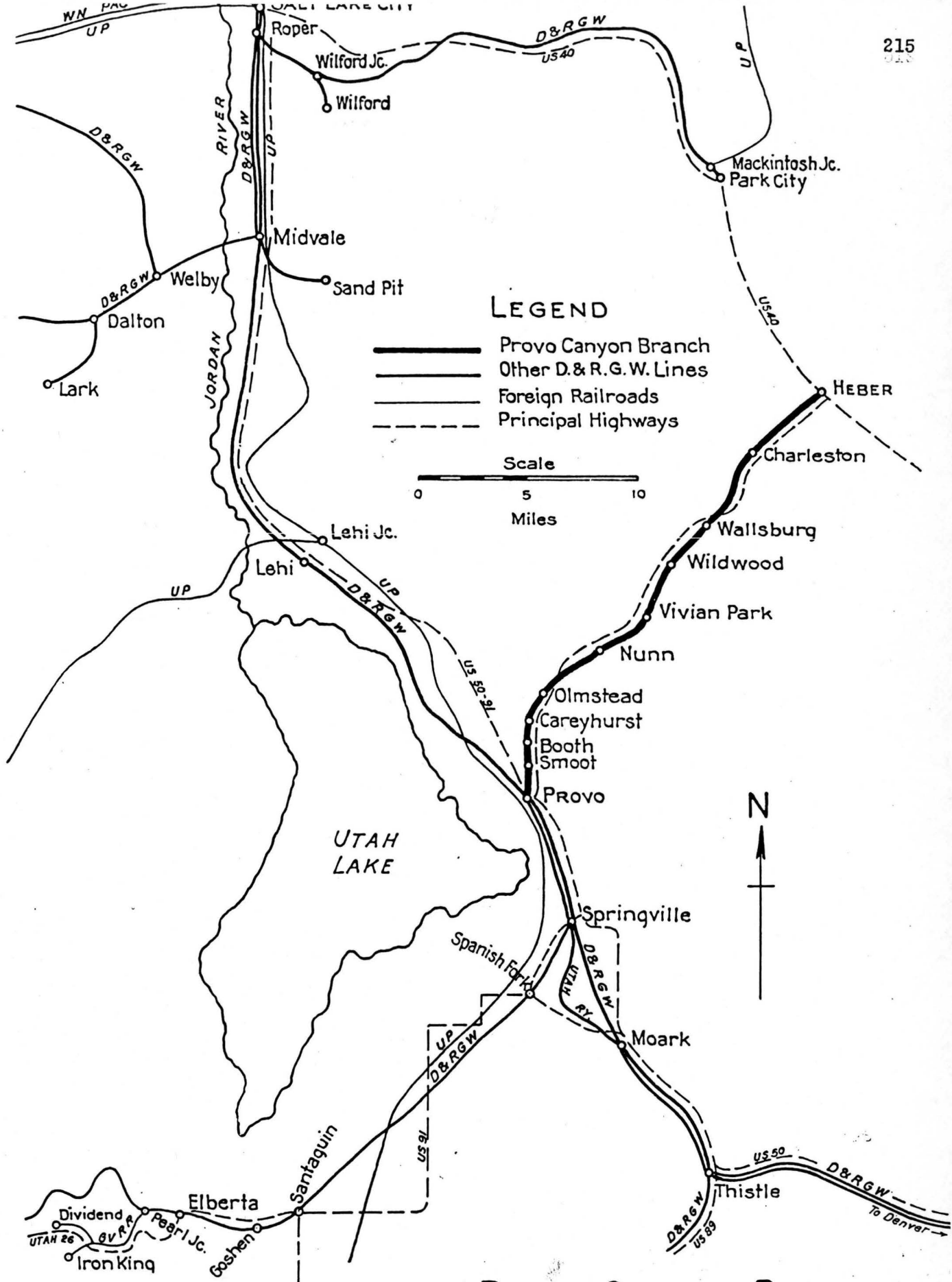
There are no signal facilities on this branch.

TELEGRAPH FACILITIES





Miles of Wire And Kind	No. Tele- phone Sets	No. Tele- graph Sets	Estimated Maintenance				
			1938	1939	1940	1941	1942
51.4 Iron	-	2	\$77.10	\$77.10	\$77.10	\$77.10	\$77.10

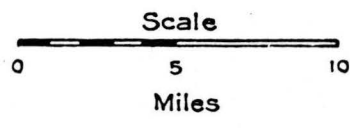
ELECTRICAL FACILITIES

The passenger depot at Heber has electric lights.



LEGEND

-  Provo Canyon Branch
-  Other D.&R.G.W. Lines
-  Foreign Railroads
-  Principal Highways



PROVO CANYON BRANCH

Provo to Heber

Office of Engineer of Maintenance of Way
 JUNE 13, 1938

MAINTENANCE OF FIXED PROPERTY (ESTIMATED 1938-1942)					
	1938	1939	1940	1941	1942
Track & Structures	\$14,100	\$14,950	\$11,300	\$11,150	\$11,150
Bridges (average)	900	2,200	2,200	2,200	2,200
Total	\$15,000	\$17,150	\$13,500	\$13,350	\$13,350
Average Per Mile	577	660	519	514	514

ESTIMATED SALVAGE VALUE AND COST TO DISMANTLE

Salvage Value	\$97,204.00
Cost to Recover Salvage	20,954.00
Net Salvage	<u>\$76,250.00</u>

RESOURCES

This branch serves an agricultural and grazing territory. The only enterprises of note are the power plant of the Utah Power and Light Company at Caryhurst, Utah, and the Woods Cross Canning Company's pea cannery at Heber, Utah. Heber, Utah, is one of the gateways into the Uintah Basin, and considerable traffic to and from points in the basin is handled through the rail head at Heber.

INDUSTRIES AND FREIGHT TRAFFIC

Movement of livestock off the branch for the years 1933 to 1937, inclusive, was as follows:

1933	-	323 Cars
1934	-	459 "
1935	-	410 "
1936	-	463 "
1937	-	507 "

Practically 80 percent of the movement is sheep grazed in the territory adjacent to the branch and loads through the Heber stockyards. Gilsonite and wool from the Uintah Basin are also loaded at Heber; some sheep are sheared at Heber and the wool loaded at that point. In the year 1937, we handled 283 cars of gilsonite and 22 cars of wool out of Heber. The canned goods movement amounted to 9 cars, with scattered movement of other commodities. At the present time, the power plant of the Utah Power and Light Company, located at Caryhurst, is closed down. It is not expected to reopen before the first of next year and possibly not then, as this company has more than enough power to supply the demand from their various water power plants. Weather conditions and increased operation by the Utah Copper Company will be the governing factors. At the present time, there are 7,000 tons of coal in storage at the Caryhurst plant.

PRESENT SERVICE

Mixed train - round trip daily, except Sundays.

COMPETITION

There is no rail competition along the Heber Branch, although the Union Pacific Railroad has a branch from its Park City line which reaches Keatley, a few miles distant from our Heber Branch. Contract and shipper owned trucks ply in this territory and handle considerable merchandise.

EARNINGS AND EXPENSES

REVENUES (1928 to 1935 Incl.)							
1928	1929	1930	1931	1932	1933	1934	1935

STATION EARNINGS

Freight & Pass.	\$142,007	\$145,438	\$153,289	\$102,759	\$102,775	\$83,416	\$104,155	\$112,129
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Note:- Including duplications for local branch traffic, corrections and absorptions, which have been deducted for 1936 and 1937 earnings statements.

	REVENUES (1936 - 1937)							
	1 9 3 6				1 9 3 7			
	Freight For'd	Freight Rec'd	Pass. For'd	Total	Freight For'd	Freight Rec'd	Pass. For'd	Total
Smoot	\$ 181	\$ 978	\$ 9	\$ 1,168	\$ -	\$ 679	\$ 6	\$ 685
Bonnett	-	2,947	-	2,947	-	3,030	-	3,030
Provo Ice & Storage Co.	6,004	-	-	6,004	1,344	-	-	1,344
Provo Pressed Brick Co.	267	3,013	-	3,280	292	946	-	1,238
Booth	229	-	-	229	246	-	-	246
Caryhurst	4,237	61,891	-	66,128	830	66,142	-	66,972
Olmstead	12	827	-	839	-	348	-	348
Nunn	8	425	-	433	-	130	-	130
Upper Falls	-	16	-	16	-	-	-	-
Vivian Park	211	868	-	1,079	20	109	-	129
McEwuen	-	2	-	2	-	-	-	-
Deer Creek	-	-	-	-	-	-	-	-
Wallsburg	1,260	1,273	1	2,534	1,001	1,639	1	2,641
Charleston	890	1,379	3	2,272	536	1,150	1	1,687
Heber	63,911	50,899	164	114,974	75,564	46,349	86	121,999
Total System Revenue	\$ 77,210	\$124,518	\$ 177	\$201,905	\$ 79,833	\$120,522	\$ 94	\$200,449
Branch Line Mileage Prorate of Passenger Revenue			\$ 178				\$ 116	
Branch Line Mileage Prorate of Revenue				\$ 31,555				\$ 33,441

	1 9 3 6				1 9 3 7			
	Freight	Freight	Pass.	Total	Freight	Freight	Pass.	Total
	For'd	Rec'd	For'd		For'd	Rec'd	For'd	
Branch Line Revenues								
<u>Unallocated to Stations</u>								
Mail	-	-	-	\$ 1,850	-	-	-	\$ 1,288
Express	-	-	-	429*	-	-	-	447*
Miscellaneous	-	-	-	169	-	-	-	143
Total Branch Line Revenue	-	-	-	\$34,003	-	-	-	\$35,419

(*) Estimated.

NET TON MILES FOR BRANCH (THOUSANDS)

1937	-	1,343	1932	-	799
1936	-	1,253	1931	-	829
1935	-	975	1930	-	906
1934	-	941	1929	-	945
1933	-	752	1928	-	847

EXPENSES (1936 - 1937)

	1 9 3 6	1 9 3 7
<u>STATIONS</u>		
<u>Heber, Utah</u>		
Wages	\$ 1,917.43	\$ 1,958.98
Other Expenses	352.69	434.31
Expense at Provo, Utah, Station Directly Due to Branch Operation	220.00	258.26
Total Station Expense	\$ 2,490.12	\$ 2,651.55
<u>MAINTENANCE OF WAY & STRUCTURES</u>		
Track and Buildings	\$ -	\$20,732.83
Bridges	-	2,801.19
Other	-	899.70
Total Maintenance of Way & Structures	\$12,937.44	\$24,433.72
<u>MAINTENANCE OF EQUIPMENT</u>		
Locomotives	\$ 5,234.04	\$ 5,743.46
Freight Cars	1,118.04	1,254.19
Passenger Cars	476.65	478.93
Total Maintenance of Equipment	\$ 6,828.73	\$ 7,476.58

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
<u>TRANSPORTATION</u>		
Train & Enginemen Wages	\$16,861.65	\$17,143.02
Fuel, Water, Lubricants	3,888.56	4,417.82
Train Supplies & Expenses	268.61	288.78
Other	79.91	20.54
	<hr/>	<hr/>
Total Transportation	\$21,098.73	\$21,870.16
TAXES	\$ 9,906.60 (Est.)	\$9,906.60 (Act.)
JOINT FACILITY RENTS, ETC.	\$ -	\$ -
TOTAL EXPENSES	<hr/>	<hr/>
	\$53,311.62	\$66,338.61
CAPITAL EXPENDITURES - ROAD	<hr/>	<hr/>
	\$16,758.76	\$ 1,526.08

TOTAL BRANCH LINE REVENUES 1936	-	\$34,003.00
TOTAL EXPENSES 1936	-	53,311.62
NET LOSS 1936	-	\$19,308.62

TOTAL BRANCH LINE REVENUES 1937	-	\$35,419.00
TOTAL EXPENSES 1937	-	66,338.61
NET LOSS 1937	-	\$30,919.61

R E C A P I T U L A T I O N

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
1. Gross Revenue Contributed to System	\$170,350	\$167,008
2. Net Revenue Contributed to System	127,762	125,256
3. Loss from Branch Operation (Incl. Cap'l Exp. & Taxes)	36,068	32,446
4. Revenue to System from Branch Operation	91,694	92,810

FUTURE POSSIBILITIES

The United States Reclamation Bureau is building a dam at Deer Creek, Utah, on this branch, which will result in both the highway and our line of railroad being relocated. During the period this dam is in progress of construction, our revenues should be greatly augmented. Other than this development, there is nothing that would indicate any material increase in revenues on the branch.

CONCLUSIONS

Since livestock and gilsonite furnish a substantial source of revenue beyond Caryhurst and because the branch produces a net system profit of approximately \$90,000.00 a year, it is concluded we should not abandon this branch. Abandonment would result in a loss of all the livestock business to the Union Pacific Railroad, since that road has modern stockyards at Keatley to which stock would be driven in preference to loading at Provo. We would also lose the gilsonite movement, since that would undoubtedly be trucked direct into Salt Lake City, or reach some other outlet from the basin, and due to the proximity of Keatley to our Heber Branch, it is conceivable that practically all the Heber revenues would be lost to us, which revenue amounted to \$121,999.00 in 1937.

RECOMMENDATIONS

It is recommended that we continue operation of this branch.

HOOPER BRANCH - SALT LAKE DIVISION
Entire Line - 7.41 Miles

DATE OF CONSTRUCTION AND PURPOSE FOR WHICH CONSTRUCTED

Built to Hooper in 1905 - to Cox and Kingsville in 1917.

Purchased Kingsville to Farnsworth in 1930.

	(Hooper Branch	-	\$55,521.00
Investment Cost to December 31, 1937-	(Kingsville Spur	-	15,185.00
	(Farnsworth Ext'n.	-	25,446.00

Hooper Branch covered by RGW First Consolidated Mortgage of 1899.

Cox Extension and Kingsville Spur, also Farnsworth Extension, covered by D&RGW Refund and Improvement Mortgage of 1924.

The original Hooper Branch was built in 1905 to serve the sugar works constructed at that point. Later, a canning factory was established at Hooper that tended to increase and equalize traffic.

Extension to Cox beyond Hooper and a spur to Kingsville were built in 1917. In 1930, an extension of the Kingsville Spur, that had been built previously to serve a sugar factory at Farnsworth, was purchased from the Consolidated Assets Company.

DESCRIPTION OF BRANCH

The track from Hooper Junction to Cox was laid with secondhand 90# rail in 1937. The Kingsville Spur was relaid with secondhand 65# rail in 1924. The Farnsworth Extension, purchased in 1930, is laid with 57# and 60# rail. The entire line is on natural earth and sand. Maximum grade 2.00 percent - Maximum curvature 16 degrees. There are approximately 3,200 ties per mile, 57 percent of which are treated.

MAINTENANCE ORGANIZATION

This line is maintained by the main line section gang at Roy, Utah. Mileage of branch is about 38 percent of total mileage of this section. The gang consists of:

1 Section Foreman	-	12 Months
1 to 2 Section Laborers	-	12 Months
2 to 5 Additional Laborers	-	3 to 5 Months

BRIDGES, TRESTLES & CULVERTS

Type	Number	Total Length
File Trestles - Standard Loading	2	64 Feet
Frame Trestles - To 30' High	5	94 "
Wooden Boxes - 1'3"x1' to 3'x1'5"	36	828 "
Corr. Iron Pipe - 10" to 36" (As Listed Below)	10	271 "
Vitrified Tile - 18"	1	12 "
Concrete Boxes - 3'x2'	1	25 "

CORR. IRON PIPE

Size	Length
10"	16'
15"	32'
20"	145'
21"	22'
24"	24'
36"	32'

TELEGRAPH, SIGNAL AND ELECTRICAL FACILITIES

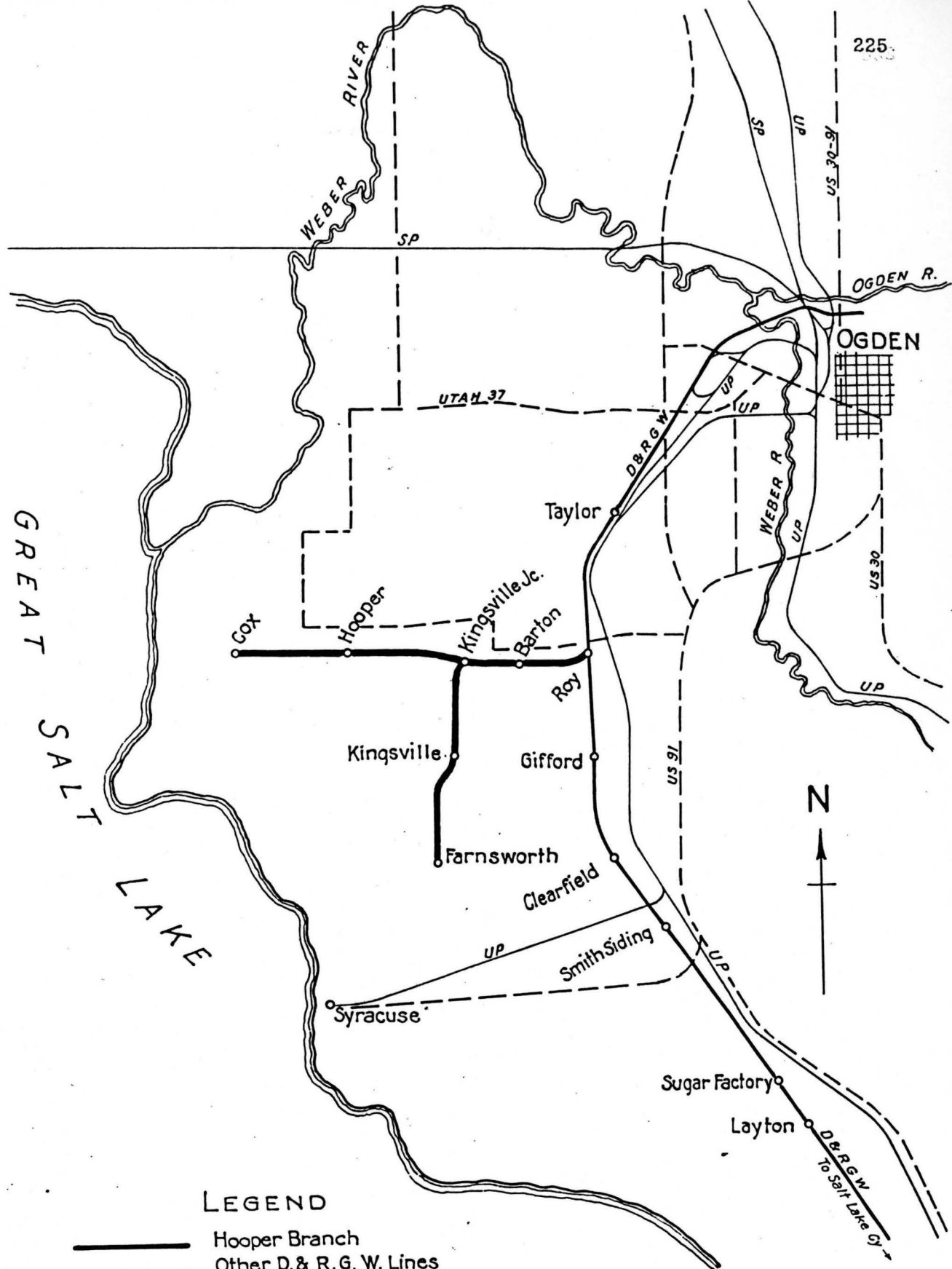
There are no telegraph, signal or electrical facilities on this line

MAINTENANCE OF FIXED PROPERTY (ESTIMATED 1938-1942)

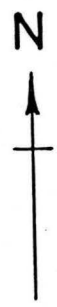
	1938	1939	1940	1941	1942
Track & Structures	\$11,530	\$ 5,300	\$ 5,300	\$ 5,300	\$ 5,300
Bridges (average)	500	800	120	700	120
Total	\$12,030	\$ 6,100	\$ 6,420	\$ 6,000	\$ 5,420
Average Per Mile	1,623	823	866	810	731

ESTIMATED SALVAGE VALUE AND COST TO DISMANTLE




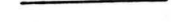
Salvage Value	\$45,840.00
Cost to Recover Salvage	<u>6,690.00</u>
Net Salvage	\$39,150.00

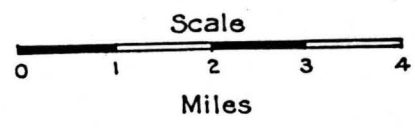


GREAT
SALT
LAKE



LEGEND

-  Hooper Branch
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways



HOOPER BRANCH
Roy to Cox and Farnsworth

Office of Engineer of Maintenance of Way
JUNE 13, 1938

RESOURCES

The territory served by this branch produces products of agriculture only; sugar beets, potatoes and onions are the principal crops. Some peas and tomatoes are grown, but they are trucked to the canneries. A canning factory, which last operated in 1936, is located at Farnsworth, Utah.

INDUSTRIES AND FREIGHT TRAFFIC

The Layton Sugar Company has a beet loading dump at Farnsworth from which sugar beets are shipped to their Layton, Utah, factory. The canning factory at Farnsworth had not been operated for some years until 1936, and the persons who attempted to operate it that year found it necessary to purchase water from us, which was hauled from Ogden, in order to conduct the operation. The plant was not operated in 1937 and the outlook is that it will not again be used for this purpose.

At Kingsville and Barton, Utah, the Amalgamated Sugar Company has beet dumps from which beets are shipped to its plant at Ogden Sugar Works, Utah. Some coal is received on the branch for farm use.

PRESENT SERVICE

There is no regular service on this line. The Hooper Sugar Factory has been abandoned and has not operated for several years. Frequently, however, sugar from Ogden is stored in the Hooper warehouse. This year, the warehouse is being used for the storage of canned goods. The service varies from two or three trips a month during the quiet business up to almost daily when potatoes and other perishables are moving.

COMPETITION

There is no rail competition at the present time, but abandonment of this branch would result in the sugar beets being trucked to the Syracuse Branch of the Union Pacific Railroad or direct to the factory. In either case, we probably would lose considerable sugar tonnage from the sugar factories for the reason that the routing of outbound sugar is based on the inbound tonnage of beets handled by the various railroads and the beets that are trucked in are considered free traffic, and the sugar manufactured therefrom is given to the various railroads as the sugar company may see fit.

EARNINGS AND EXPENSES

REVENUES (1928 to 1935 Incl.)

	1928	1929	1930	1931	1932	1933	1934	1935
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STATION EARNINGS

Freight & Pass.	\$29,882	\$33,077	\$20,432	\$14,348	\$30,801	\$19,152	\$2,682	\$3,503
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Note:- Including duplications for local branch traffic, corrections and absorptions, which have been deducted for 1936 and 1937 earnings statements.

REVENUES (1936 - 1937)

	1936				1937			
	Freight For'd	Freight Rec'd	Pass. For'd	Total	Freight For'd	Freight Rec'd	Pass. For'd	Total
Barton	\$ 2,177	\$ -	\$ -	\$ 2,177	\$ 1,593	\$ 116	\$ -	\$ 1,709
Kingsville	1,295	33	-	1,328	1,197	-	-	1,197
Farnsworth	3,691	2,556	-	6,247	787	1,252	-	2,039
Hooper Sugar Works	-	65	-	65	428	1	-	429
Hooper Canning Works	-	-	-	-	90	-	-	90
Hooper	4,303	1,404	-	5,707	779	3,607	-	4,386
Cox	1,158	-	-	1,158	780	-	-	780
Total System Revenue	\$12,624	\$ 4,058	\$ -	\$16,682	\$ 5,654	\$ 4,976	\$ -	\$10,630
Branch Line Mileage Prorate of Revenue				\$ 4,726				\$ 2,149
Branch Line Revenues Unallocated to Stations								
Mail	-	-	-	-	-	-	-	-
Express	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	69
Total Branch Line Revenues	-	-	-	\$ 4,726	-	-	-	\$ 2,218

NET TON MILES FOR BRANCH (THOUSANDS)

Not Available

EXPENSES (1936 - 1937)

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
<u>STATIONS</u>		
Wages	\$ -	\$ -
Other Expenses	-	-
Expense at Roy, Utah, Station Directly Due to Branch Operation	<u>2,028.17</u>	<u>1,805.90</u>
Total Station Expense	<u>\$ 2,028.17</u>	<u>\$ 1,805.90</u>
<u>MAINTENANCE OF WAY & STRUCTURES</u>		
Track and Buildings	\$ -	\$20,518.61
Bridges	-	116.23
Other	-	<u>137.39</u>
Total Maintenance of Way & Structures	<u>\$ 1,177.26</u>	<u>\$20,772.23</u>
<u>MAINTENANCE OF EQUIPMENT</u>		
Locomotives	\$ 757.64	\$ 856.55
Freight Cars	96.77	127.27
Passenger Cars	-	-
Total Maintenance of Equipment	<u>\$ 854.41</u>	<u>\$ 983.82</u>
<u>TRANSPORTATION</u>		
Train & Enginemen Wages	\$ 1,544.54	\$ 1,602.21
Fuel, Water, Lubricants	954.63	950.52
Train Supplies & Expenses	14.64	17.10
Other	<u>174.49</u>	<u>12.91</u>
Total Transportation	<u>\$ 2,688.30</u>	<u>\$ 2,582.74</u>
TAXES	<u>\$ 875.00 (Est.)</u>	<u>\$ 875.00 (Act.)</u>
JOINT FACILITY RENTS, ETC.	<u>\$ -</u>	<u>\$ -</u>
TOTAL EXPENSES	<u>\$ 7,623.14</u>	<u>\$27,019.69</u>
CAPITAL EXPENDITURES - ROAD	<u>\$ -</u>	<u>\$11,685.41</u>

TOTAL BRANCH LINE REVENUES 1936	- \$ 4,726.00
TOTAL EXPENSES 1936	- 7,623.14
NET LOSS 1936	- \$ 2,897.14

TOTAL BRANCH LINE REVENUES 1937	- \$ 2,218.00
TOTAL EXPENSES 1937	- 27,019.69
NET LOSS 1937	- \$24,801.69

R E C A P I T U L A T I O N

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
1. Gross Revenue Contributed to System	\$11,956	\$ 8,481
2. Net Revenue Contributed to System	8,467	6,360
3. Loss from Branch Operations (Incl. Cap'l Exp. & Taxes)	2,897	36,487*
4. Revenue to System from Branch Operations	5,570	30,127(red)

(*) Includes \$11,660.41 for rail relay.

FUTURE POSSIBILITIES

There is no certainty of increased agricultural development on the branch, but some of the packing companies in California, who deal in green peas, have been active in the Utah territory this year and have looked over the territory in and around Roy, Utah, so there may be some development of the green pea industry in the next year or two.

CONCLUSIONS

Abandonment of the branch would result in the diversion of considerable beet tonnage to the Union Pacific Railroad at Syracuse or to trucks who would haul direct to sugar factories and deprive us of revenues on outbound sugar, which would more than offset the ordinary maintenance and operating expense of this branch. During the year 1937, we handled 22,988 tons of sugar beets off the branch which produced approximately 2,873 tons of sugar. The revenue on the sugar out of the sugar factory amounted to approximately \$12,641.00, which would be lost to us were the beets diverted to the Syracuse Branch of the Union Pacific Railroad, and approximately 50 percent or \$6,320.00 would be lost were these beets trucked direct to the factory. If the sugar companies go out of the year with storage such as they had this past year, we probably can induce them

to use the buildings on this branch for that purpose. Similarly, we may be able to get some of the canners to utilize some of the buildings for storage if conditions in that industry continue as they have the past year. Encouragement of the development of the green pea industry on the branch will be undertaken. For these reasons, we conclude we should continue operation of the branch.

It is not considered advisable to substitute truck service for existing rail service because the very low rates on sugar beets would not compensate the Rio Grande Motor Way for the operation.

RECOMMENDATIONS

We recommend that the operation of this branch be continued.

HOOPER BRANCH - SALT LAKE DIVISION
Kingsville Junction to Cox - 3.13 Miles

DATE OF CONSTRUCTION AND PURPOSE FOR WHICH CONSTRUCTED

Built to Hooper in 1905 - to Cox and Kingsville in 1917.

Purchased line Kingsville to Farnsworth in 1930.

Investment Cost to December 31, 1937 -	(Hooper Branch	-	\$55,521.00
	(Kingsville Spur	-	15,185.00
	(Farnsworth Extn.	-	25,446.00

Hooper Branch covered by RCW First Consolidated Mortgage of 1899.

Cox Extension and Kingsville Spur, also Farnsworth Extension, covered by D&RGW Refund & Improvement Mortgage of 1924.

The original Hooper Branch was built in 1905 to serve the sugar works constructed at that point. Later, a canning factory was established at Hooper that tended to increase and equalize traffic.

Extension to Cox beyond Hooper and a spur to Kingsville were built in 1917. In 1930, an extension of the Kingsville Spur, that had been built previously to serve a sugar factory at Farnsworth, was purchased from the Consolidated Assets Company.

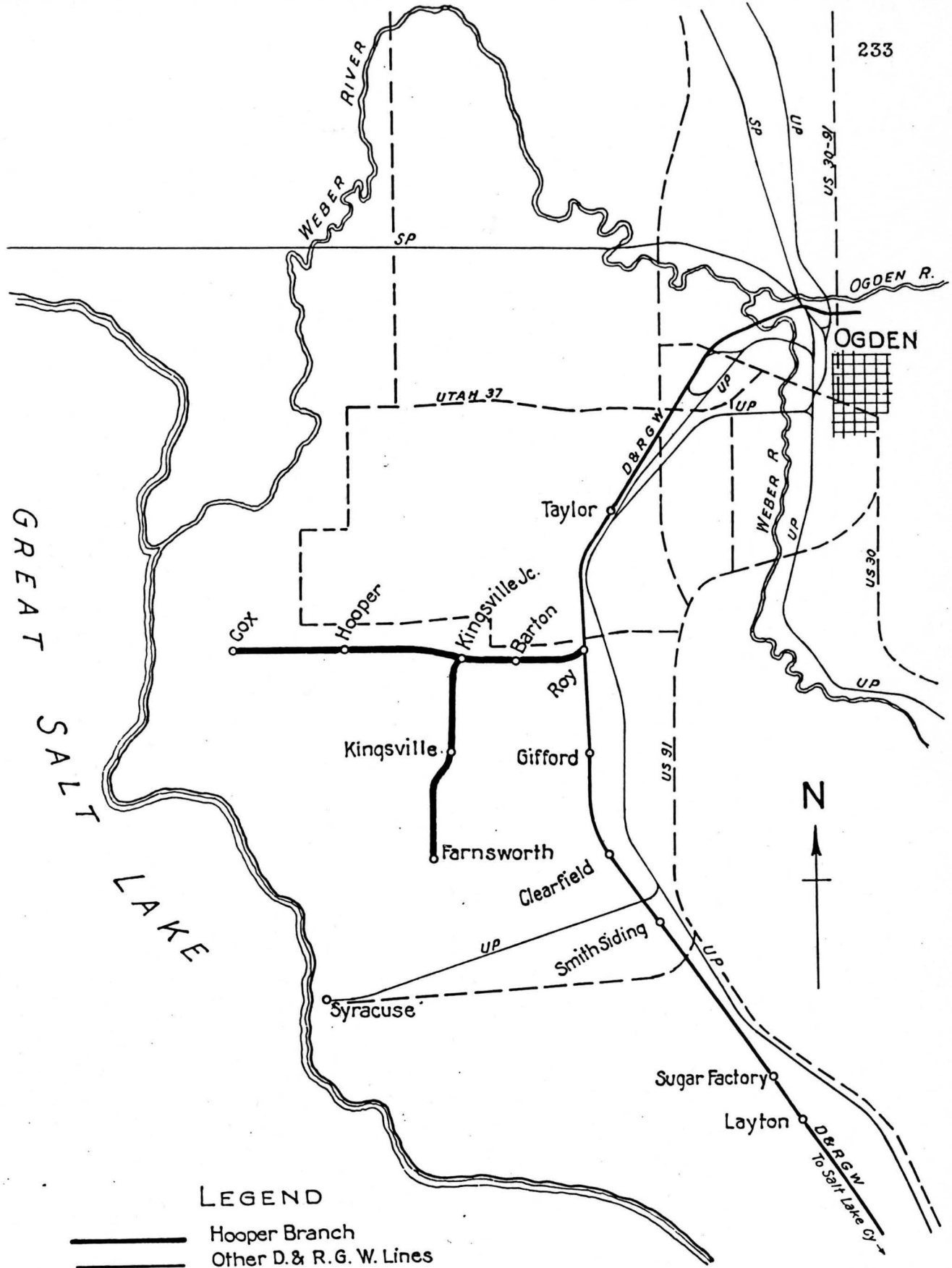
DESCRIPTION OF BRANCH

The rail in this line consists of 1.46 miles of 65# rail laid in 1917 and 1.67 miles of 90# rail laid secondhand in 1937, and is on natural earth and sand. There are approximately 3,200 ties per mile, 57 percent of which are treated. Maximum grade 2.00 percent - Maximum curvature 16 degrees.





MAINTENANCE ORGANIZATION

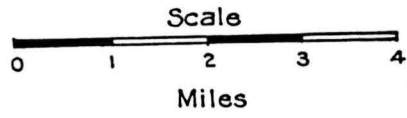
This line is maintained by the main line section at Roy, Utah. Mileage of this part of the branch is about 17 percent of total mileage of this section. The gang consists, on the average, of:

1 Section Foreman	- 12 Months
1 to 2 Section Laborers	- 12 Months
2 to 5 Additional Laborers	- 3 to 5 Months



LEGEND

-  Hooper Branch
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways



HOOPER BRANCH

Roy to Cox and Farnsworth

Office of Engineer of Maintenance of Way

JUNE 13, 1938

BRIDGES, TRESTLES & CULVERTS

Type	Number	Total Length
Frame Trestles - To 30' High	5	94 Feet
Pile Trestles - Standard Loading	2	64 "
Corr. Iron Culverts (As Listed Below)	4	120 "
Wood Boxes, 1'5" x 1' to 3' x 1'5"	24	572 "

CORR. IRON PIPE

Size	Length
10"	16'
20"	72'
36"	32'

TELEGRAPH, SIGNAL, AND ELECTRICAL FACILITIES

There are no telegraph, signal, or electrical facilities on this line.

MAINTENANCE OF FIXED PROPERTY (ESTIMATED 1938-1942)

	1938	1939	1940	1941	1942
Track & Structures	\$6,555	\$1,860	\$1,860	\$1,860	\$1,860
Bridges (average)	125	750	100	670	100
Total	\$6,680	\$2,610	\$1,960	\$2,530	\$1,960
Average Per Mile	\$2,134	\$ 834	\$ 626	\$ 808	\$ 626

ESTIMATED SALVAGE VALUE AND COST TO DISMANTLE

Salvage Value	\$12,325.00
Cost to Recover Salvage	<u>2,492.00</u>
Net Salvage	\$ 9,833.00

RESOURCES

This branch serves an agricultural area. Sugar beets, potatoes, and onions are the principal crops. The inbound movement consists of approximately three carloads of coal a year, consigned to farmers in the vicinity of the Hooper Sugar Works Spur.

INDUSTRIES AND FREIGHT TRAFFIC

Both the sugar factories located at Hooper and Kingsville have discontinued operation. The Amalgamated Sugar Company has beet dumps located at Hooper, Barton, and Cox, and the principal movement outbound is sugar beets for its factory at Ogden Sugar Works, Utah. For the past several years, there has been some sugar stored in the Hooper warehouse. This year, the warehouse is being used for the storage of canned goods. Storage of these commodities on this branch precludes the outbound movement via any line other than ours, and as the outbound movement from storage is usually to eastern destinations, giving us a haul over the entire main line, it is particularly desirable, and encouraged as much as possible.

PRESENT SERVICE

There is no regular service on this line. The Hooper Sugar Factory has been abandoned and has not operated for several years. Frequently, however, sugar from Ogden is stored in the Hooper warehouse. This year, the warehouse is being used for the storage of canned goods. The service varies from two or three trips a month during quiet business up to almost daily when potatoes and other perishables are moving.

COMPETITION

The Syracuse Branch of the Union Pacific Railroad is only about two miles distant from our Hooper Branch, and as the beet traffic we handle comes from farm lands not directly located on the branch, this traffic could be hauled to beet dumps located on the Union Pacific Railroad. It is the custom of the sugar companies to divide their competitive outbound traffic on the basis of the beet tonnage handled inbound by the railroads. The beets that are trucked in are considered free traffic and the sugar made therefrom is given to the railroads in accordance with the desire of the beet sugar manufacturer.

EARNINGS AND EXPENSES

REVENUES (1928 to 1935 Incl.)							
1928	1929	1930	1931	1932	1933	1934	1935

STATION EARNINGS

Freight & Pass.	\$10,962	\$16,652	\$8,845	\$5,952	\$18,219	\$17,010	\$2,315	\$2,674
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Note:- Including duplications for local branch traffic, corrections and absorptions, which have been deducted for 1936 and 1937 earnings statements.

	REVENUES (1936 - 1937)				REVENUES (1936 - 1937)			
	1936		1937		1936		1937	
	Freight For'd	Freight Rec'd	Pass. For'd	Total	Freight For'd	Freight Rec'd	Pass. For'd	Total
Hooper Sugar Works	\$ -	\$ 65	\$ -	\$ 65	\$ 428	\$ 1	\$ -	\$ 429
Hooper Canning Works	-	-	-	-	90	-	-	90
Hooper	4,303	1,404	-	5,707	779	3,607	-	4,386
Cox	1,158	-	-	1,158	780	-	-	780
Total System Revenue	\$ 5,461	\$ 1,469	\$ -	\$ 6,930	\$ 2,077	\$ 3,608	\$ -	\$ 5,685
Branch Line Mileage Prorate of Revenue				\$ 1,155				\$ 628
Branch Line Revenues Unallocated to Stations								
Mail	-	-	-	-	-	-	-	-
Express	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	69
Total Branch Line Revenues	-	-	-	\$ 1,155	-	-	-	\$ 697

NET TON MILES FOR BRANCH (THOUSANDS)

Not Available

EXPENSES (1936 - 1937)

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
<u>STATIONS</u>		
Wages	\$ -	\$ -
Other Expenses	-	-
Expense at Roy, Utah, Station Directly Due to Branch Operation	766.16	736.83
Total Station Expense	<u>\$ 766.16</u>	<u>\$ 736.83</u>
<u>MAINTENANCE OF WAY & STRUCTURES</u>		
Track and Buildings	\$ -	\$10,370.31
Bridges	-	53.92
Other	-	56.80
Total Maintenance of Way & Structures	<u>\$ 486.68</u>	<u>\$10,481.03</u>
<u>MAINTENANCE OF EQUIPMENT</u>		
Locomotives	\$ 286.24	\$ 348.11
Freight Cars	36.56	51.72
Passenger Cars	-	-
Total Maintenance of Equipment	<u>\$ 322.80</u>	<u>\$ 399.83</u>
<u>TRANSPORTATION</u>		
Train & Enginemen Wages	\$ 583.53	\$ 651.14
Fuel, Water, Lubricants	360.66	386.30
Train Supplies & Expenses	5.53	6.92
Other	65.92	5.25
Total Transportation	<u>\$ 1,015.64</u>	<u>\$ 1,049.61</u>
TAXES	<u>\$ 340.00 (Est.)</u>	<u>\$ 340.00 (Act.)</u>
JOINT FACILITY RENTS, ETC.	<u>\$ -</u>	<u>\$ -</u>
TOTAL EXPENSES	<u>\$ 2,931.28</u>	<u>\$13,007.30</u>
CAPITAL EXPENDITURES - ROAD	<u>\$ -</u>	<u>\$ 5,969.77</u>

TOTAL BRANCH LINE REVENUES 1936	- \$ 1,155.00
TOTAL EXPENSES 1936	- 2,931.28
NET LOSS 1936	- \$ 1,776.28

TOTAL BRANCH LINE REVENUES 1937	- \$ 697.00
TOTAL EXPENSES 1937	- 13,007.30
NET LOSS 1937	- \$12,310.30

R E C A P I T U L A T I O N

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
1. Gross Revenue Contributed to System	\$ 5,775	\$ 5,657
2. Net Revenue Contributed to System	4,331	4,243
3. Loss from Branch Operation (Incl. Cap'l Exp. & Taxes)	1,776	18,280*
4. Revenue to System from Branch Operation	2,555	14,037(red)

(* Includes \$5,247.00 for rail change.

FUTURE POSSIBILITIES

There is no certainty of increased agricultural development on the branch, but some of the packing companies in California, who deal in green peas, have been active in the Utah territory this year and have looked over the territory in and around Roy, Utah, so there may be some development of the green pea industry in the next year or two.

Efforts will be made with sugar factory and canners to use vacant warehouse and old sugar factories more extensively in storage of sugar and canned goods.

CONCLUSIONS

Abandonment of the branch to Hooper, Kingsville, and Cox would undoubtedly result in the diversion of considerable beet tonnage to the Union Pacific Railroad at Syracuse, Utah, and consequent loss of sugar business to our line. It is thought an opportunity exists to persuade the sugar people to store more of their sugar at Hooper or get them to lease the buildings to some of the canners for storage purposes and thus build up the revenue on the branch to the point where it will pay for itself.

In 1937, we handled from Hooper Sugar Works, Hooper Canning Works, Hooper, and Cox, 8,568 tons of sugar beets, from which approximately 1,070 tons of sugar were

obtained. The revenue on the sugar out of the factory would amount to approximately \$4,710.00, and if this branch were abandoned, the beets would probably be trucked to the Syracuse Branch of the Union Pacific Railroad or direct to the factory. If the former, we would lose the entire amount of revenue on the sugar; if the latter, we probably would lose 50 percent, or \$2,355.00.

By reason of the fact that the branch showed a profit of \$2,500.00 in 1936, but a loss of \$14,000.00 in 1937, with the same gross, wholly due to putting in heavier rail from Kingsville Junction to Cox, it is concluded we should retain this branch and endeavor to build up the revenues as outlined above.

Commodities originating on, and destined to, this branch are in carload lots exclusively, and it would not be practicable to substitute truck service for the existing rail service.

RECOMMENDATIONS

It is recommended that the operation of this branch be continued.

LITTLE COTTONWOOD BRANCH - SALT LAKE DIVISION
3.41 Miles

DATE OF CONSTRUCTION AND PURPOSE FOR WHICH CONSTRUCTED

Purchased narrow gauge 1881.

Standard gauged to Sandy 1890 - to Wasatch 1913.

Investment Cost of remaining portion - \$71,613.00.

Covered by RGW First Trust Mortgage of 1889.

The upper part of the branch from Sandy to Wasatch was built by the Wasatch & Jordan Valley Railroad Company in 1873 and extended to Alta in 1876, primarily to reach the rich gold mines at Alta, bringing the ores from these mines to the old smelter at Sandy. Soon after the construction of the branch, granite quarries were opened at Wasatch from which granite for the Mormon Temple and other important buildings was obtained. While the narrow gauge track was built from Wasatch to Alta, it was found impossible to operate the upper part of the line successfully with steam power, horses being substituted as motive power for operating the track as a tramway from Wasatch to Alta.

In 1881, the branch and tramway were acquired by our predecessor, The Denver & Rio Grande Western Railway Company, but operation of the upper part of the branch was soon discontinued.

The lower part, from Midvale to Sandy, was originally a part of Bingham Canon and Camp Floyd Railroad which was acquired by the Denver & Rio Grande Western Railway Company in 1881.

After many years of inoperative ownership, during which the upper part of the branch was leased to the Little Cottonwood Transportation Company, the track was removed above Sand Pit in 1934.

DESCRIPTION OF BRANCH

The rail in this line is 90#, laid in 1937. It is on natural dirt and sand. There are approximately 3,200 ties per mile, 90 percent of which are treated. Maximum grade 4.2 percent - Maximum curvature 16 degrees.

MAINTENANCE ORGANIZATION

This branch is maintained by the main line section gang at Midvale, Utah. The mileage of the branch is about 13 percent of the total mileage on this section,

which consists of the following average force:

1 Section Foreman.	- 12 Months
1 to 2 Section Laborers	- 12 "
2 to 4 Additional Section Laborers	- 3 "

BRIDGES, TRESTLES & CULVERTS

<u>Type</u>	<u>Number</u>	<u>Total Length</u>
Frame Trestles - To 30' High	3	64 Feet
Pile Trestles - Standard Loading	1	36 "
Concrete Boxes	1	34 "
Concrete Pipes - 42"	1	60 "
Wooden Boxes - 1'5" x 1' and 3'5" x 2'	2	52 "
Corr. Iron Pipes - 12" to 36" (As Listed Below)	6	190 "

CORR. IRON PIPE

<u>Size</u>	<u>Length</u>
12"	12'
20"	36'
24"	120'
36"	22'

TELEGRAPH, SIGNAL, AND ELECTRICAL FACILITIES

SIGNAL FACILITIES

On this line, we have semi-automatic crossing protection with the Union Pacific Railroad, installed under AFE T-6119. No completion report has been made on this installation to date, but the Auditor's charges total \$3,868.87 to Road & Equipment, and \$10.99 to Operating Expenses. This crossing is located at Sandy, Utah - annual maintenance cost is approximately \$240.00 a year.

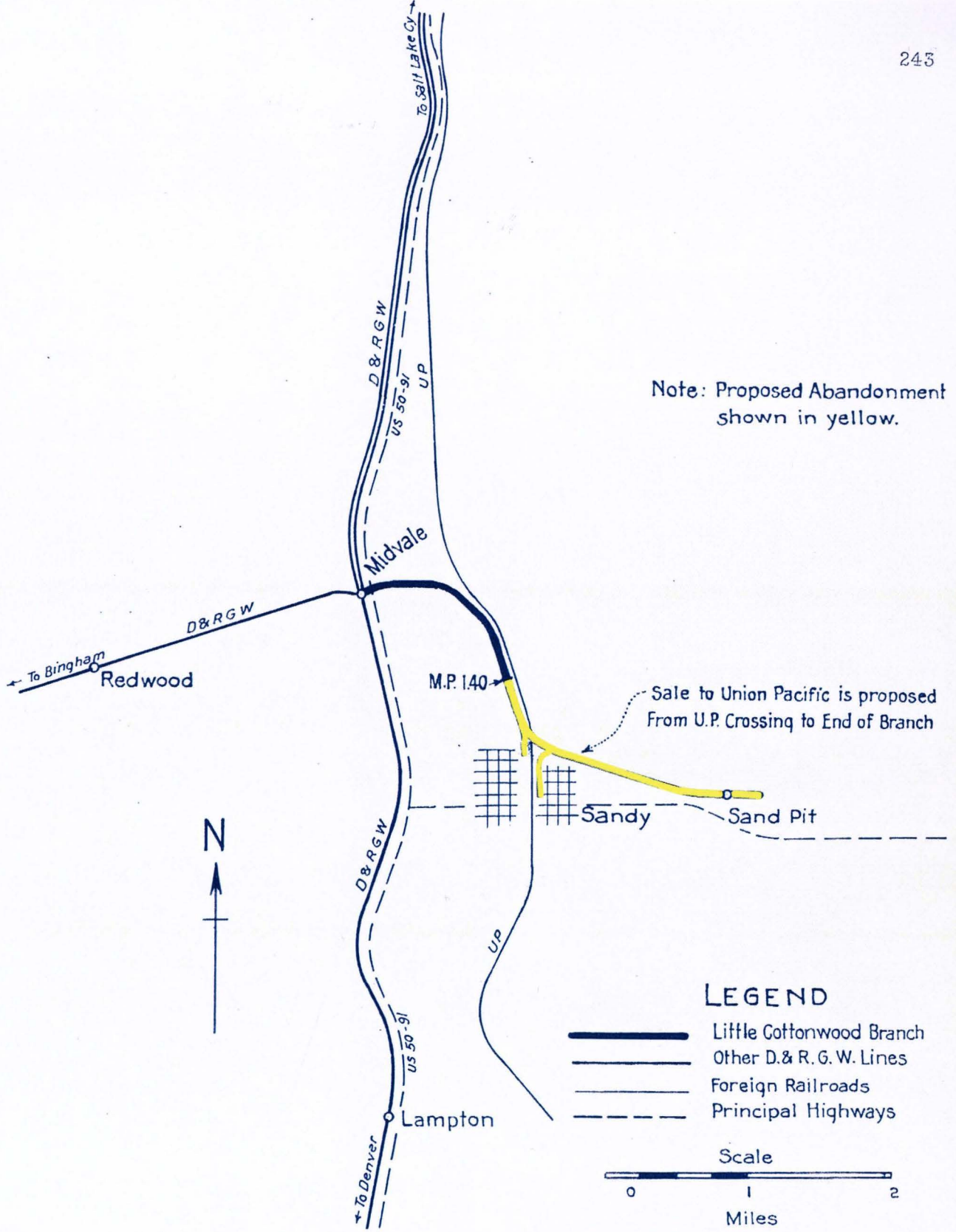
We also have a gauntlet track arrangement on this branch with the Union Pacific Railroad, in which we do not have ownership, but by Agreement CE-5482, we are obligated to pay the Union Pacific \$250.00 a year for our proportion of the cost of maintaining the signals on this gauntlet arrangement.

TELEGRAPH FACILITIES

There are no telegraph or telephone facilities on this line.

ELECTRICAL FACILITIES

There are no electrical facilities on this line.



Note: Proposed Abandonment shown in yellow.

Sale to Union Pacific is proposed From U.P. Crossing to End of Branch

LEGEND

-  Little Cottonwood Branch
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways



LITTLE COTTONWOOD BRANCH Midvale to Sand Pit

Office of Engineer of Maintenance of Way
JUNE 16, 1938

MAINTENANCE OF FIXED PROPERTY (ESTIMATED 1938-1942)

	1938	1939	1940	1941	1942
Track & Structures	\$1,895	\$ 865	\$ 865	\$ 905	\$ 905
Bridges (average)	50	50	750	700	50
Total	\$1,945	\$ 915	\$1,615	\$1,605	\$ 955
Average Per Mile	570	269	474	471	280

ESTIMATED SALVAGE VALUE AND COST TO DISMANTLE

Salvage Value	\$28,725.00
Cost to Recover Salvage	<u>3,900.00</u>
Net Salvage	\$24,825.00

RESOURCES

The only natural resource of any consequence remaining on this branch is a sand and gravel pit located at Sand Pit, Utah. A movement of ore and concentrates from points adjacent to the branch has been discontinued, with no possibility of movement in the future.

INDUSTRIES AND FREIGHT TRAFFIC

The Ideal Sand Company, located at Sand Pit, Utah, ships sand, gravel and engine sand. During the year of 1937, 50 cars of commercial sand and gravel, and 267 cars of engine sand for the Union Pacific Railroad were shipped from Sand Pit. At Sandy, Utah, we have one coal and lumber dealer and one retail gas and oil dealer.

PRESENT SERVICE

Irregular service - operated as required - average service about one trip per week which is made by the "Ping-Pong" crew. This crew handles all industry work at Sugar House, between Roper and Midvale, and on Little Cottonwood Branch.

COMPETITION

There is no competition on the branch proper, but the Union Pacific line, running south from Salt Lake City through Provo, passes through Sandy, Utah, and we have a track connection with that line at that point.

EARNINGS AND EXPENSES

	REVENUES (1928 to 1935 Incl.)							
	1928	1929	1930	1931	1932	1933	1934	1935

STATION EARNINGS

Freight & Pass.	\$35,012	\$41,997	\$23,319	\$12,009	\$4,237	\$1,718	\$3,730	\$2,346
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Note:- Including duplications for local branch traffic, corrections and absorptions, which have been deducted for 1936 and 1937 earnings statements.

	REVENUES (1936 - 1937)							
	1936				1937			
	Freight For'd	Freight Rec'd	Pass. For'd	Total	Freight For'd	Freight Rec'd	Pass. For'd	Total
Coal Spur	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 69	\$ -	\$ -
Sutlov	-	-	-	-	-	-	-	-
Sandy	-	599	-	599	-	1,205	-	1,205
Sand Pit	1,234	-	-	1,234	1,804	-	-	1,804
Total System Revenue	\$ 1,234	\$ 599	\$ -	\$ 1,833	\$ 1,804	\$ 1,274	\$ -	\$ 3,078
Branch Line Mileage Prorate of Revenue				\$ 164				\$ 176
Branch Line Revenues Unallocated to Stations								
Mail	-	-	-	-	-	-	-	-
Express	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	\$ 2,810*	-	-	-	\$ 3,150*
Total Branch Line Revenues	-	-	-	\$ 2,974	-	-	-	\$ 3,326

(*) Switching.

NET TON MILES FOR BRANCH (THOUSANDS)

Not Available

EXPENSES (1936 - 1937)

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
<u>STATIONS</u>		
Wages	\$ -	\$ -
Other Expenses	-	-
Expense at Station Directly Due to Branch Operation	-	-
Total Station Expense	-	-
<u>MAINTENANCE OF WAY & STRUCTURES</u>		
Track and Buildings	\$ -	\$11,530.90
Bridges	-	-
Other	-	208.41
Total Maintenance of Way & Structures	\$ 1,666.92	\$11,739.31
<u>MAINTENANCE OF EQUIPMENT</u>		
Locomotives	\$ 173.95	\$ 140.05
Freight Cars	15.50	19.28
Passenger Cars	-	-
Total Maintenance of Equipment	\$ 189.45	\$ 159.33
<u>TRANSPORTATION</u>		
Train & Enginemen Wages	\$ 708.45	\$ 558.62
Fuel, Water, Lubricants	231.12	157.12
Train Supplies & Expenses	2.34	2.59
Other	-	-
Total Transportation	\$ 941.91	\$ 718.33
<u>JOINT FACILITY RENTS, ETC.</u>		
Amount Paid Union Pacific Gauntlet Track, Provo, Utah	\$ 112.48	\$ 250.00
TAXES	\$ 400.00 (Est.)	\$ 400.00 (Act.)
TOTAL EXPENSES	\$ 3,310.76	\$13,266.97

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
CAPITAL EXPENDITURES - ROAD	<u>\$ 1,013.49</u>	<u>\$14,249.34</u>
RETIREMENT OF TRACKS	<u>\$ -</u>	<u>\$ 589.96 (red)</u>

TOTAL BRANCH LINE REVENUES 1936 -	\$ 2,974.00
TOTAL EXPENSES 1936	<u>3,310.76</u>
NET LOSS 1936	\$ 336.76

TOTAL BRANCH LINE REVENUES 1937 -	\$ 3,326.00
TOTAL EXPENSES 1937	<u>13,266.97</u>
NET LOSS 1937	\$ 9,940.97

R E C A P I T U L A T I O N

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
1. Gross Revenue Contributed to System	\$ 1,669	\$ 2,902
2. Net Revenue Contributed to System	1,251	2,176
3. Loss From Branch Operation (Incl. Cap'l Exp. & Taxes)	1,350	24,191*
4. Revenue to System From Branch Operation	99(red)	22,015(red)

(*) Includes \$10,234.00 For Rail Relay.

FUTURE POSSIBILITIES

There are no possibilities of increased movement of sand and gravel from Sand Pit, Utah. We were told by Mr. Bristol, owner of the Ideal Sand Company, that more and more of the movement was reverting to trucks, and that with the exception of the Union Pacific engine sand, the future outlook for rail movement was not bright. We are handling a sufficient amount of traffic to the industries at Sandy to justify maintenance of the branch to the oil spur now serving the Superior Oil Company, just beyond State Street. These industries are new and promise future development.

CONCLUSIONS

Our conclusions are that that portion of the branch beyond the spur serving the Superior Oil Company at Mile Post 1.4 be abandoned.

RECOMMENDATIONS

1. That we handle with the Union Pacific Railroad for cancellation of the gauntlet track arrangement on this branch and also negotiate with them for purchase of the track owned by us from their connection at Sandy, Utah to the end of the branch, abandoning the remainder of the track from Mile Post 1.4 to the Union Pacific connection at Sandy.
2. That if the Union Pacific does not agree to buy this portion of the branch from us, that we abandon the branch from Superior Oil Company Spur at Mile Post 1.4 to Sand Pit, Utah.

CASTLE VALLEY BRANCH - SALT LAKE DIVISION
 Entire Line - 17.67 Miles

DATE OF CONSTRUCTION AND PURPOSE FOR WHICH CONSTRUCTED

Originally constructed in 1903 - not operated until reconstructed in 1930.

Estimated Investment Cost to December 31, 1937 - \$697,932.00.

Covered by RGW First Consolidated Mortgage of 1899.

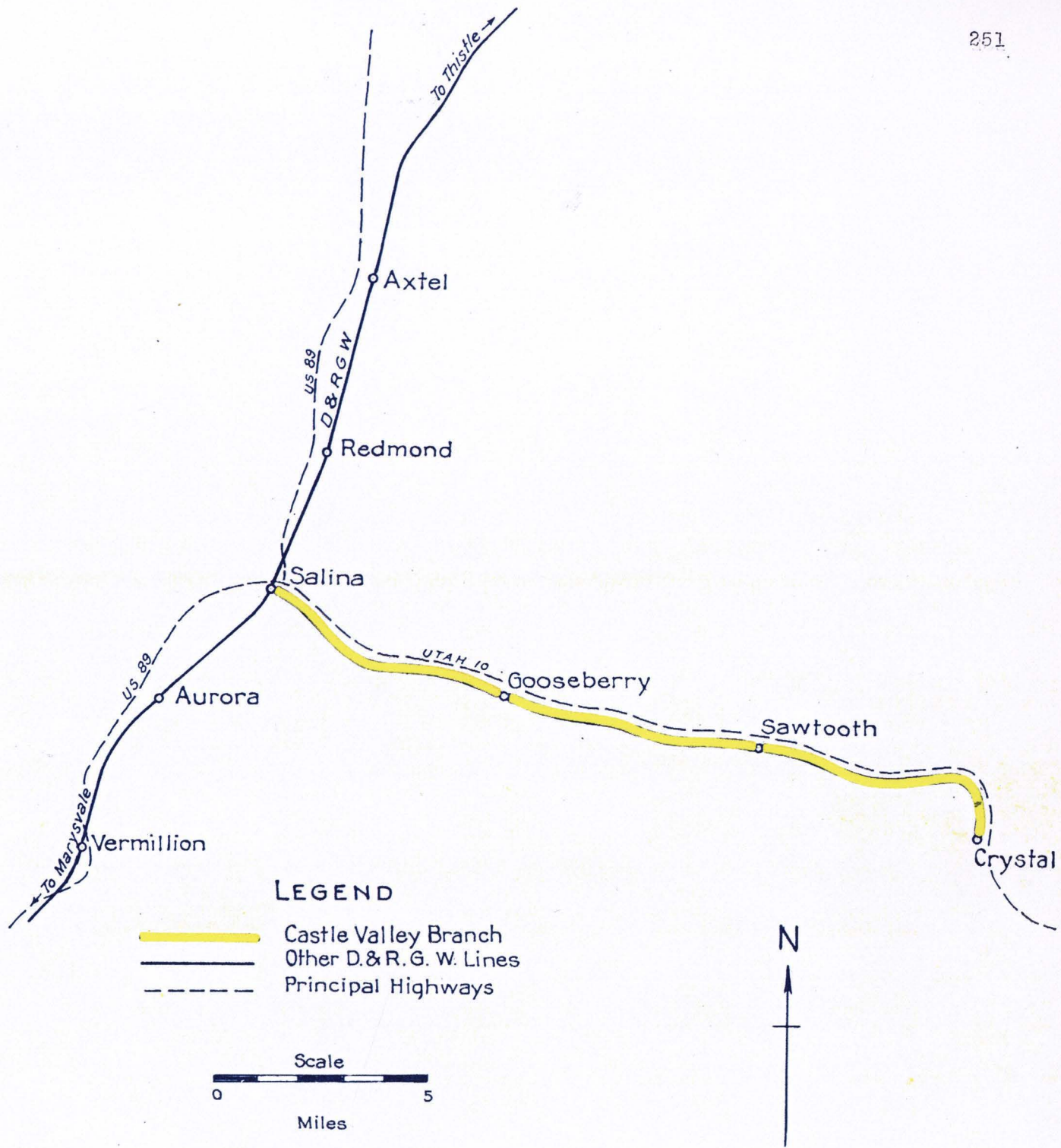
The Castle Valley Branch, sometimes called the Salina Canon Branch and sometimes called the Nioche Branch, was constructed by the Castle Valley Railroad Company in 1903, and was acquired by our predecessors in the consolidation of 1908.

The construction of this branch was part of an ambitious scheme looking to the full development of the Utah coal fields by opening the south and east outcrops with the construction of a line up Castle Valley and through Salina Canon. This line was to have been part of a through line that was to have extended from a point on our main line near Price or Wellington, via the Castle Valley-Salina route, through Marysville and on to Southern California. There undoubtedly was an additional motive, namely, that of forestalling the invasion of the Utah coal fields by other railroads.

For many years after the construction of the Salina Canon Branch, this plan of a short line was discussed by more than one report to the Directors recommending that we keep alive our filing maps on the surveyed routes from the main line near Price to the end of the branch at Nioche.

While the original construction of this 20-mile branch was completed in 1903 at a cost of nearly \$450,000, not a single revenue train was operated over it until 1930, and before many years had passed, severe floods in Sevier Canon had destroyed substantial parts of the grading and bridges. In 1913 and 1914, we spent an additional \$35,000.00 in restoration of the roadbed, and again during the receivership that terminated in 1921, an additional \$26,000.00 was spent, followed by expenditures of \$60,000.00 in 1922, and approximately \$56,000.00 in 1924, during all of which time the filings in Castle Valley were kept alive and from time to time additional surveys made to explore the advantages of new routes. In 1924, the Government brought suit to oust us from possession of Salina Canon and get control of the right of way for highway purposes. This suit was dismissed by the United States District Court. After the end of the second receivership in 1924, the railroad company continued to spend money from year to year for the rehabilitation of the branch until finally, in 1930, on the opening of a coal property on the line, the roadbed was finally restored, track laying completed, and itinerant operations begun.

The line from Farmington or Wellington, via Castle Valley and Salina Canon, to Salina would have shortened the route to Marysville and the southwest by approximately 43 miles, in addition to controlling the eastern outcrop of the Utah coal fields.



NOTE: Proposed Abandonment shown in yellow.

CASTLE VALLEY BRANCH

Salina to Crystal

Office of Engineer of Maintenance of Way
JUNE 15, 1938

DESCRIPTION OF BRANCH

The rail in this line is as follows:

<u>Location</u>	<u>Weight</u>	<u>Date Laid</u>
M.P. 767.60 to 767.91	75#	1916
M.P. 767.91 to 770.40	75#	1927
M.P. 770.40 to 773.27	75#	1928
M.P. 773.27 to 774.61	85#	1928
M.P. 774.61 to 780.01	65#	1928
M.P. 780.01 to 785.37	65#	1929

The greater part of this branch is on natural mixed clay and gravel, with a few scattered cinders. There are approximately 3,200 ties per mile, 54 percent of which are treated. Maximum grade 3.00 percent - Maximum curvature 13 degrees.

MAINTENANCE ORGANIZATION

This line has not been operated for several years and no maintenance required. Formerly maintained by regular gang on the Salina section, with 3 or 4 additional men.

BRIDGES, TRESTLES & CULVERTS

<u>Type</u>	<u>Number</u>	<u>Total Length</u>
Wooden Boxes	4	80 Feet
Corr. Iron Pipe - 18" to 48" (As Listed Below)	22	1,118 "
Concrete Pipe - 174' of 36" & 40' of 48"	5	214 "
Vitrified Tile - 19' of 12" & 25' of 18"	2	44 "
Stone Culverts	1	80 "
Concrete Boxes - 4' x 2' and 6' x 4'	2	45 "
Pile Trestles	9	336 "
Pile Trestle 144' - D.P.G. 32'	1	176 "
Pile Trestle 84' - T.P.G. 48'	1	132 "
Pile Trestle 127' - D.P.G. 48'	1	175 "
Frame Trestles	2	23 "

CORR. IRON PIPE

<u>Size</u>	<u>Length</u>
18"	33'
21"	36'
24"	309'
30"	90'
36"	268'
48"	382'

TELEGRAPH, SIGNAL, AND ELECTRICAL FACILITIES

There are no signal, telegraph or electrical facilities on this line.

MAINTENANCE OF FIXED PROPERTY (ESTIMATED 1938-1942)

	1938	1939	1940	1941	1942
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No Maintenance Account Not Operated

ESTIMATED SALVAGE VALUE AND COST TO DISMANTLE

Salvage Value	\$44,375.00
Cost to Recover Salvage	<u>10,642.00</u>
Net Salvage	\$33,733.00

RESOURCES

The principal resources are coal deposits having an analysis which runs:

Moisture	-	7.87%
Volatile	-	30.77%
Carbon	-	52.34%
Ash	-	9.02%
 B.T.U.	 -	 11,310

This coal is of poorer quality than the Carbon County coal in the Helper District.

INDUSTRIES AND FREIGHT TRAFFIC

There are no mines operating on this line that contribute freight traffic to the railroad. The line has not operated since 1934.

PRESENT SERVICE

This line was originally constructed to serve the mine at Crystal, but as this mine has been closed for a number of years, we are not operating the line, and stations thereon have been removed from the Tariff.

COMPETITION

There is some truck competition from a wagon mine beyond the end of our

branch, and presumably, if the Crystal Coal Company open up their mine, this same situation would exist.

EARNINGS AND EXPENSES

REVENUES (1928 to 1935 Incl.)							
1928	1929	1930	1931	1932	1933	1934	1935

STATION EARNINGS

Freight & Pass. \$ - \$ - \$12,833 \$33,889 \$34,744 \$32,029 \$12,933 \$ -

Note:- Including duplications for local branch traffic, corrections and absorptions, which have been included in 1936 and 1937 earnings statements.

REVENUES (1936 - 1937)							
1936				1937			
Freight For'd	Freight Rec'd	Pass For'd	Total	Freight For'd	Freight Rec'd	Pass For'd	Total

This line was last operated in 1934 and, therefore, there has been no revenue since that time.

EXPENSES (1936 - 1937)

This line was last operated in 1934, therefore, there has been no expense since that time, with the exception of taxes which amounted to \$2,285.00 in 1937.

FUTURE POSSIBILITIES

It is our opinion that any development of coal lands on this branch would not reach a point sufficient to justify its operation. They might conceivably supply a portion of the Marysvale Branch, and if there is any development of the alunite deposits at Marysvale, they might supply that demand. However, recent inquiries from parties interested in this deposit would indicate the use of electrical power. The large coal consuming territory is, we believe, tied up, insofar as Utah mines are concerned, to those operating in the Carbon County district. This coal, according to analysis, is a better all-purpose coal than that in Salina Canyon.

It is thought that conditions no longer exist that would justify the continuation of this line in order to prevent invasion of the Utah coal fields by other lines.

Recently at Salina, we were informed that Mr. Sumner, present owner of the Crystal Mine, is negotiating with a Mr. McPhail at Helper, Utah, to assist in the opening of this mine, believing that by putting the mine in shape, a loan from the Reconstruction Finance Corporation might be available for installation of modern machinery. The mine, at the present time, is full of water, and while the cost of dewatering would not be excessive, there would be additional expense, such as the purchase of new machinery and retimbering the mine, which would cost a considerable sum. The Utah Fuel Company owned some of the bonds and stock of the Crystal Company and the Crystal Company owes the Utah Fuel Company for machinery. Both the bonds and stock owned by the Utah Fuel Company, as well as the money the Crystal Mine owes for machinery, has been charged off the books of the Utah Fuel Company. We feel this is sufficient evidence to indicate that there is no possibility of this property being opened in the future and the branch, therefore, should be abandoned.

CONCLUSIONS

There will be no loss in main line revenue by reason of the abandonment of this branch.

RECOMMENDATIONS

It is our recommendation that the material in this branch be salvaged.

MAMMOTH MILL SPUR - SALT LAKE DIVISION
Joint with UP RR - 0.95 Miles

DATE OF CONSTRUCTION AND PURPOSE FOR WHICH CONSTRUCTED

Mammoth Mill Spur built in 1894.

Estimated Investment Cost to December 31, 1937 - Joint with the Union Pacific Railroad Company, 1/2 interest - \$13,684.00.

Covered by RGW First Consolidated Mortgage of 1899.

The Mammoth Mill Spur, jointly owned and operated with the Union Pacific Railroad, was constructed shortly after the completion of the Tintic Branch, being completed in 1894, to serve one of the best producers in the district.

DESCRIPTION OF BRANCH

This line is laid with 60# rail, is on natural earth, with some gravel ballast. There are approximately 3,200 ties per mile, 40 percent of which are treated. Maximum grade 4.00 percent - Maximum curvature 20 degrees.

MAINTENANCE ORGANIZATION

This line is maintained by the Union Pacific Railroad Company. Section gang located at Tintic Junction takes care of this branch. This gang consists of one Foreman and 2 to 5 section laborers.

BRIDGES, TRESTLES & CULVERTS

Type	Number	Total Length
Wooden Boxes, 1' x 1' to 3' x 2'	5	148 Feet
Cast Iron Pipe, 24"	1	44 "
Frame Trestle	1	52 "

TELEGRAPH, SIGNAL, AND ELECTRICAL FACILITIES

There are no telegraph, signal, or electrical facilities on this line.

MAINTENANCE OF FIXED PROPERTY (ESTIMATED 1938-1942)

1938	1939	1940	1941	1942
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Maintained by the Union Pacific Railroad Company.

ESTIMATED SALVAGE VALUE AND COST TO DISMANTLE

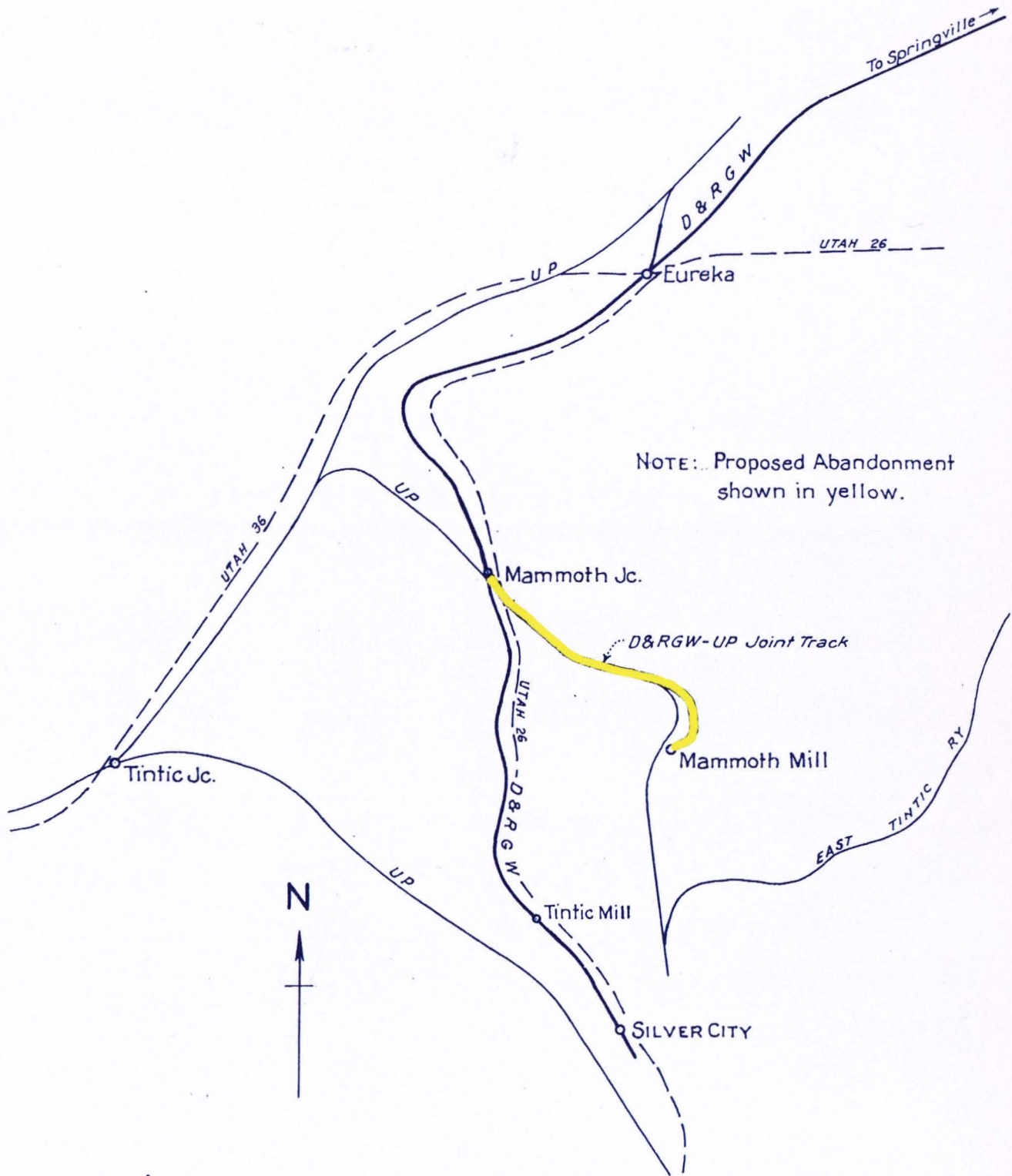
Salvage Value	\$2,495.00
Cost to Recover Salvage	<u>1,195.00</u>
Net Salvage	\$1,300.00

RESOURCES

The Mammoth Mill Spur is located in the Tintic mining district, comprised of Eureka, Mammoth, and Silver City, Utah. In former years, the spur contributed a large amount of ore traffic to the railroad, but the mill has been dismantled and the only revenue we now secure is from an occasional inbound shipment.

INDUSTRIES AND FREIGHT TRAFFIC

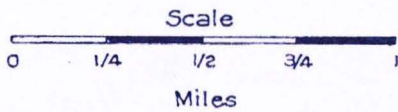
There are no industries of any consequence on the branch. In 1937, we handled but two inbound loads - one car of coal for the Jones Coal Company, and one car of lumber for the Grand Central Mining Company. There was no forwarded traffic.



NOTE: Proposed Abandonment shown in yellow.

LEGEND

- Mammoth Mill Spur
- Other D. & R. G. W. Lines
- Foreign Railroads
- Principal Highways



MAMMOTH MILL SPUR
Mammoth Jc. to Mammoth

Office of Engineer of Maintenance of Way
JUNE 15, 1938

PRESENT SERVICE

No regular service - operations practically abandoned in this district.

COMPETITION

Competition is furnished by the Union Pacific Railroad, with whom there is a joint track arrangement.

EARNINGS AND EXPENSES

REVENUES (1928 to 1935 Incl.)							
1928	1929	1930	1931	1932	1933	1934	1935

STATION EARNINGS

Freight & Pass. \$62,606 \$36,882 \$17,677 \$12,846 \$6,654 \$ 33 \$ - \$ -

Note:- Including duplications for local branch traffic, corrections and absorptions, which have been included in 1936 and 1937 earnings statements.

	REVENUES (1936 - 1937)							
	1936				1937			
	Freight For'd	Freight Rec'd	Pass. For'd	Total	Freight For'd	Freight Rec'd	Pass. For'd	Total
Mammoth	\$ -	\$ 169	\$ -	\$ 169	\$ -	\$ 170	\$ -	\$ 170
Total System Rev.	\$ -	\$ 169	\$ -	\$ 169	\$ -	\$ 170	\$ -	\$ 170
Branch Line Mileage Prorate of Revenue				\$ 2				\$ 2
<u>Branch Line Revenues Unallocated to Stations</u>								
Mail	-	-	-	\$ -	-	-	-	\$ -
Express	-	-	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-	-	-
Total Branch Line Revenue	-	-	-	\$ 2	-	-	-	\$ 2

NET TON MILES FOR BRANCH (THOUSANDS)

Not Available

EXPENSES (1936 - 1937)

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
<u>STATIONS</u>		
Wages	\$ -	\$ -
Other Expenses	-	-
Expense at Station Directly Due to Branch Line Operation	-	-
Total Station Expense	<u>\$ -</u>	<u>\$ -</u>
<u>MAINTENANCE OF WAY & STRUCTURES</u>		
Track and Buildings	\$ -	\$ -
Bridges	-	-
Other	-	-
Total Maintenance of Way & Structures	<u>\$ -</u>	<u>\$ -</u>
<u>MAINTENANCE OF EQUIPMENT</u>		
Locomotives	\$ 3.19	\$ 6.41
Freight Cars	.07	.17
Passenger Cars	-	-
Total Maintenance of Equipment	<u>\$ 3.26</u>	<u>\$ 6.58</u>
<u>TRANSPORTATION</u>		
Train & Enginemen Wages	\$ 9.36	\$ 18.76
Fuel, Water, Lubricants	3.05	6.00
Train Supplies & Expenses	.05	.10
Other	12.46	24.83
Total Transportation	<u>\$ 24.92</u>	<u>\$ 49.69</u>
TAXES (D&RGW track only)	<u>\$ 125.00 (Est.)</u>	<u>\$ 125.00 (Act.)</u>
<u>JOINT FACILITY RENTS, ETC.</u>		
Amounts Paid Union Pacific Railroad at Mammoth	<u>\$ 430.01</u>	<u>\$ 668.69</u>
TOTAL EXPENSES	<u>\$ 583.19</u>	<u>\$ 849.96</u>

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
CAPITAL EXPENDITURES - ROAD	\$ -	\$ -

TOTAL BRANCH LINE REVENUES 1936 - \$	2.00
TOTAL EXPENSE 1936	533.19
<u>NET LOSS 1936</u>	<u>581.19</u>

TOTAL BRANCH LINE REVENUES 1937 - \$	2.00
TOTAL EXPENSE 1937	849.96
<u>NET LOSS 1937</u>	<u>847.96</u>

R E C A P I T U L A T I O N

	<u>1 9 3 6</u>	<u>1 9 3 7</u>
1. Gross Revenue Contributed to System	\$ 167	\$ 168
2. Net Revenue Contributed to System	125	126
3. Loss From Branch Operation (Incl. Cap'l Exp & Taxes)	581	848
4. Revenue to System From Branch Operation	456(red)	722(red)

FUTURE POSSIBILITIES

There are no possibilities of any future development in this territory that would justify continuance of operation of this spur.

CONCLUSIONS

It is concluded that we should communicate with the Union Pacific Railroad Company, suggesting entire abandonment of this spur.

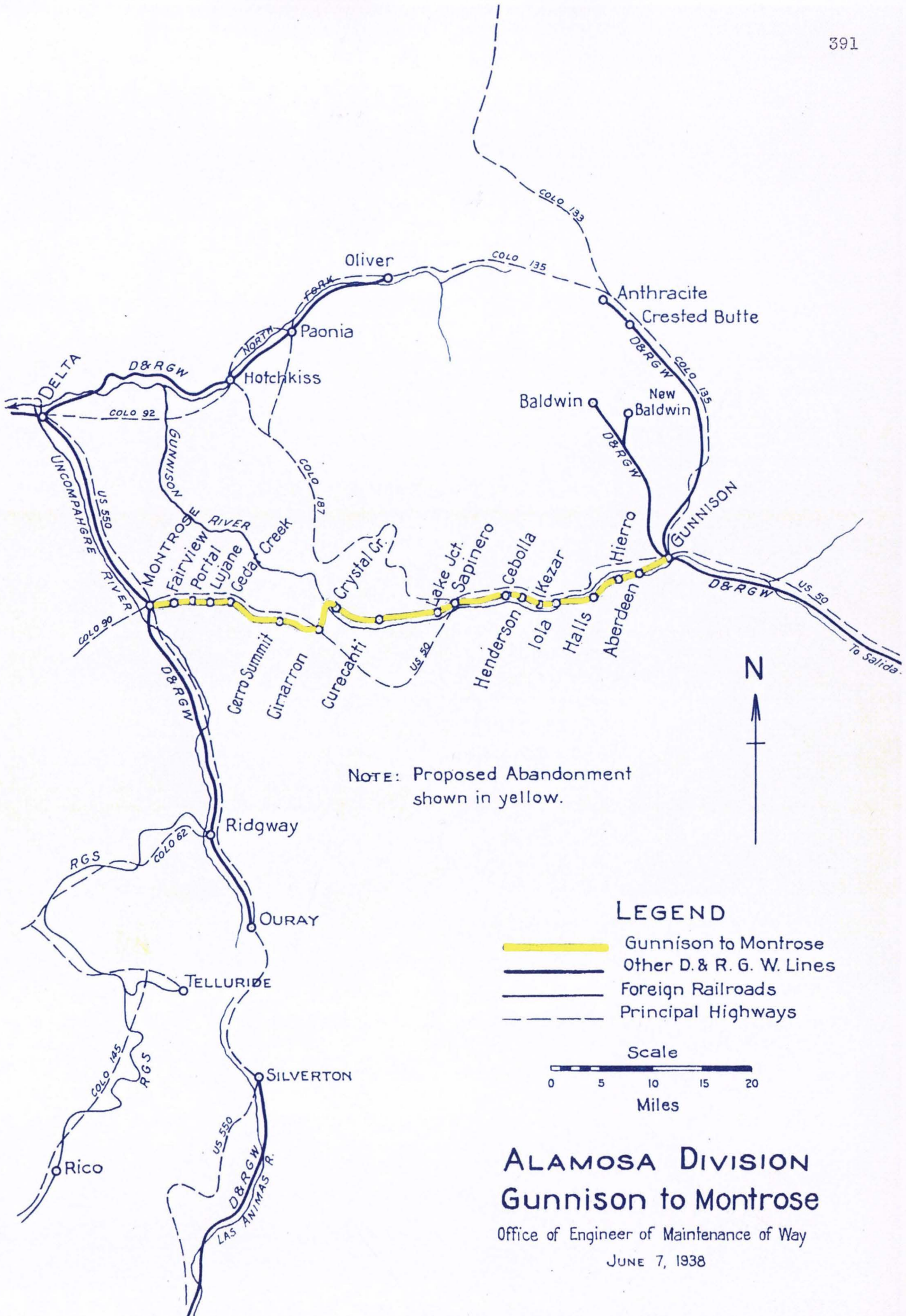
RECOMMENDATIONS

It is recommended that if the Union Pacific Railroad Company is not agreeable to the abandonment of the spur, that we handle with that railroad to purchase our interest in the track so that we can be relieved of our proportion of the maintenance thereon.

Colorado Branch Lines

1938

(Maps only)



NOTE: Proposed Abandonment shown in yellow.

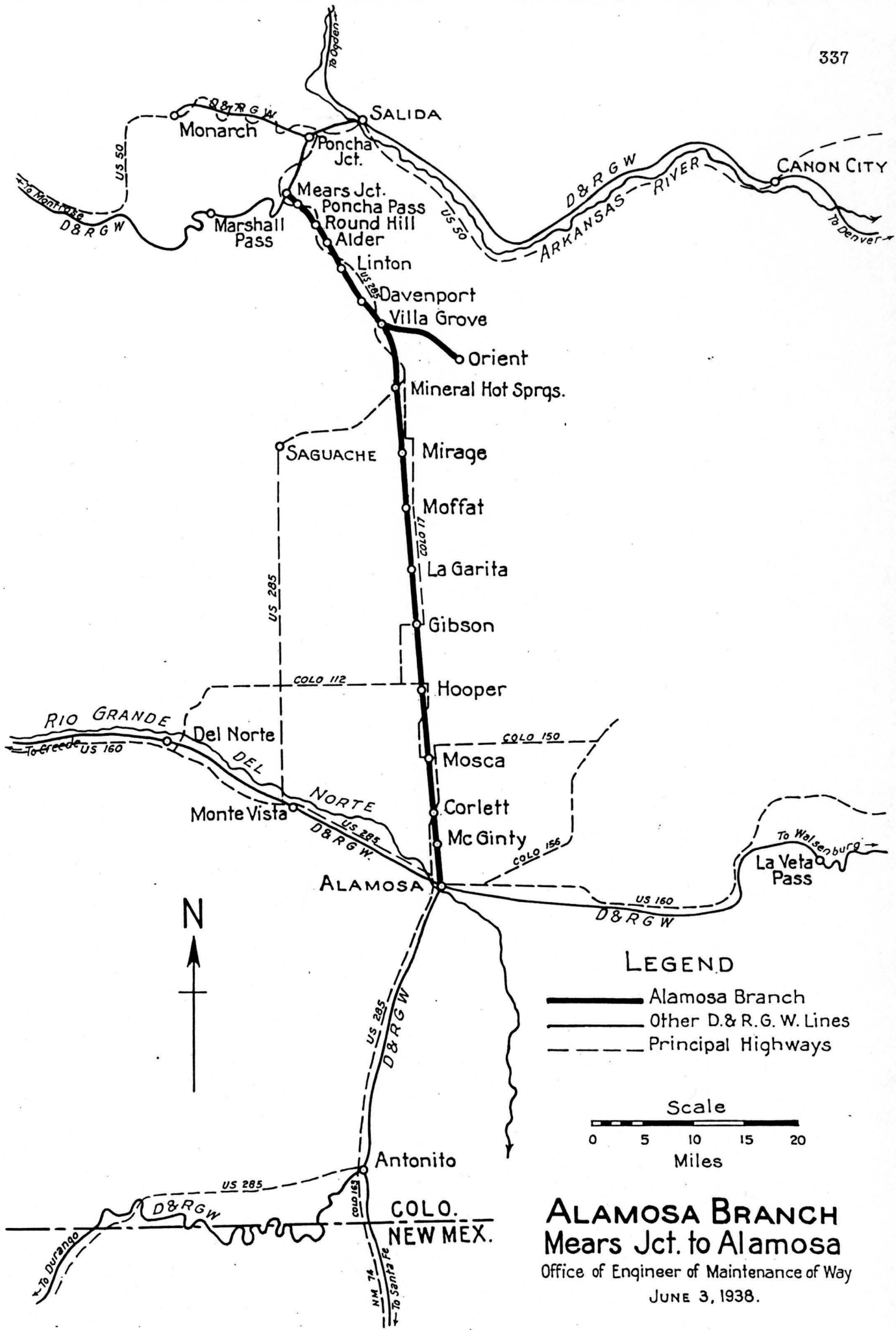
LEGEND

- Gunnison to Montrose
- Other D. & R. G. W. Lines
- Foreign Railroads
- Principal Highways






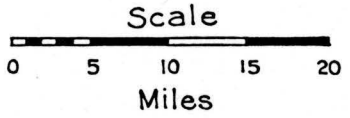
**ALAMOSA DIVISION
Gunnison to Montrose**

Office of Engineer of Maintenance of Way
JUNE 7, 1938



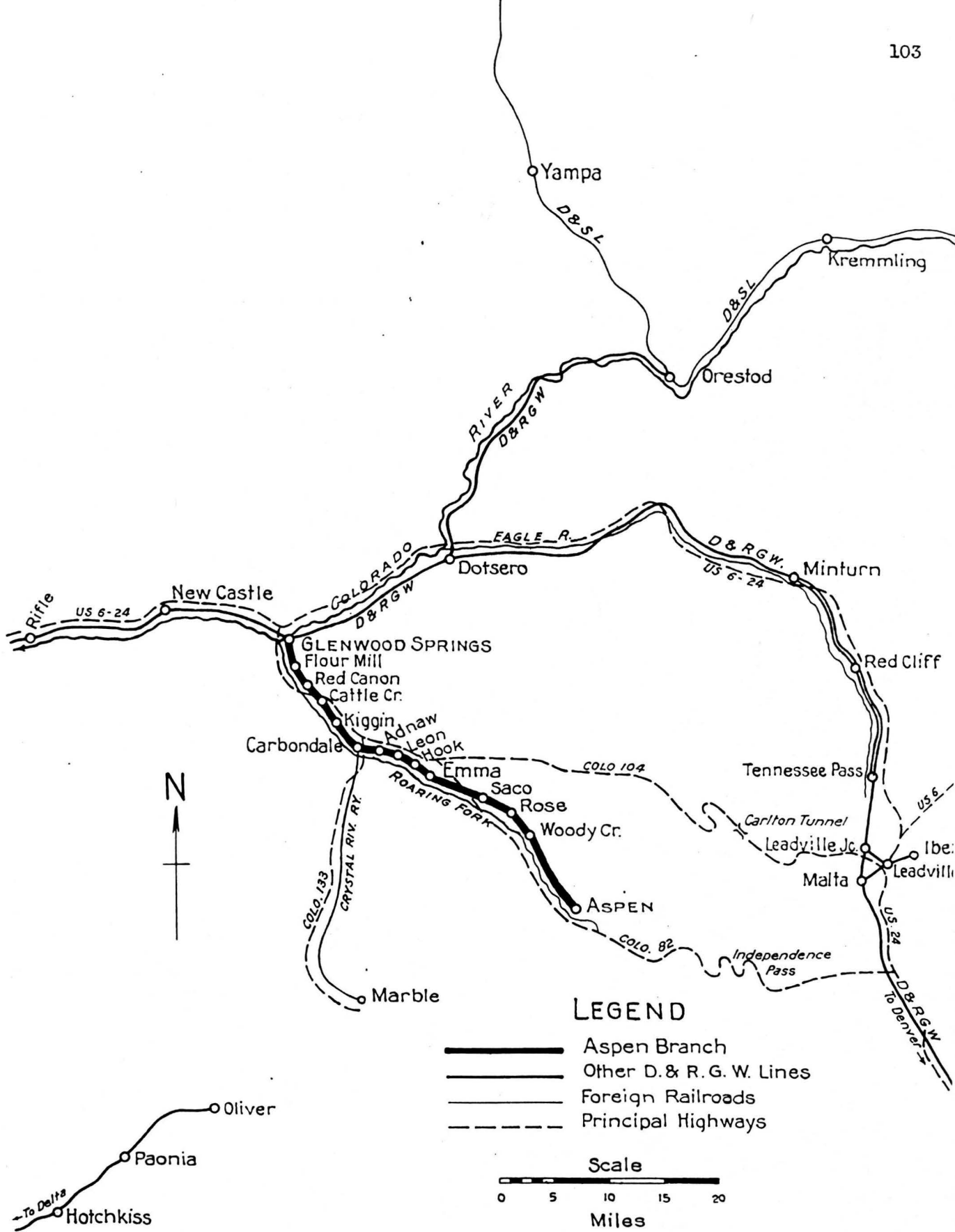
LEGEND

-  Alamosa Branch
-  Other D.&R.G.W. Lines
-  Principal Highways







ALAMOSA BRANCH
Mears Jct. to Alamosa

Office of Engineer of Maintenance of Way
 JUNE 3, 1938.



LEGEND

-  Aspen Branch
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways

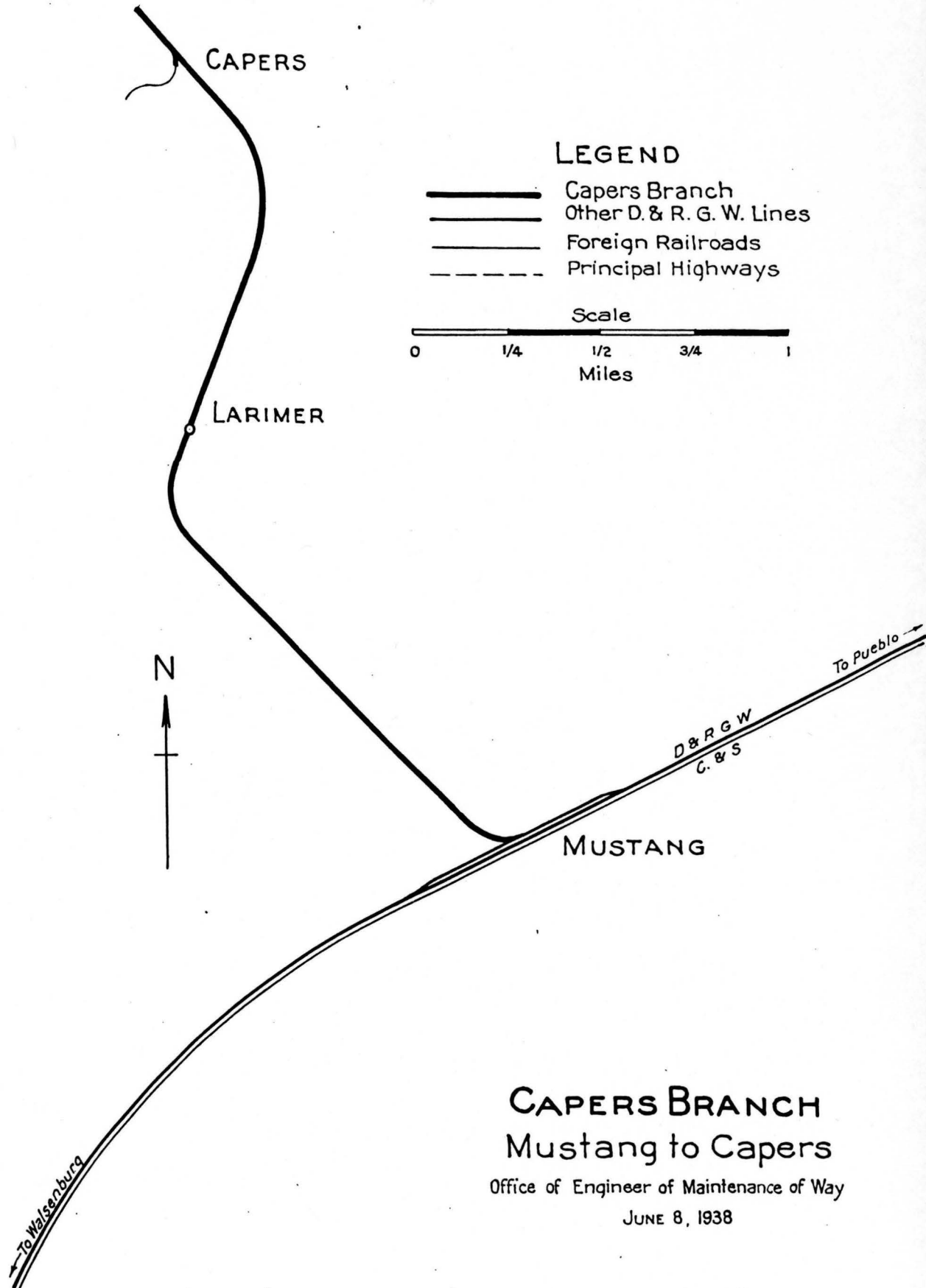
Scale







ASPEN BRANCH

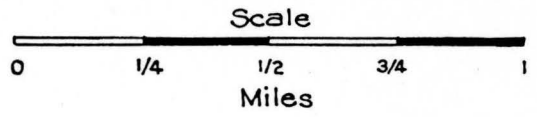
Glenwood Springs to Aspen

Office of Engineer of Maintenance of Way
JUNE 11, 1938



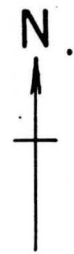
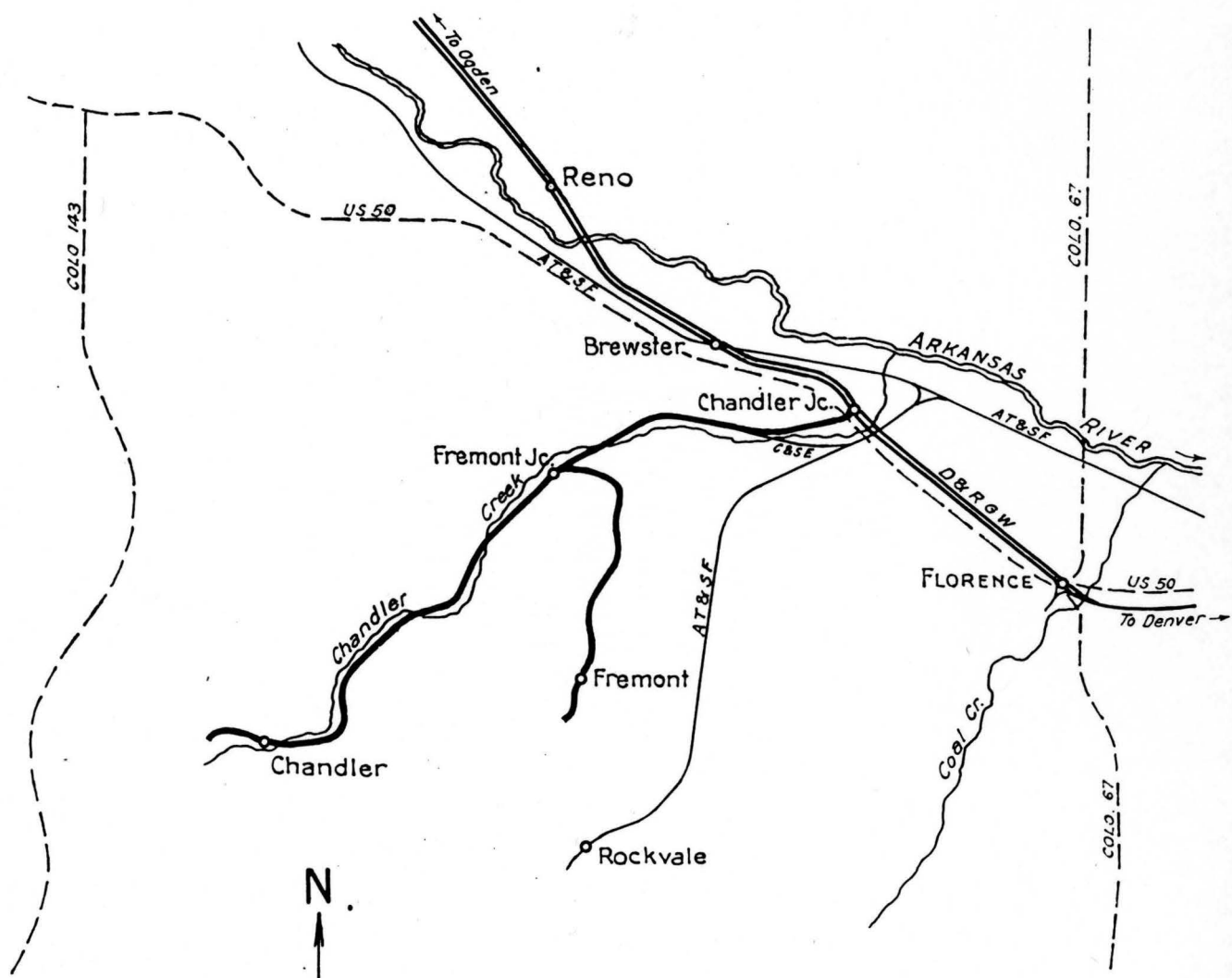
LEGEND

-  Capers Branch
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways







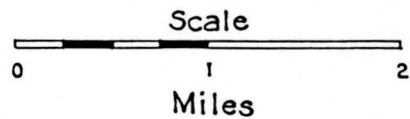
**CAPERS BRANCH
Mustang to Capers**

Office of Engineer of Maintenance of Way
JUNE 8, 1938



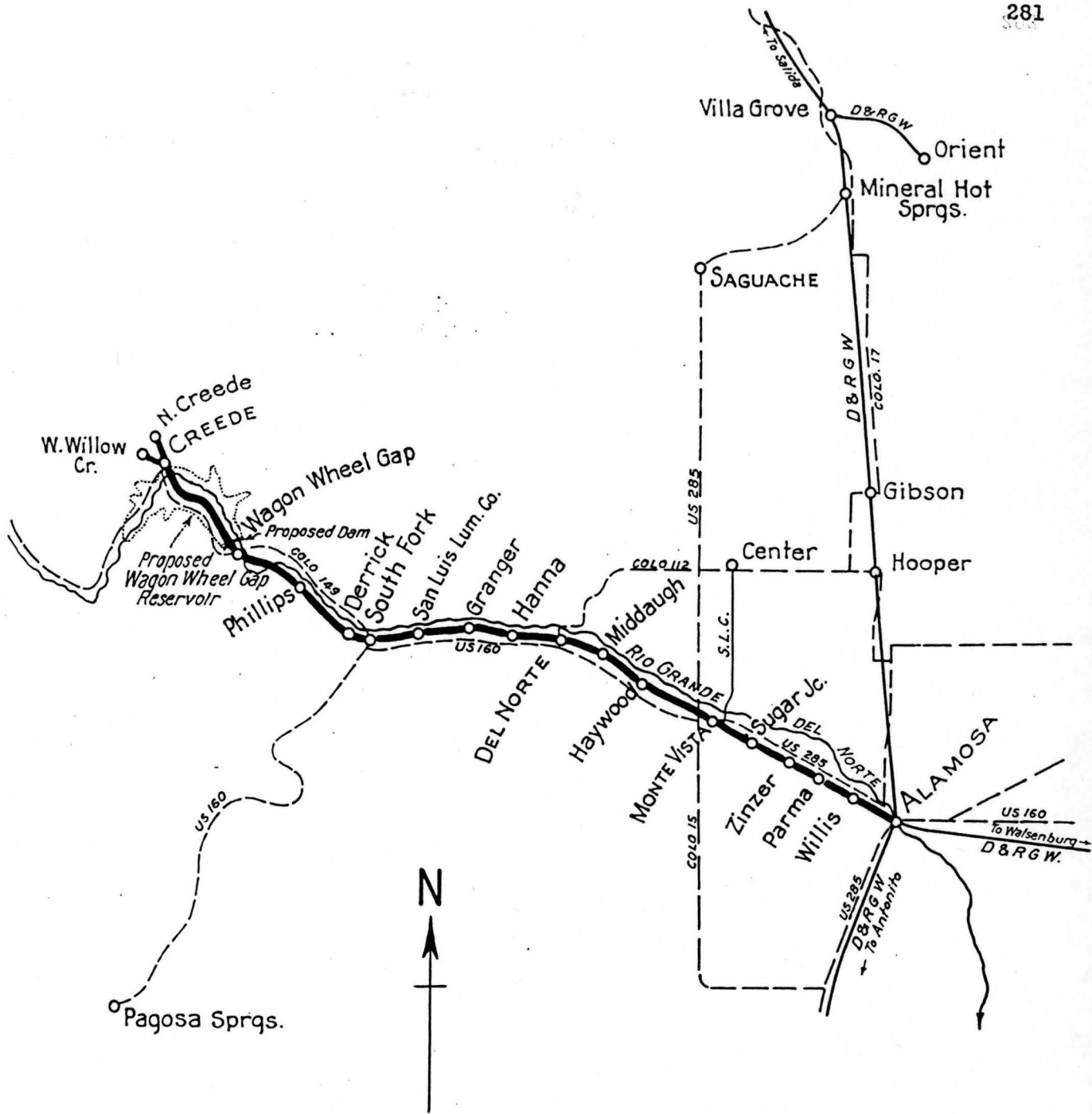
LEGEND

-  Chandler Branch
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways







**CHANDLER BRANCH
Chandler Jc. to Chandler**

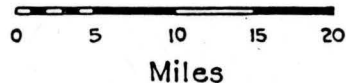
Office of Engineer of Maintenance of Way
JUNE 10, 1938



LEGEND

-  Creede Branch
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways

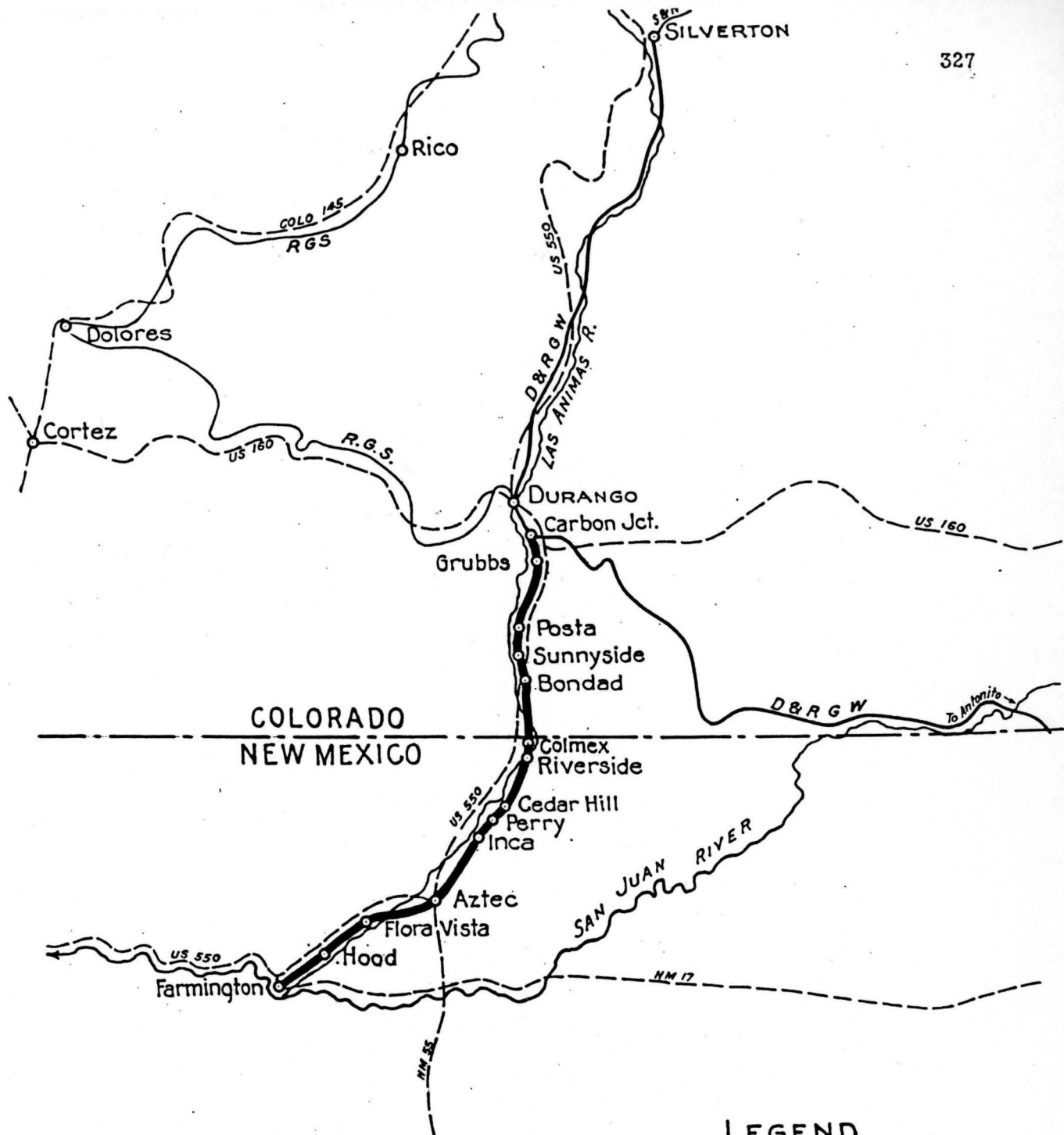
Scale







CREEDE BRANCH Alamosa to Creede

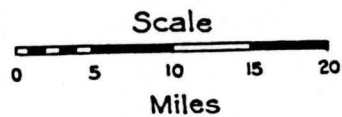
Office of Engineer of Maintenance of Way

JUNE 4 1938



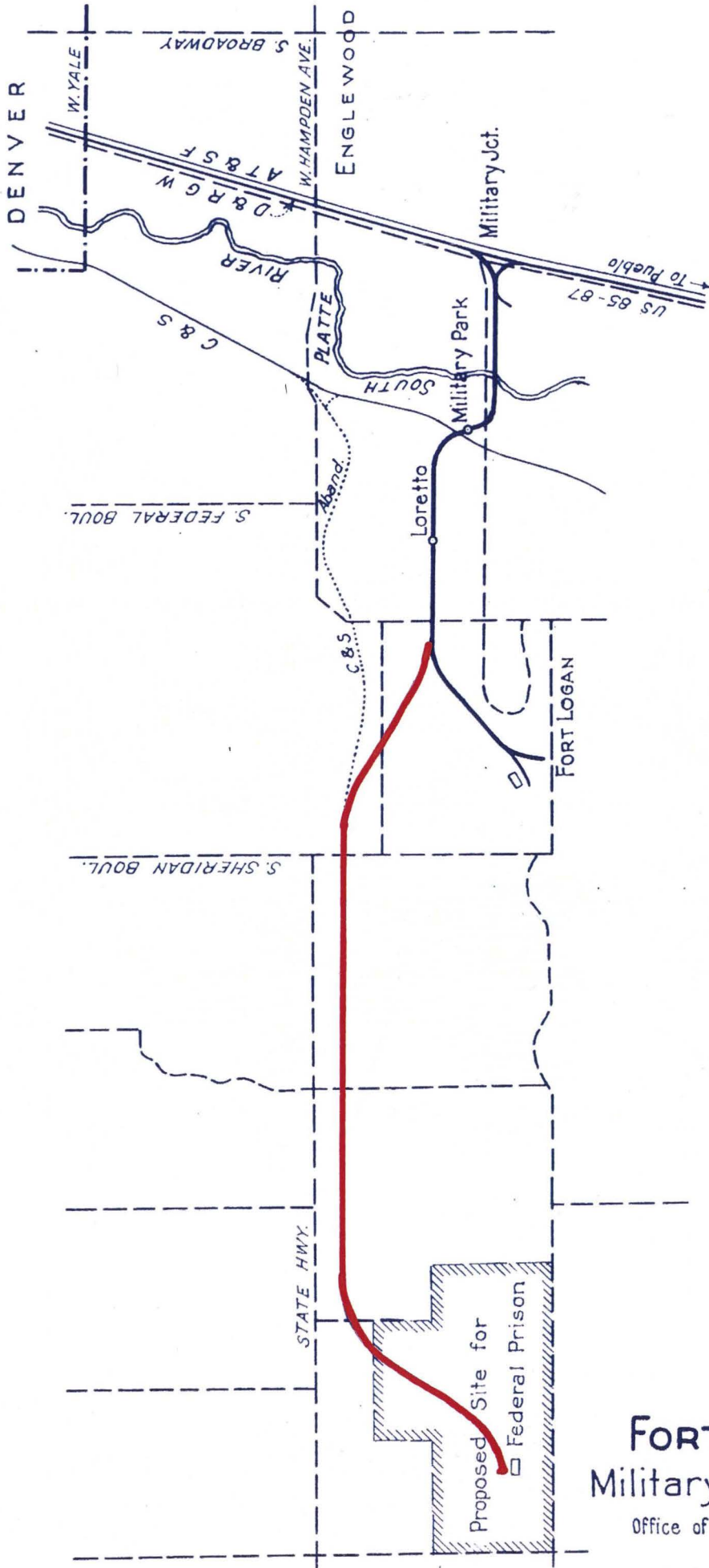
LEGEND

-  Farmington Branch
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways



**FARMINGTON BRANCH
Carbon Jct. to Farmington**

Office of Engineer of Maintenance of Way
JUNE 6, 1938



LEGEND

- Fort Logan Branch
- Other D. & R. G. W. Lines
- Foreign Railroads
- Principal Highways
- Proposed Extension - Ft. Logan Branch

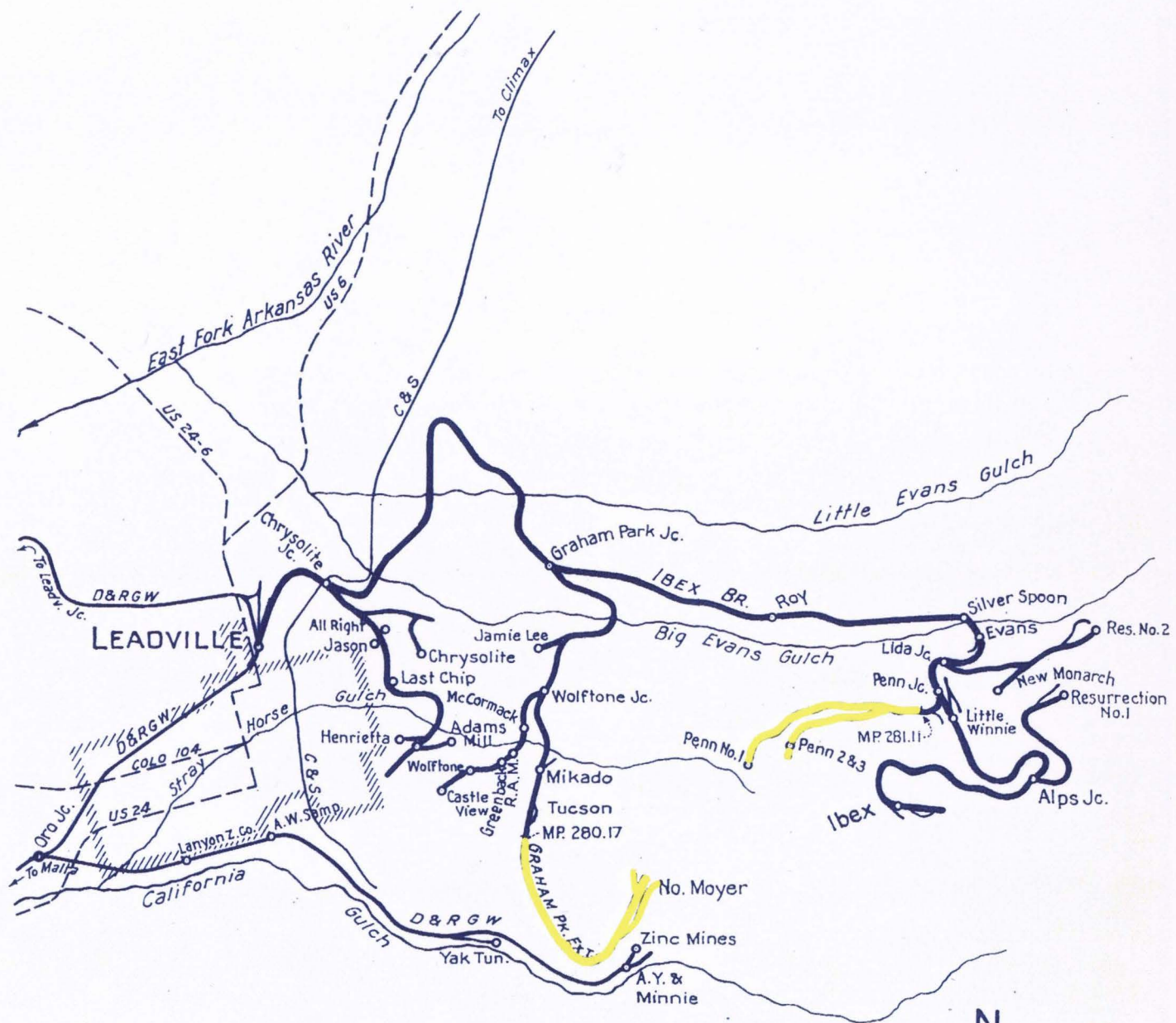


FORT LOGAN BRANCH






Military Jct. to Fort Logan

Office of Engineer of Maintenance of Way

AUGUST 24, 1938



LEGEND

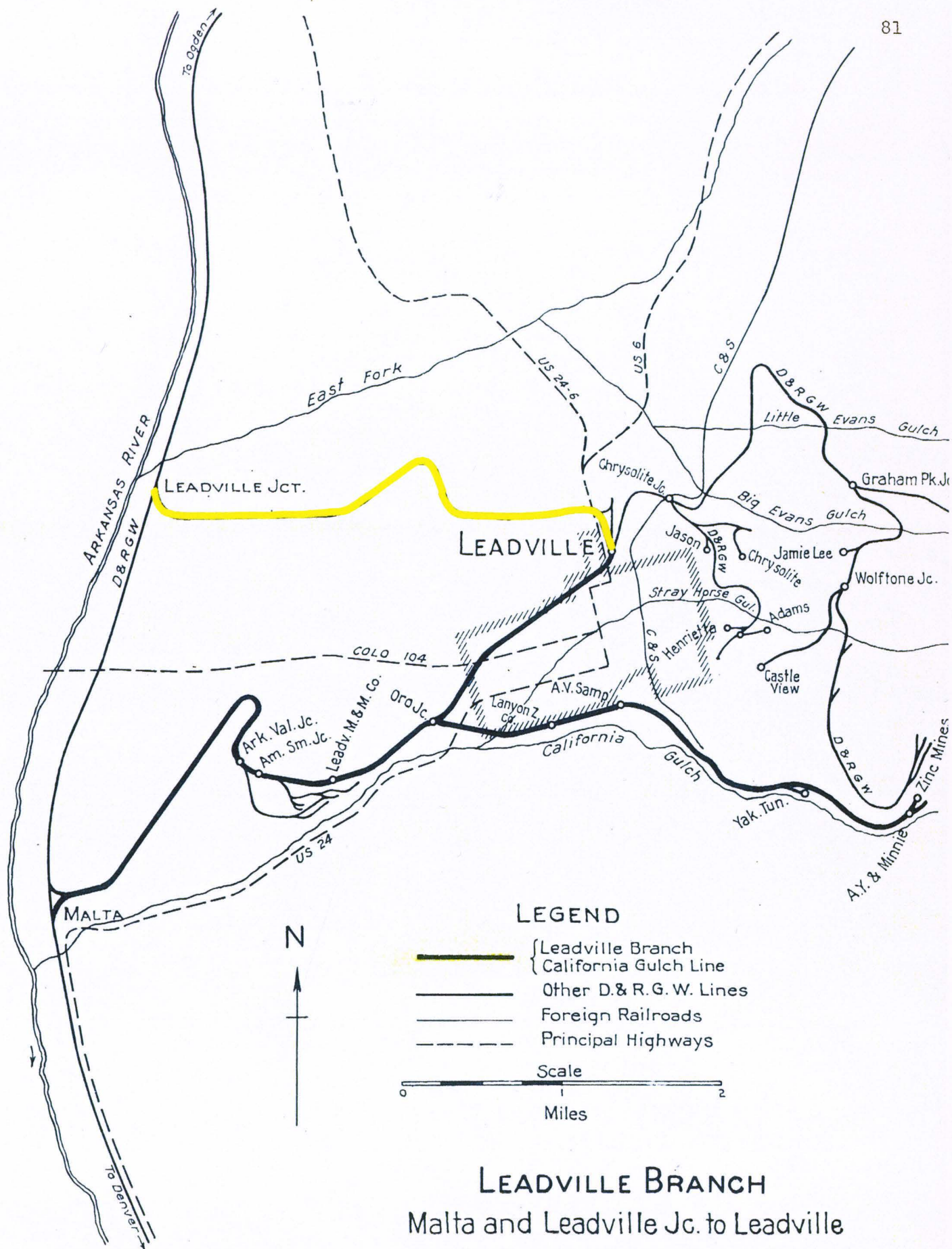
-  Ibox Branch
-  Graham Park Extension
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways








NOTE: Proposed Abandonments
shown in yellow.


IBEX BRANCH Leadville to Ibox Including Graham Park Extension

Office of Engineer of Maintenance of Way
JUNE 10, 1938.



LEGEND

-  { Leadville Branch
-  { California Gulch Line
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways

Scale

 Miles

LEADVILLE BRANCH
 Malta and Leadville Jc. to Leadville
 Including California Gulch Line



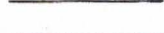
Office of Engineer of Maintenance of Way
 JUNE 10, 1938

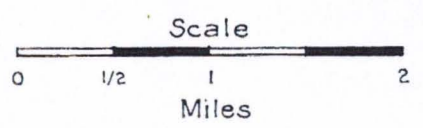
Proposed Abandonment
 shown in yellow.



NOTE: Proposed Abandonment shown in yellow.

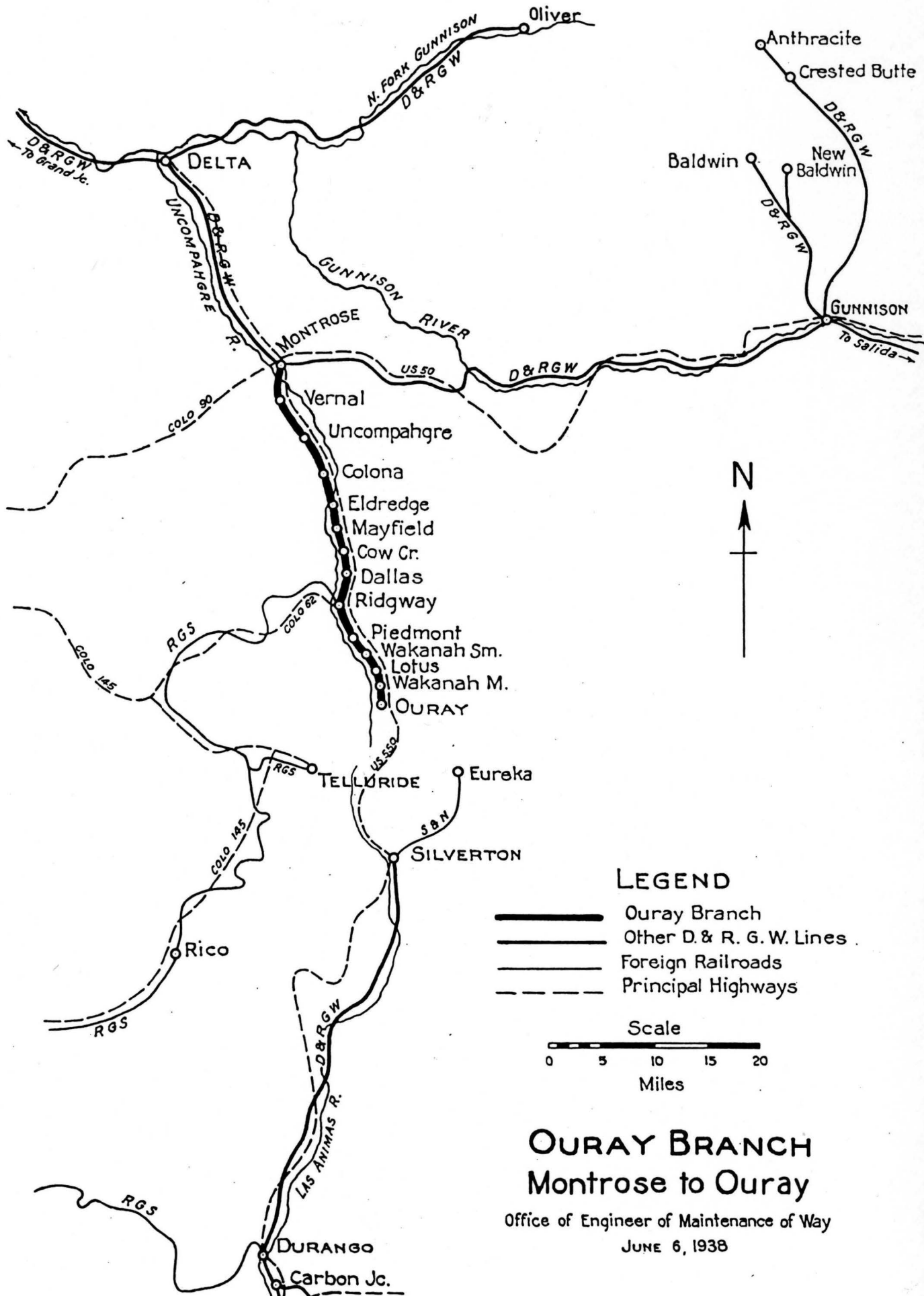
LEGEND

-  Manitou Branch
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways







MANITOU BRANCH
Colorado Springs to Manitou Springs

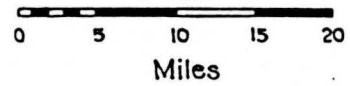
Office of Engineer of Maintenance of Way
JUNE 8, 1938.



LEGEND

-  Ouray Branch
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways

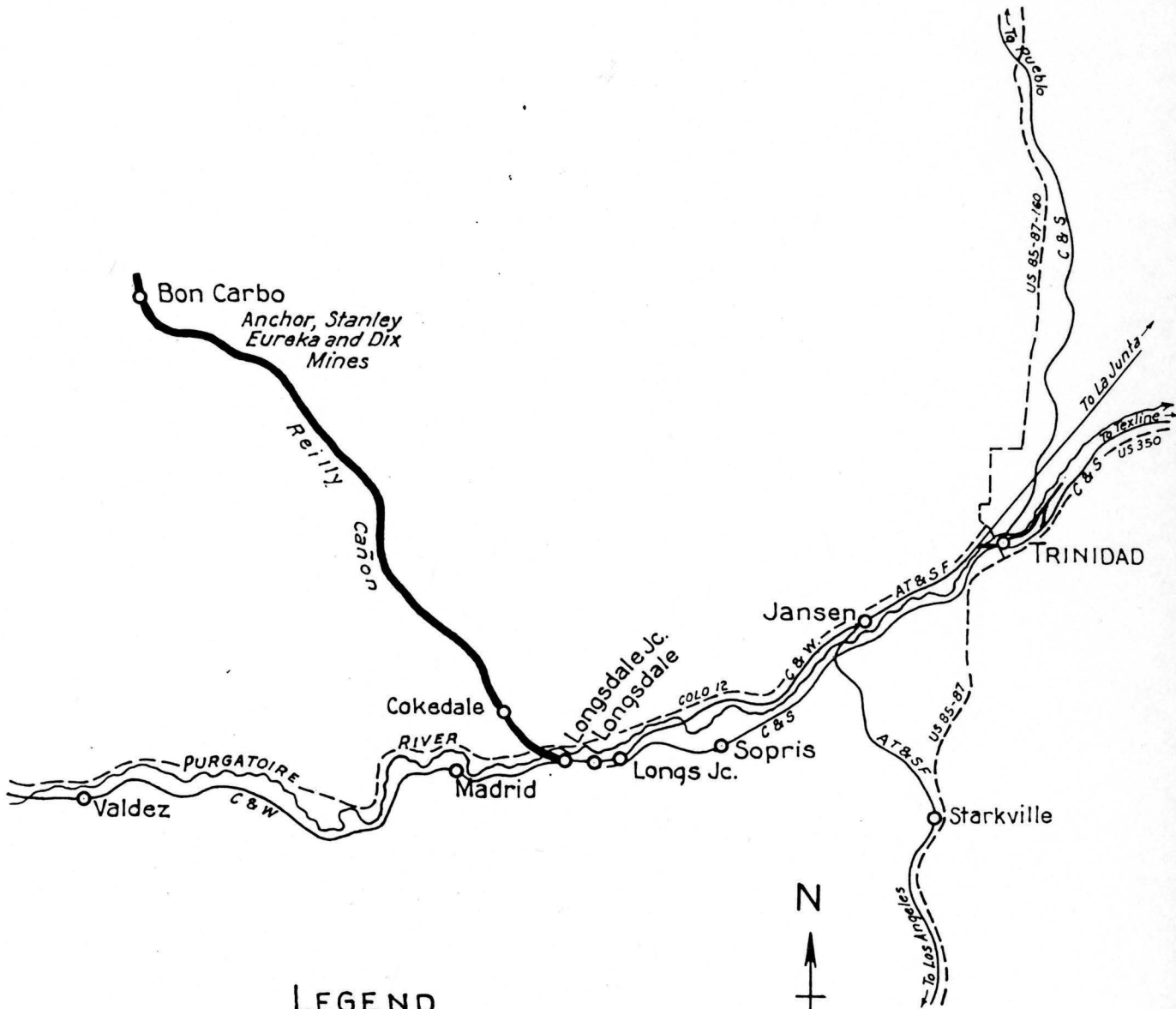
Scale







**OURAY BRANCH
Montrose to Ouray**

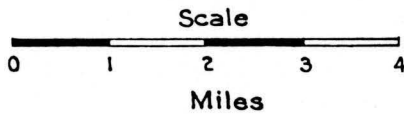
Office of Engineer of Maintenance of Way

JUNE 6, 1938



LEGEND

-  Reilly Canon Branch
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways

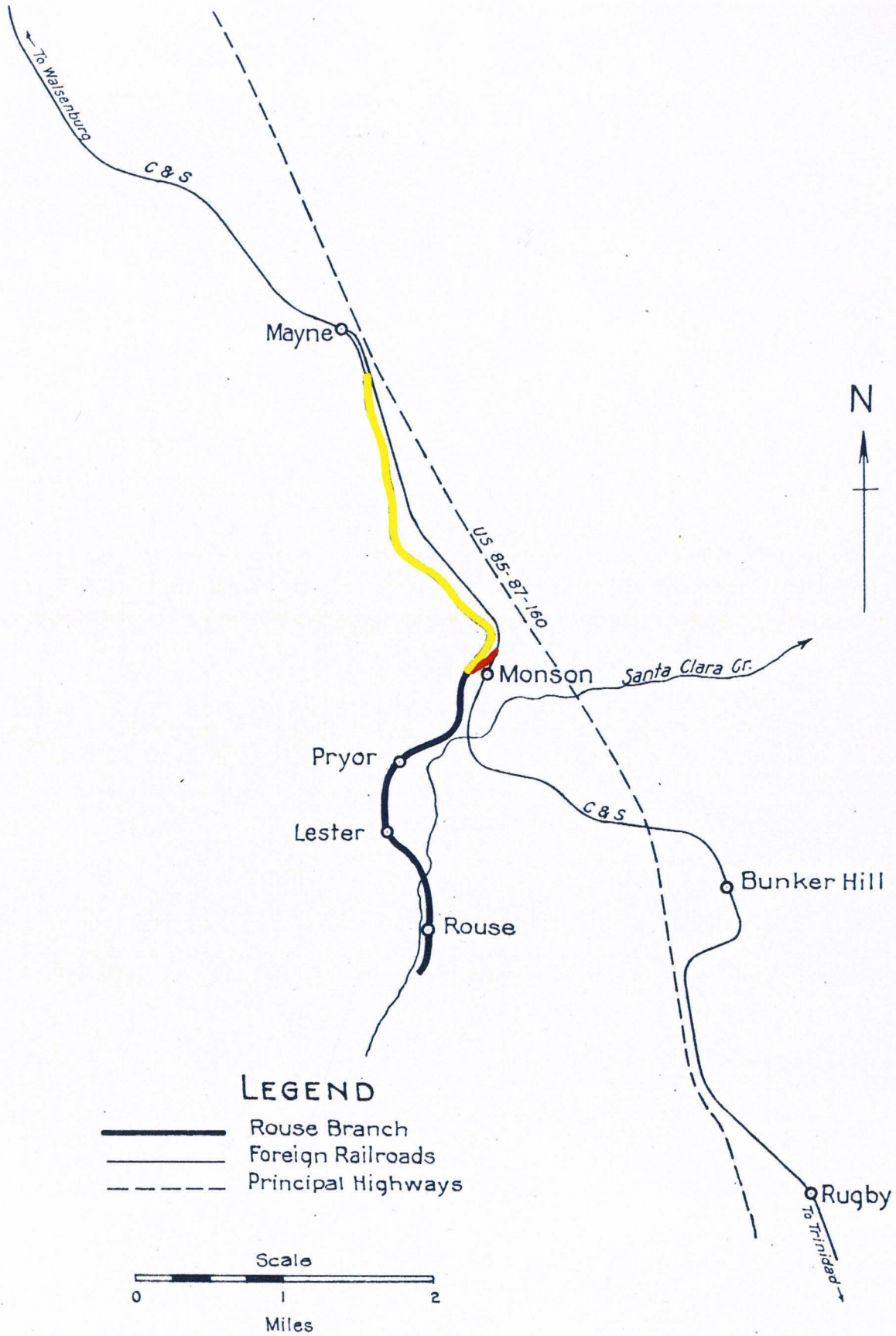


REILLY CANON BRANCH

Longsdale Jct. to Bon Carbo

Office of Engineer of Maintenance of Way

JUNE 9, 1938.

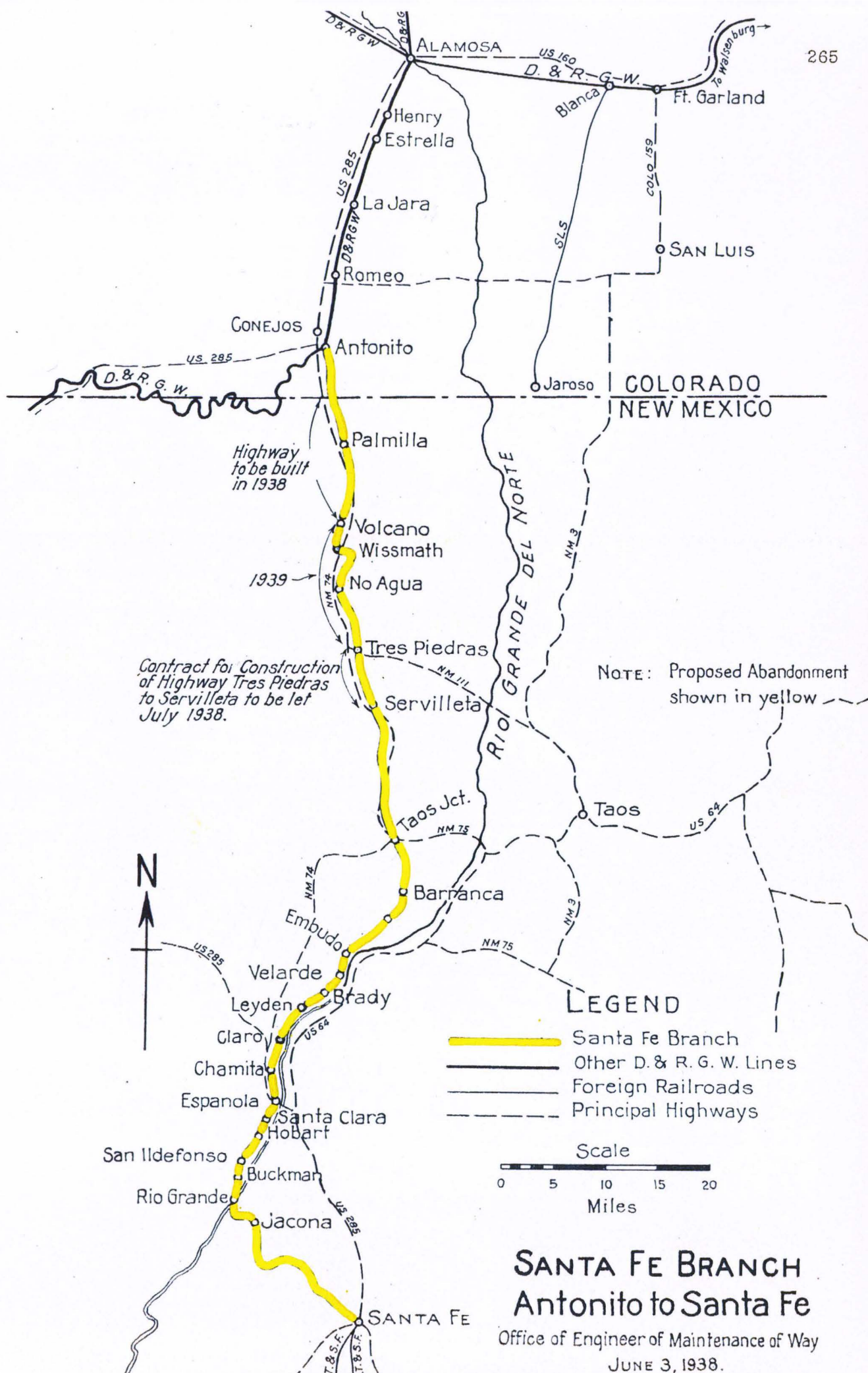


NOTE: Proposed Connection with C. & S. Ry. at Monson shown in Red.
 Proposed Abandonment of portion of Rouse Branch shown in yellow.

ROUSE BRANCH Mayne to Rouse

Office of Engineer of Maintenance of Way

JUNE 9, 1938



Highway to be built in 1938

1939

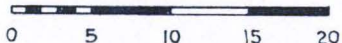
Contract for Construction of Highway Tres Piedras to Servilleta to be let July 1938.

NOTE: Proposed Abandonment shown in yellow

LEGEND

- Santa Fe Branch
- Other D. & R. G. W. Lines
- Foreign Railroads
- Principal Highways

Scale

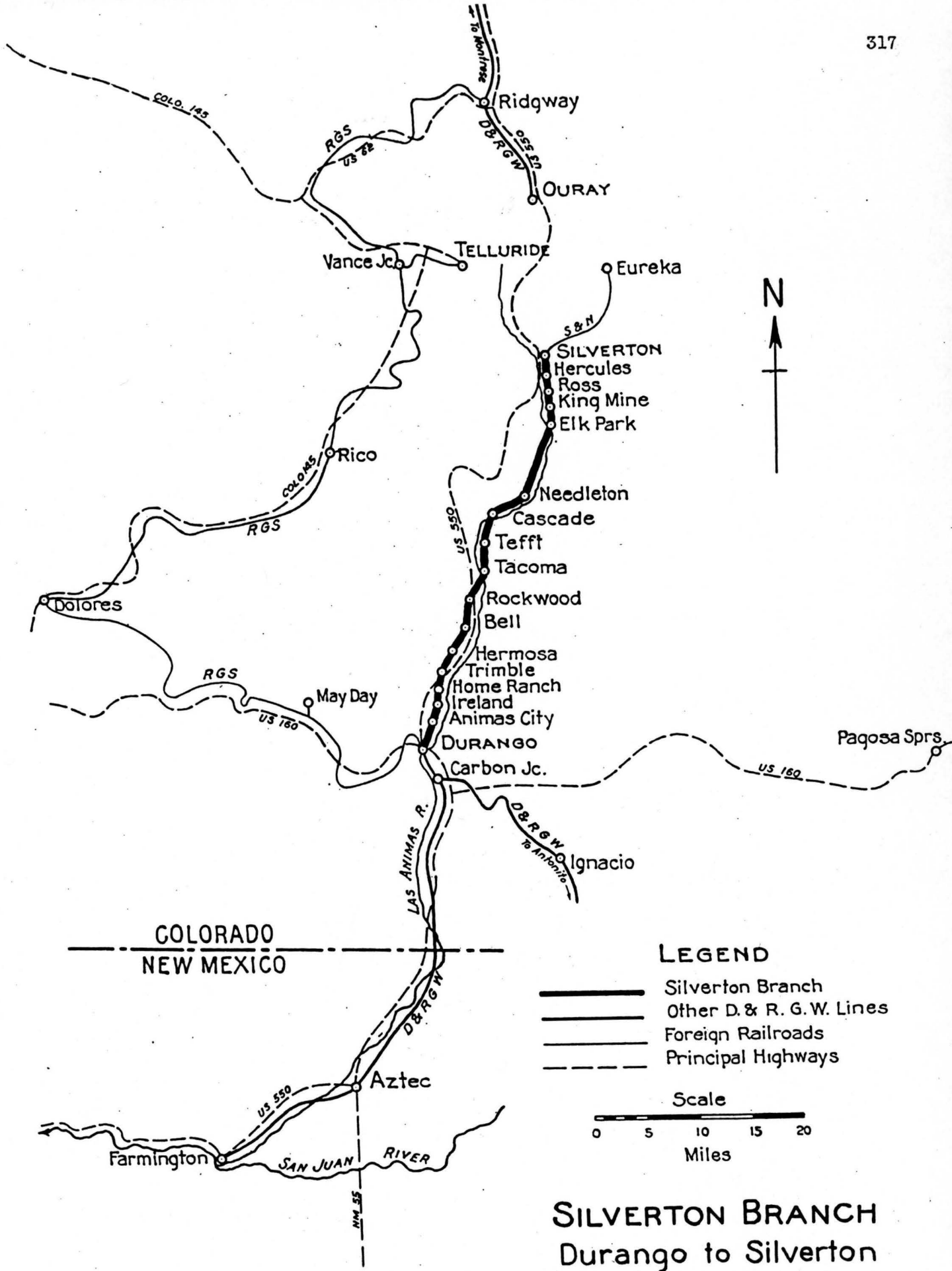


Miles





SANTA FE BRANCH Antonito to Santa Fe

Office of Engineer of Maintenance of Way

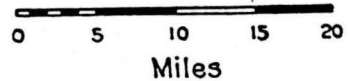
JUNE 3, 1938.



LEGEND

-  Silverton Branch
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways

Scale

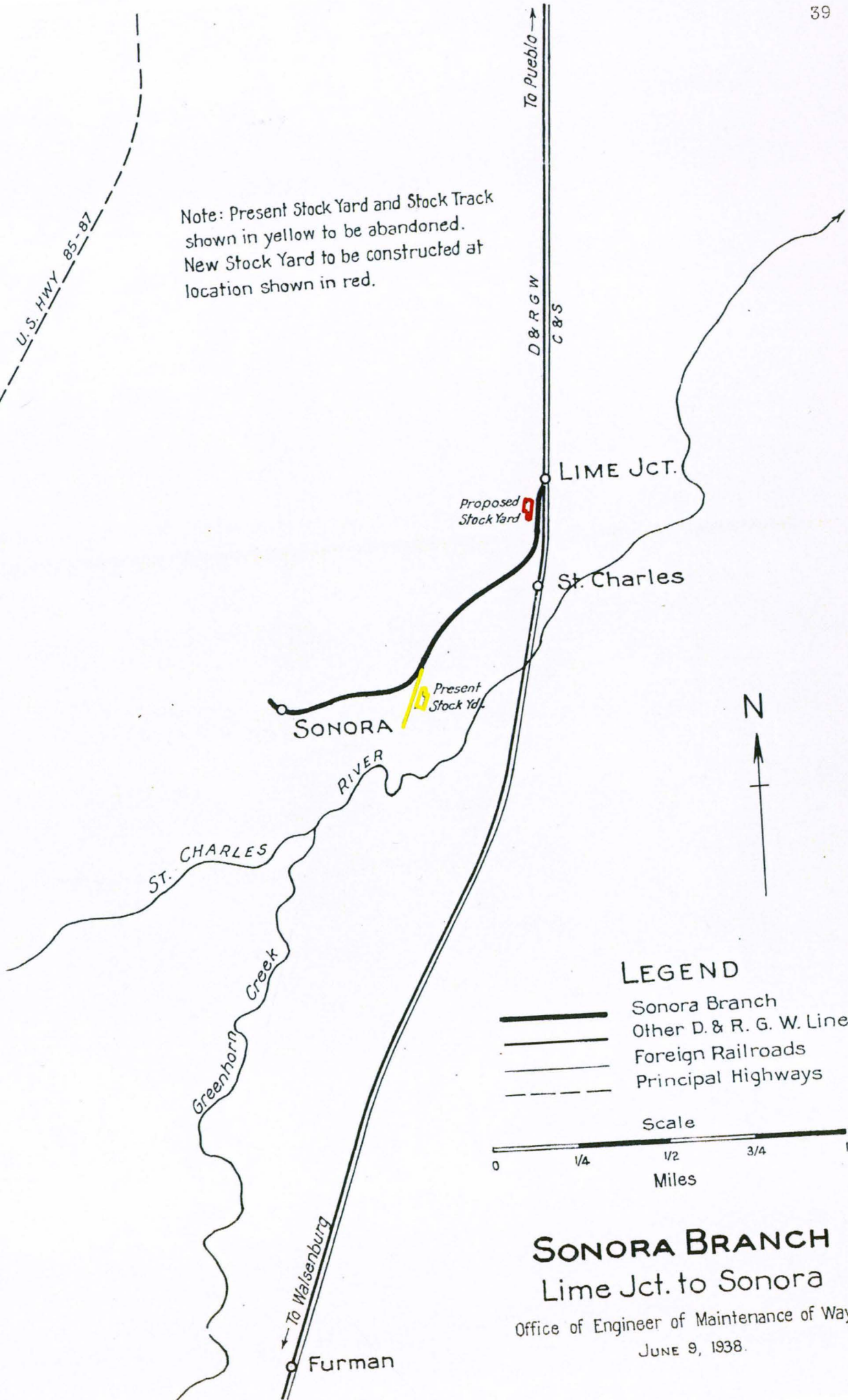


SILVERTON BRANCH
Durango to Silverton





Office of Engineer of Maintenance of Way
 JUNE 6, 1938

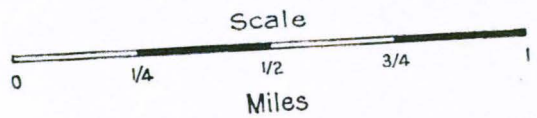
U.S. HWY 85-87

Note: Present Stock Yard and Stock Track shown in yellow to be abandoned. New Stock Yard to be constructed at location shown in red.



LEGEND

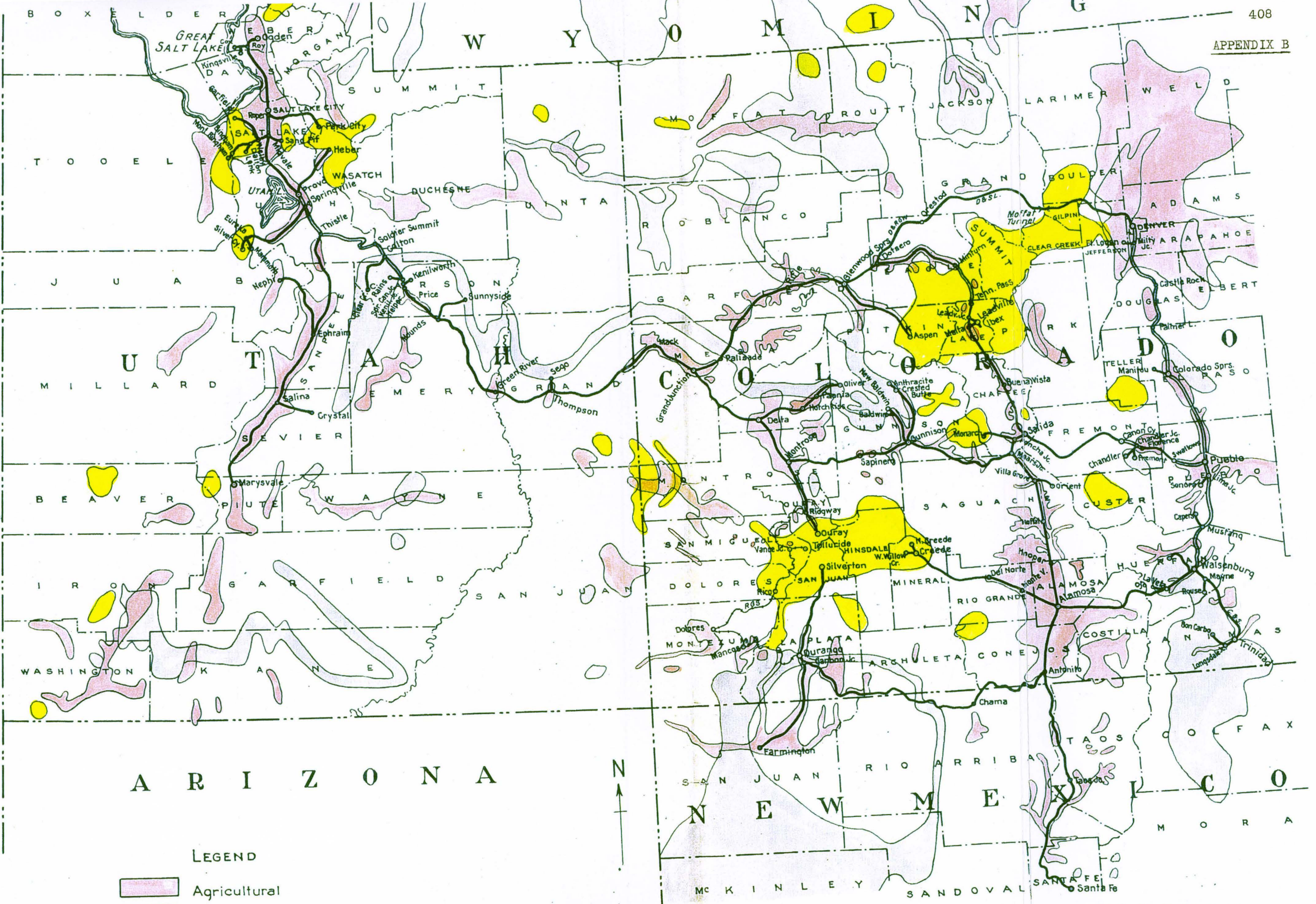
-  Sonora Branch
-  Other D. & R. G. W. Lines
-  Foreign Railroads
-  Principal Highways



SONORA BRANCH

Lime Jct. to Sonora

Office of Engineer of Maintenance of Way
 JUNE 9, 1938.



- LEGEND
- Agricultural
 - Metal
 - Coal

D. & R. G. W. R. R.
RESOURCE MAP
 Office of Engineer Maintenance of Way
 JUNE 20, 1938